

Montlake Triangle Project

Application to the 2011 TIGER Discretionary Grants Program

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U.S. Department of Transportation
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Executive Summary

Montlake Triangle Project: An investment in multimodal connectivity and safety

The Washington State Department of Transportation is seeking \$15 million towards the Montlake Triangle Project. Located in Seattle, Washington, the Montlake Triangle is a key multimodal transit and pedestrian hub that connects a number of regional destinations for employment, education, medical care, athletics, and surrounding communities.

If funded, the TIGER grant will create construction jobs while ensuring crucial infrastructure investments are completed in a region that is expected to grow by 40 to 45 percent by 2040, according to regional planning. With a new light rail station opening in 2016, thousands of passengers will surge in waves during the peak travel hours. The project provides new, safe grade-separated crossings that reduce conflict points and improve connectivity and accessibility while enhancing the area as a livable destination.

- ✓ **State of Good Repair:** Aligns with long-standing regional transportation improvement plans and future light rail service. Ensures that the area's transportation infrastructure can continue to meet increasing demand.
- ✓ **Economic Competitiveness:** Improves transit connections for pedestrians and bicyclists to reach key job centers throughout the region reliably.
- ✓ **Livability:** Provides a more accessible, welcoming and livable space through creative urban design features including landscaping, lighting, signage, views, and pathways.
- ✓ **Sustainability:** Encourages increased transit, bicycle and pedestrian use by improving facilities and connections for these users, leading to environmental benefits.
- ✓ **Safety:** Constructs two grade-separated crossings over major roadways to reduce conflict points, while implementing signage and prioritizing accessibility for all people.
- ✓ **Job Creation and Economic Activity:** Generates 424 direct, indirect and induced jobs over the next two years and an additional 26 jobs over its 30-year life-cycle.
- ✓ **Innovation:** Solves complex engineering and design challenges for unique structures and features in a busy, physically-constrained area.
- ✓ **Partnership:** Incorporates strong and collaborative input from a variety of local, regional and state jurisdictions, transit and transportation agencies and educational institutions, reflecting broad consensus and support for the project.



Rendering of completed Montlake Triangle Project, looking north.

Funding participants:

- WSDOT
- Sound Transit
- University of Washington

Other partners:

- City of Seattle
- King County Metro Transit

Beneficiaries:

- Bicyclists 
- Pedestrians 
- Light rail riders 
- Bus riders 
- Drivers 

Project Name

The Montlake Triangle Project

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I. Project Description

Project Background and Overview

The Montlake Triangle Project is a multi-agency project designed to improve a key multimodal transportation center in Seattle for drivers, transit service, bicyclists and pedestrians. The Montlake Triangle is a triangle-shaped area of land located at the south end of the University of Washington campus. It serves as a central connection route to numerous major destination centers, including a soon-to-be completed light rail station, the University of Washington Medical Center, as well as the larger university campus.

Planned transportation investments in this area will increase its use and capacity as a high-volume multimodal transportation hub. In 2016, the Sound Transit University Link **light rail station** will open to service, projected to serve 5,950 hourly passengers during peak hours, and over 21,000 passengers per day by 2030.¹ Currently, King County Metro transit transports over 30,000 daily bus riders to the Montlake Triangle, and Sound Transit provides additional **bus service**. Several **local and regional trails** connect bicyclists and pedestrians to the Triangle area, including the Burke-Gilman Trail that is used by 1,800 bicyclists each weekday to or through the Montlake Triangle area.² Meanwhile, Montlake Boulevard NE, also known as **State Route (SR) 513**, serves as a **major north-south connection** for drivers to and from SR 520, which connects regional population, employment and retail centers in Seattle and in several cities east of Lake Washington.

Exhibit 1. Project location in Puget Sound Region



¹ [Sound Transit NEPA Environmental Re-evaluation](#), "Heffron Transportation Technical Memorandum," page 9. December 2010.

² City of Seattle Bicycle Master Plan. 2007.
<http://www.seattle.gov/transportation/docs/bmp/final/BikeMasterPlanCOMPLETE.pdf>

The Montlake Triangle Project will complete a number of key improvements to the area:

- A **new bridge overcrossing** above Montlake Boulevard NE that will provide bicyclists and pedestrians with safe and reliable connections between the University Link light rail station and the Montlake Triangle.
- A **land bridge** over a lowered NE Pacific Place that will connect bicyclists and pedestrians safely to the University of Washington and the Burke-Gilman regional trail.
- **At-grade connectivity** enhancements, including new and safer sidewalks and access to improved transit stop locations.
- A **new north-south bicycle and pedestrian path** to the east of Montlake Boulevard that will connect with the future SR 520 regional bicycle and pedestrian path as well as destinations north of the Montlake Triangle.
- **Urban design features** and amenities that promote a safe and healthy space for bicyclists, pedestrians, motorists, and transit riders, including added bicycle storage, clear signs, walkways, and lighting.

