

Appendix A: Letters of Support

University of Washington



UNIVERSITY *of* WASHINGTON

Michael K. Young
President

October 12, 2011

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

Re: TIGER III Discretionary Grants

Dear Secretary LaHood:

On behalf of the University of Washington (UW), I am pleased to write in support of the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the Montlake Triangle Project in Seattle, Washington. This project implements many of the visions included in our 2003 Campus Master Plan that was approved by both the City of Seattle and the UW Board of Regents. It creates a magnificent gateway to the campus that will serve the residents of Washington state for decades to come.

Over the past several years, the State of Washington, local and regional transit agencies, the City of Seattle, and the University of Washington have partnered together to develop a vision for the triangle-shaped area known as the Montlake Triangle to become a future multimodal center. The center is a key regional transit destination with connections to the University of Washington campus and medical center, local and regional bus service, regional bicycle and pedestrian trails, and the University Link light rail station that will connect to downtown Seattle when it opens in 2016.

The Montlake Triangle Project integrates several agency projects in the triangle area focused on accommodating safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit and light rail service.

The grant meets the objectives set forth in the criteria in the following ways:

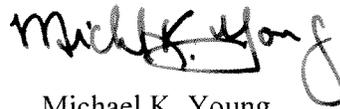
- Including a grade-separation for pedestrians and vehicles improves safety and efficiency for pedestrians, bicyclists and motor vehicles traveling on SR 520 and SR 513.

The Honorable Ray LaHood
October 12, 2011
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- Improving transit access through better stop locations and access to light rail supports the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and employers (e.g., the Microsoft campus), thereby enhancing the economic competitiveness of the region, the state and the nation.
- Providing a multimodal center with enhanced connections for non-motorized commuters between many destinations and modes improves access and increases non-motorized travel, enhancing our region's sustainability.
- Creating strong partnerships during the development of this concept encourages cross-agency collaboration and creates efficiencies for several public projects in the Montlake Triangle area.

The Montlake Triangle Project represents the culmination of years of close coordination and complex multi-agency partnering to create a truly integrated multimodal center. The Puget Sound region is growing rapidly, and this new center will serve thousands of people each day. I strongly support the Montlake Triangle project and its benefits for transit users, local and regional drivers, bicyclists and pedestrians, and I encourage the U.S. Department of Transportation to award this grant.

Sincerely yours,

A handwritten signature in black ink that reads "Michael K. Young". The signature is written in a cursive style with a large, sweeping flourish at the end of the name.

Michael K. Young

King County Metro



King County

Department of Transportation
Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

October 14, 2011

Ray LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: TIGER III Discretionary Grants

Dear Secretary LaHood:

On behalf of King County Metro Transit, I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the Montlake Triangle Project in Seattle, Washington.

Over the past several years, the State of Washington, King County Metro, Sound Transit, the City of Seattle, and the University of Washington (UW) have partnered together to develop a vision for the triangle-shaped area known as the Montlake Triangle to become a future multimodal center. The center is a key regional transit destination with connections to the University of Washington campus and medical center, local and regional bus service, and regional bicycle and pedestrian trails. When the University Link light rail station opens in 2016, a direct connection to downtown Seattle will also be provided.

This project improves critical transit infrastructure that enhances connections between transit service, the UW Link light rail station and the University of Washington campus. Metro and Sound Transit operate 14 bus routes in the project area. Nearly 2,500 people get on and 2,000 people get off buses at the Montlake Triangle every day. The project will provide additional bus bays for bus layover, passing wire capability for King County Metro's electric trolley buses, and enhanced passenger waiting areas at bus stops. These improvements, coupled with better circulation between light rail, buses, bicycles and pedestrians, will provide connections to more places throughout the county and the region.

The Montlake Triangle Project integrates several agency projects in the triangle area focused on accommodating safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit and light rail service.

