



Ed Murray
Mayor

Tim Burges
Council President

May 26, 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 TIGER application

Dear Secretary Foxx:

The City of Seattle, along with its partners Sound Transit and King County Metro, hereby submit the accompanying request for a FY 2015 US DOT TIGER grant in the amount of \$25 million. This funding would complete construction of the Northgate Non-Motorized Bridge over I-5, along with other important elements of the Northgate non-motorized network, and fund a major expansion of Seattle's bike share network from 50 to approximately 250 stations. The proposed project will provide essential first- and last-mile access to jobs and education for people of all ages and abilities.

This project is a direct result of our region's participation in the joint DOT/HUD/EPA Sustainable Communities program. Under that program, the Puget Sound region received a HUD Regional Planning Grant for its Growing Transit Communities planning effort which, in part, funded a broad community engagement identifying several priorities for transforming this regional employment and residential growth center into a sustainable, transit-oriented community. The Northgate neighborhood is anchored by a major redevelopment of the King County Northgate Transit Center, an interim end point for Sound Transit's extension of light rail from the University of Washington north to Snohomish County. TIGER funding would extend the reach of regional light rail investments for people walking and biking, giving them more access to the Sound Transit system and regional bus connections.

Today, the Northgate area is one of the Puget Sound region's major residential and employment centers with 3,600 households and over 11,000 jobs. It is one of Seattle's most affordable communities and has attracted a higher proportion of economically disadvantaged populations than the City as a whole. Ten lanes of I-5 bisect the neighborhood, creating barriers between homes, jobs, schools, transit stops and vital community services. There are only two crossing of I-5 within the urban center, making it difficult to impossible for many people within the standard light rail station area walkshed/bikeshed to reach without a car or bus transfer.

While slated for significant growth as part of both Seattle's Comprehensive Plan and the Puget Sound Regional Council's Vision 2040 plan, growth in Northgate has lagged behind most other designated growth centers due to this auto-oriented built environment. The proposed project greatly expands access to North Seattle College, which is home to Washington State's Opportunity Center for Employment and Education, an innovative pilot combining various state human services, including employment and social services as well as educational services at one location.

Non-motorized access is an important rung on the ladder of opportunity, providing a low-cost, healthy means of transportation for all ages that also builds a sustainable community. As a result, this TIGER

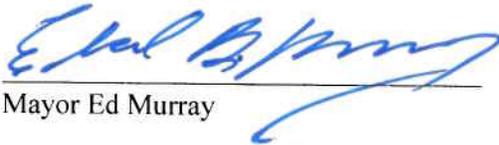
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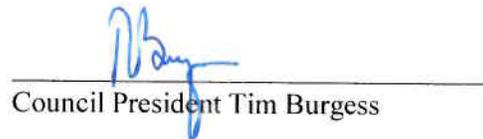
request also includes an equitable expansion of the bike share system to additional City neighborhoods to provide non-motorized connections between areas of low- and high-opportunity throughout the community. The expanded bike share system will be focused around the light rail line, including Northgate, and bus rapid transit lines. It will also feature electric-assist bikes to allow people of different abilities to gain the benefits of active transportation, and will pursue integration with ORCA, the regional public transportation fare system.

Seattle is committed to completing this package of improvements. The proposed TIGER FY 2015 grant would provide the remaining funds needed, leveraging significant amounts of public and private investment in the regional transit system, workforce development and sustainable infrastructure. It will make it safer and easier for residents, employees and students to get between employment centers, educational institutions, medical facilities, shopping, parks and open space. We hope the U.S. Department of Transportation will consider this request in light of the opportunities these improvements would provide in allowing the City of Seattle and the Puget Sound region to meet our shared vision for a transit-oriented sustainable community.

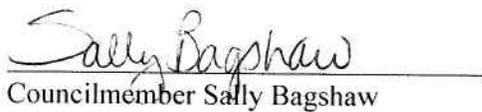
Sincerely,



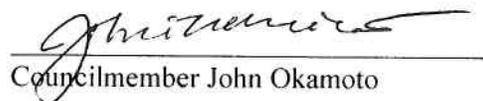
Mayor Ed Murray



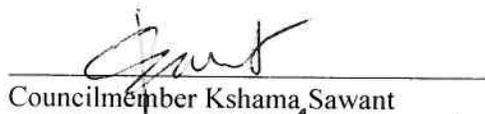
Council President Tim Burgess



Councilmember Sally Bagshaw



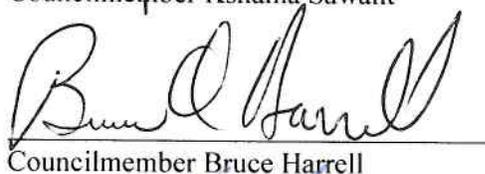
Councilmember John Okamoto



Councilmember Kshama Sawant



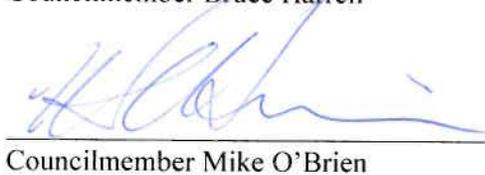
Councilmember Jean Godden



Councilmember Bruce Harrell



Councilmember Nick Licata



Councilmember Mike O'Brien



Councilmember Tom Rasmussen

cc: Senator Patty Murray
Senator Maria Cantwell
Congressman Jim McDermott
Governor Jay Inslee