Exhibit 2. Project key features



Montlake Triangle Project addresses and solves important challenges

Challenge: Safety hazards and barriers to accessibility

High traffic volumes in the project area often lead to congestion and conflicts that cause both travel delays and collisions between various modes of transportation, particularly bicycles, pedestrians and motorized vehicles. Safety in this high-traffic area is a major priority for agencies, and is also a goal included in the city of Seattle's Bicycle Master Plan which outlines a

target of reduction in bicycle-related accidents in the city by one-third between 2007 and 2017. The projected increases in volume of pedestrians and bicyclists as well as vehicles, are generating significant concerns regarding the safety in the area.

Accessibility for all travelers is also a priority. All new Montlake Triangle Project elements constructed will meet the requirements of the Americans with Disabilities Act (ADA). The current design of the Montlake Triangle area is difficult to navigate for senior citizens and individuals with disabilities or physical limitations. A number of measures will improve accommodations for this group, including grade-separated crossings with gradually inclined ramps, elevators and clear pathways that provide visual and audio signaling. These features are particularly helpful to physically challenged or ill patients visiting the Medical Center, who will have a new safe and reliable way to access the facility by transit and non-motorized connections.

Montlake Triangle Project elements to address these challenges

- ✓ A new Montlake bicycle/pedestrian bridge above the high-volume Montlake Boulevard NE creates a grade-separated connection between the University of Washington light rail station to the Montlake Triangle. Dimensions would be approximately 30- to 34-feet wide and approximately 95-feet long.
- ✓ A bicycle ramp located between the future light rail station and Montlake Boulevard NE.
- ✓ Stairs and an elevator from the proposed bridge to the Montlake Triangle on the west side of Montlake Boulevard NE and down to NE Pacific Street to facilitate transfers to local King County Metro bus service.
- ✓ Provision for new ADA-accessible pathways to accommodate pedestrians along the Montlake Triangle and Rainier Vista to central campus, including gradually inclined ramps, elevators and clear pathways that provide visual and audio signaling.

Challenge: Inefficiencies in transit and non-motorized connections

Connectivity between transit service points as well as non-motorized modes of travel present ongoing challenges and opportunities. Although the Triangle area currently supports extensive bus, bicycle and pedestrian travel, this multimodal travel is projected to grow significantly when light rail service begins in 2016.

Montlake Triangle Project elements to address these challenges

The project includes specific strategies to improve efficiencies to reduce travel times while enhancing connections between the multiple access points in the area:

Transit connectivity improvements

- ✓ Improved bus stops.
 - Relocated westbound stop on Montlake Triangle along NE Pacific Street with extended bus zone for transit coaches and shelters.
 - Southbound stop on west side of Montlake Boulevard NE just south of NE Pacific Place.

- Eastbound stop on south side of NE Pacific Place.
- Accommodates future improvements to bus facilities.
- ✓ Better connection for commuters and bus-to-rail transfers between local bus service and Sound Transit's new University Link light rail (applicable to 20 percent of bus transit trips).
- ✓ Shorter pedestrian travel times between transit connections.

Bicycle/pedestrian connectivity improvements

- ✓ Bicycle/pedestrian facilities, including a ramp to the Montlake bicycle/pedestrian bridge that would connect the future light rail station with the Rainier Vista, central University of Washington campus, and new bus stop/transfer locations at the Montlake Triangle.
- ✓ An improved Burke-Gilman Trail in the vicinity of NE Pacific Place that would be grade-separated from the Rainier Vista land bridge and widened to 14 feet (with gravel shoulders and potential for future widening up to 30 feet).
- ✓ Side-by-side at-grade paths for bicycles and pedestrians located between the future light rail station and Montlake Boulevard NE.
- ✓ Complementary improvements to existing crosswalks and pedestrian facilities at intersections by others.

The Montlake Triangle Project also extends the transportation benefits created by WSDOT's SR 520 Bridge Replacement and HOV Program. The SR 520, I-5 to Medina Project includes construction of a new six-lane floating bridge and roadway between Seattle and the Eastside, a new Montlake interchange with improved ramps to and from SR 520, local and regional bus stops, and a new regional bicycle/pedestrian path that will cross Lake Washington and connect in the Montlake area. With completion of both the SR 520 program and the Montlake Triangle Project, bus riders, bicyclists and pedestrians will have seamless connections to destinations throughout the region.

Exhibit 3. Bicycle and pedestrian connectivity improvements



Challenge: Difficult to navigate landscape for pedestrians

The Montlake Triangle area already serves as a busy transportation hub and destination – connecting people to destinations such as the University of Washington main campus, medical center, and the Burke-Gilman Trail. Today, however, there is significant traffic congestion and noise on Montlake Boulevard NE and a lack of features focused on making the area pedestrian-friendly. Pedestrians must wait for relatively long periods to cross the busy intersection and often do not have clear direction and/or paths to their destination.

