



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:

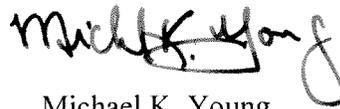
- Including a grade-separation for pedestrians and vehicles improves safety and efficiency for pedestrians, bicyclists and motor vehicles traveling on SR 520 and SR 513.

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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