

# United States Senate

WASHINGTON, DC 20510-4705

June 1, 2015

The Honorable Anthony Foxx  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

RE: City of Seattle, Northgate Non-Motorized Access to Transit and Education Project  
FOA: Fiscal Year 2015 TIGER Discretionary Funding (TIGER VII)

Dear Secretary Foxx:

I strongly support the City of Seattle's application for funding under the TIGER VII grant program for the Northgate Non-Motorized Access to Transit and Education Project. Under this proposal, the city will engage in a significant expansion of their bike share program, construct a bicycle-pedestrian bridge over Interstate 5 in North Seattle, and provide additional safety improvements for non-motorized access to the Northgate Transit Center.

In October 2014, the city installed 50 bike share stations and 500 bikes in neighborhoods around Seattle, available for use 24 hours a day, as part of the Pronto bike share system. In the first two months of use, riders biked a total of 43,010 miles using Pronto. If awarded, funding for the City's Northgate project will support the installation of 250 bike stations including a significant number of stations in underserved neighborhoods, tripling access to bike share for city residents.

The construction of a bridge for pedestrians and bicyclists over Interstate-5 will provide a direct connection to the existing Northgate Transit Center for 14,000 students at North Seattle College and provide better access to the Opportunity Center for Employment and Education at the college. In addition, the bridge will leverage a Federal Transit Administration New Starts investment in the Northgate Link Light Rail Station when it opens in 2021.

Over the past 15 years, significant social and economic investment has taken place in the Northgate Urban Center, a Metropolitan Planning Organization-designated regional growth center. Northgate has remained one of Seattle's most affordable neighborhoods and is home to a higher proportion of economically disadvantaged populations than the city as a whole.

Improved multi-modal access to the transit center and the neighborhood of Northgate will significantly improve residents' access to regional job centers. I strongly support the City of Seattle's proposal as a key transit priority and I urge you to give their application full and fair consideration.

Sincerely,

Maria Cantwell  
United States Senator

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