Mr. LaHood
October 14, 2011
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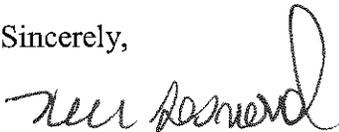
The grant meets the objectives set forth in the criteria in the following ways:

- Includes grade-separation for pedestrians and vehicles, and improves safety and efficiency for pedestrians, bicyclists and motor vehicles traveling on SR 520 and SR 513 (Montlake Boulevard).
- Improves transit access through better bus stop locations.
- Enhances access to light rail and supports more efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and employers (e.g. the Microsoft campus), enhancing the economic competitiveness of the region, the state and the nation.
- Provides a multimodal center with enhanced connections for non-motorized commuters between many destinations and modes; improves access and increases non-motorized travel, enhancing our region's sustainability.
- Demonstrates strong partnerships during the development of this concept, encourages cross-agency collaboration and creates efficiencies for several public projects in the Montlake Triangle area.

The Montlake Triangle Project represents the culmination of years of close coordination and complex multi-agency partnering to create a truly integrated multimodal center. The Puget Sound region is growing rapidly and this new center will serve thousands of people each day. I strongly support the Montlake Triangle project and its benefits for transit users, local and regional drivers, bicyclists and pedestrians and encourage the United States Department of Transportation to award this grant.

We look forward to continuing to coordinate with our partners as the project moves forward.

Sincerely,



Kevin Desmond
General Manager
Metro Transit Division

Seattle Department of Transportation



October 21, 2011

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: TIGER III Discretionary Grants

Dear Secretary LaHood,

On behalf of the Seattle Department of Transportation (SDOT), I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the Montlake Triangle Project in Seattle, Washington. This project supports SDOT's mission to deliver a safe and reliable transportation system that enhances Seattle's environment and economic vitality. The Montlake Triangle Project improves pedestrian, bicycle, and transit access in this important urban center, provides significant citywide and regional multi-modal connections, and ensures safe movement of people and goods. Additionally, the project is consistent with the City of Seattle's Pedestrian, Bicycle, and Transit Master Plans and is an excellent example of successful interagency collaboration.

Over the past several years, the State of Washington, local and regional transit agencies, the City of Seattle, and the University of Washington have partnered to develop a vision for a multimodal center at the University's triangle-shaped parcel known as the Montlake Triangle. This location is a key regional transit destination with connections to the University of Washington campus and medical center, local and regional bus service, regional bicycle and pedestrian trails, and the University Link light rail station that will connect to downtown Seattle when it opens in 2016.

The Montlake Triangle Project integrates several agency projects in the Triangle area to accommodate safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit, and light rail service.

The Montlake Triangle Project meets the objectives set forth in the grant criteria in the following ways:

- Improves safety and efficiency for pedestrians, bicyclists, and motor vehicles traveling on SR 520, SR 513, and NE Pacific Place by constructing two grade-separated pedestrian/bicycle crossings;
- Increases the economic competitiveness of the region, the state, and the nation by improving access to transit and transit connections through relocated bus stops that support the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and other regional employers (e.g., Microsoft);
- Enhances our region's sustainability by providing a multimodal center with high-quality, non-motorized connections between many destinations and modes, improving access, and increasing non-motorized travel; and



- Encourages cross-agency collaboration and creates efficiencies for several public projects in the Montlake Triangle area by creating strong partnerships during the development of this concept.

The Montlake Triangle Project represents the culmination of years of close coordination and complex multi-agency partnering to create a truly integrated multimodal center. The Puget Sound region is growing rapidly, and this new center will serve thousands of people each day. On behalf of the Seattle Department of Transportation, Mayor Michael McGinn, the Seattle City Council, the Seattle Pedestrian Advisory Board, and the Seattle Bicycle Advisory Board, I strongly support the Montlake Triangle Project and its benefits for transit users, drivers, bicyclists, and pedestrians. I encourage the U.S. Department of Transportation to award this grant to WSDOT.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Hahn". The signature is fluid and cursive, with a large initial "P" and "H".

Peter Hahn, Director
Seattle Department of Transportation

Seattle City Council



Tom Rasmussen
Seattle City Councilmember

October 14, 2011

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: TIGER III Discretionary Grants

Dear Secretary LaHood:

I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the Montlake Triangle Project in Seattle. This project will provide an important intermodal connection to the tens of thousands of people who commute through a highly congested area to the University of Washington campus and health care facilities each morning.

