

Congress of the United States

Washington, DC 20510

October 3, 2016

The Honorable Carolyn Flowers
Acting Administrator
Federal Transit Administration
East Building
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Dear Acting Administrator Flowers:

We write in support of an application submitted by the City of Seattle to the New Starts, Small Starts, and Core Capacity Improvements program for the Madison Corridor Bus Rapid Transit (BRT) project.

The City of Seattle is working to establish a new 2.4 mile east-west bus rapid transit line to connect downtown Seattle to Madison Valley and simultaneously create a new transit connection across Interstate-5. This project would establish center roadway transit lanes, build 11 enhanced stations, and include transit signal priority, real-time arrival information, and all-door level boarding. It would feature departures every six minutes during weekday peak hours and at most every 15 minutes during non-peak hours.

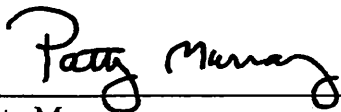
The Madison Corridor BRT project would provide fast, reliable transit service in one of Seattle's busiest transit corridors and one of Seattle's densest and fastest growing neighborhoods. This corridor is expected to grow by nearly 15,000 residents by 2035. The new line would connect an already heavily populated urban housing area to employment centers, shopping districts, educational opportunities such as Seattle University, and major medical centers including Virginia Mason Medical Center and Swedish Medical Center. The proposed alignment ensures connections to other regional transit hubs like Sound Transit's Link light rail system, Washington State Ferries' Coleman Dock, and the City of Seattle's growing streetcar system.

In 2013, the City of Seattle adopted a Climate Action Plan with the goal of achieving zero net greenhouse gas emissions by 2050. The Madison Corridor BRT project would support the City's efforts by operating a dedicated fleet of all-electric trolley buses and reducing congestion by removing vehicles from the roadway. This would be the first all-electric trolley bus rapid transit project in the nation.

The Madison Corridor BRT project is expected to cost approximately \$120 million, with additional funding provided by local and state investments through the Move Seattle transportation levy and Connecting Washington transportation revenue package. Establishing an east-to-west high capacity transit route along the Madison Corridor has been a priority for several years, as this project would improve transit travel times, reliability, and accessibility for commuters and residents alike.

We respectfully request that you give full and fair consideration to the City of Seattle's application. Thank you for your consideration of our request.

Sincerely,



Patty Murray
United States Senator



Maria Cantwell
United States Senator

Jim McDermott
Member of Congress

Denny Heck
Member of Congress