Over the past several years, the State of Washington, local and regional transit agencies, the City of Seattle, and the University of Washington have partnered together to develop a vision for a future multi-modal node in the area known as the Montlake Triangle. This area is already a key regional destination with local and regional bus lines and the region's most heavily used bike trail connecting the region with the University of Washington campus, its medical center and health care research facilities. In 2016, the Sound Transit Link Light Rail station will open here, bringing with it 26,000 riders a day via a nine-minute train ride from downtown Seattle.

The Montlake Triangle Project integrates several agency projects in the Triangle area focused on accommodating safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit and light rail service.

The grant meets the objectives set forth in the criteria in the following ways:

- Including a grade-separation for pedestrians and vehicles improves safety and efficiency for pedestrians, bicyclists and motor vehicles traveling on SR 520 and SR 513.
- Improving transit access through better stop locations and access to light rail supports the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and employers (e.g. the Microsoft campus), enhancing the economic competitiveness of the region, the State and the nation.

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(206) 684-8808, Fax: (206) 684-8587, TTY: (206) 233-0025

E-mail Address: tom.rasmussen@seattle.gov Web: <http://www.seattle.gov/council/rasmussen>

An EEO employer. Accommodations for people with disabilities provided upon request.

- Providing a multimodal center with enhanced connections for non-motorized commuters between many destinations and modes improves access and increases non-motorized travel, enhancing our region's sustainability.
- Creating strong partnerships during the development of this concept encourages cross-agency collaboration and creates efficiencies for several public projects in the Montlake Triangle area.

The Montlake Triangle Project represents the culmination of years of close coordination and complex multi-agency partnering to create a truly integrated multimodal center. The Puget Sound region is growing rapidly and this new center will serve tens of thousands of people each day. I strongly support the Montlake Triangle project and its benefits for transit users, local and regional drivers, bicyclists and pedestrians and encourage the U.S. Department of Transportation to award this grant.

Sincerely,

A handwritten signature in black ink that reads "Tom M. Rasmussen". The signature is written in a cursive style with a large, prominent "T" and "M".

Tom Rasmussen
Seattle City Council
Transportation Chair

Cc: Peter Hahn, Seattle Department of Transportation Director
Paula Hammond, Washington State Secretary of Transportation
Dow Constantine, King County Executive
Joni Earl, Sound Transit Director

Seattle Design Commission

Seattle design Commission

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Malika Kirkling

Laurel Kunkler

Thomas Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Wick-Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff



**Department of Planning
and Development**
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883

October 20, 2011

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: TIGER III Discretionary Grants

Dear Secretary LaHood:

On behalf of the Seattle Design Commission I am writing to support the Washington State Department of Transportation's (WSDOT) application for TIGER discretionary grant funds for the Montlake Triangle Project in Seattle, Washington. This project is an exemplary effort of agencies working together to ensure good connection of transit and highway projects to local institutions.

Over the past several years, the State of Washington, local and regional transit agencies, the City of Seattle, and the University of Washington have partnered together to develop a vision for the triangle-shaped area known as the Montlake Triangle to become a future multimodal center. The center is a key regional transit destination with connections to the University of Washington campus and medical center, local and regional bus service, regional bicycle and pedestrian trails, and the University Link light rail station that will connect to downtown Seattle when it opens in 2016.

The Montlake Triangle Project integrates several agency projects in the Triangle area focused on accommodating safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit and light rail service.

The grant meets the objectives set forth in the criteria in the following ways:



- Including a grade-separation for pedestrians and vehicles improves safety and efficiency for pedestrians, bicyclists and motor vehicles traveling on SR 520 and SR 513.
- Improving transit access through better stop locations and access to light rail supports the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of Washington and employers (e.g. the Microsoft campus), enhancing the economic competitiveness of the region, the State and the Nation.
- Providing a multimodal center with enhanced connections for non-motorized commuters between many destinations and modes improves access and increases non-motorized travel, enhancing our region's sustainability.
- Creating strong partnerships during the development of this concept encourages cross-agency collaboration and creates efficiencies for several public projects in the Montlake Triangle area.

The Montlake Triangle Project represents the culmination of years of close coordination and complex multi-agency partnering to create a truly integrated multimodal center. The Puget Sound region is growing rapidly and this new center will serve thousands of people each day. I strongly support the Montlake Triangle project and its benefits for transit users, local and regional drivers, bicyclists and pedestrians and encourage the U.S. Department of Transportation to award this grant.

Sincerely,



Valerie Kinast, Design Commission Coordinator

Washington State Legislators



Washington State Legislature

October 27, 2011

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

We write in strong support of the Washington State Department of Transportation's (WSDOT) application for TIGER III discretionary grant funds for the Montlake Triangle Project in Seattle, Washington.

Over the past several years, the State of Washington, local and regional transit agencies, the City of Seattle, and the University of Washington have partnered together to develop a vision for the triangle-shaped area known as the Montlake Triangle to become a future multimodal center. The center is a key regional transit destination with connections to the University of Washington campus and medical center, local and regional bus service, regional bicycle and pedestrian trails, and the University Link light rail station that will connect to downtown Seattle when it opens in 2016.

The Montlake Triangle Project integrates several WSDOT projects in the Triangle area focused on accommodating safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit and light rail service.

The grant meets the objectives set forth in the competition criteria in the following ways:

- Including a grade-separation for pedestrians and vehicles improves safety and efficiency for pedestrians, bicyclists and motor vehicles traveling on SR 520 and SR 513.
- Improving transit access through better stop locations and access to light rail supports the efficient flow of people between the critical employment areas of downtown Seattle and downtown Bellevue, and between the University of

Washington and employers (e.g. the Microsoft campus), enhancing the economic competitiveness of the region, the State and the Nation.

- Providing a multimodal center with enhanced connections for non-motorized commuters between many destinations and modes improves access and increases non-motorized travel, enhancing the region's sustainability.
- Creating strong partnerships during the development of this concept encourages cross-agency collaboration and creates efficiencies for several public projects in the Montlake Triangle area.

The Montlake Triangle Project represents the culmination of years of close coordination and complex multi-agency partnering to create a truly integrated multimodal center. The Puget Sound region is growing rapidly and this new center will serve thousands of people each day. We strongly support the Montlake Triangle Project and its benefits for transit users, local and regional drivers, bicyclists and pedestrians and urge you to give WSDOT's grant application full and fair consideration.

Sincerely,


Mary Margaret Haugen
State Senator, 10th District
Senate Transportation Chairman


Curtis King
State Senator, 14th District
Senate Transportation Ranking Member


Judy Clibborn
State Representative, 41st District
House Transportation Chairman


Mike Armstrong
State Representative, 12th District
House Transportation Ranking Member

U.S. Representative Jay Inslee

JAY INSLEE
1ST DISTRICT, WASHINGTON

COMMITTEE ON ENERGY AND COMMERCE
ENERGY AND POWER



Congress of the United States
House of Representatives
Washington, DC 20515-4701

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FAX: (202) 226-1806

www.house.gov/inslee

October 25, 2011

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

I write in support of the Washington State Department of Transportation's (WSDOT) application for TIGER III discretionary grant funds for the Montlake Triangle Project in Seattle, Washington.

Over the past several years, the State of Washington, local and regional transit agencies, the City of Seattle, and the University of Washington have partnered together to develop a vision for the triangle-shaped area known as the Montlake Triangle to become a future multimodal center. The center is a key regional transit destination with connections to the University of Washington campus and medical center, local and regional bus service, regional bicycle and pedestrian trails, and the University Link light rail station that will connect to downtown Seattle when it opens in 2016.

I understand that the Montlake Triangle Project integrates several WSDOT projects in the Triangle area focused on accommodating safe and efficient pedestrian and bicycle movements, fast and reliable transit service, and enhanced connections between local bus routes, bus rapid transit and light rail service. This Project represents the culmination of years of coordination and multi-agency partnering to create a truly integrated multimodal center.

The Puget Sound region is growing rapidly and this new center will serve thousands of people each day. I applaud WSDOT for their efforts to improve access to the regional transit system, and I urge you to give their grant application your full and fair consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jay Inslee", written over a white background.

JAY INSLEE
Member of Congress

JRI/km