Montlake Triangle Project elements to address these challenges

The project addresses the challenge of transforming the Montlake Triangle into a welcoming and livable space through effective urban design, aesthetic treatments, and signage and wayfinding techniques including:

- ✓ New landscaping across the Montlake Triangle.
- ✓ Enhancements to the Montlake Triangle to create an entry to the University of Washington campus.
- ✓ Preservation of the historic view shed of Mt. Rainier from campus (see Exhibit 5).
- ✓ Lighting, plantings, trees, clear pathways, views, and signage.

Exhibit 4. Rendering of completed Montlake Triangle Project, looking north



Exhibit 5. Artist’s sketch of Rainier Vista view shed from campus, looking southeast



Exhibit 6. View looking west to plaza area from Montlake bicycle/pedestrian bridge



II. Project Parties

The Washington State Department of Transportation (WSDOT) is the party seeking the TIGER III grant for the Montlake Triangle Project. WSDOT is a state agency responsible for operation and maintenance of more than 20,000 lane-miles of roadway, nearly 3,000 vehicular bridges and 524 other structures.

Over the past several years, WSDOT has worked with several local, regional and state entities to collaborate on the design and confirm a plan with broad regional support for the Montlake Triangle area. In 2010, the Washington State Legislature directed WSDOT to refine designs for the SR 520 corridor and the multimodal hub at the Montlake Triangle. This included leading a charrette process with several partner agencies, including King County Metro Transit, Sound Transit, University of Washington (Department of Regional Affairs, Architectural Committee, Board of Regents), and the City of Seattle (Department of Transportation, Seattle Design Commission, Seattle City Council, and briefings with Seattle Pedestrian Advisory Board and Seattle Bicycle Advisory Board).³ The group worked together to evaluate various options for improving pedestrian connections and bus and bicycle/trail facilities. This work led to a **shared understanding and regional vision** for the Montlake Triangle area between all participating agencies.

Based on this joint understanding, WSDOT executed a formal agreement with two of the partner agencies, Sound Transit and the University of Washington, to design and construct the Montlake Triangle Project. Sound Transit serves as the regional transit agency for King, Pierce, and Snohomish Counties, with a projected 27.6 million bus, light rail and train boardings in 2011⁴ and an annual budget of \$1.1 billion.⁵ The University of Washington provides world class education and employment opportunities to thousands of people, with 42,446 students enrolled as of fall 2010.⁶

III. Grant Funds and Sources and Uses of Project Funds

WSDOT is requesting a grant in the amount of \$15 million for the Montlake Triangle Project. The total project cost is \$43 million, with the funding responsibility assigned to three parties as shown in Exhibit 7. The percentage of costs to be paid for with TIGER funds is 35 percent of the total cost.

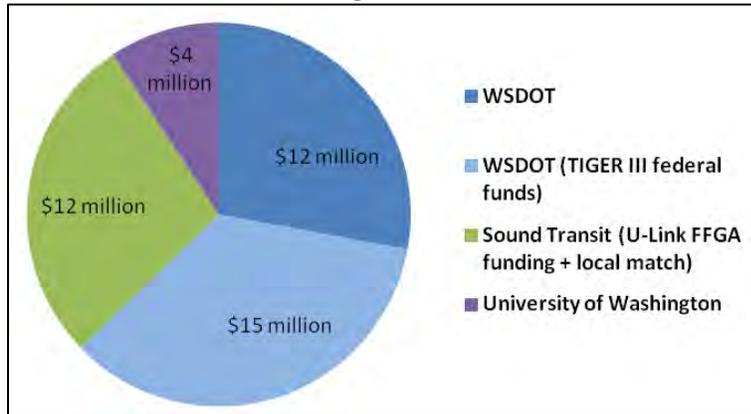
³ Washington State Department of Transportation (WSDOT), "Montlake Triangle Charrette white paper." October 2011. <http://www.wsdot.wa.gov/NR/rdonlyres/C4B4EA37-7699-4528-B74C-6B5ADA7BE1AA/0/MontlakeTriangleCharrette.pdf>

⁴ Sound Transit, "Quarterly Ridership Report," Second Quarter 2011. http://www.soundtransit.org/Documents/pdf/rider_news/ridership/2011_Q2.pdf

⁵ Sound Transit, "Adopted 2011 Budget," December 2010. <http://www.soundtransit.org/Documents/pdf/about/financial/2011/Adopted2011Budget.pdf>

⁶ University of Washington, "Office of Admissions Quick Facts – Enrollment." <http://admit.washington.edu/QuickFacts#enrollment>

Exhibit 7. Partner funding allocations



✓ **Note: Local match of \$16 million or 37%**

Note: Sound Transit’s \$12 million in funding is not available for match for WSDOT’s TIGER grant.

To date, funding sources have been committed as follows:

Exhibit 8. Committed funding “sources”

Responsibility	Amount	Status	Local match eligible
WSDOT	\$12 million	\$12 million in funding committed; seeking \$15 million TIGER grant to complete WSDOT’s contribution.	✓
Sound Transit	\$12 million	\$12 million in funding committed as part of Sound Transit’s University Link Light Rail Project, which is funded by a FTA Full Funding Grant Agreement (FFGA).	
University of Washington	\$4 million	\$4 million in funding committed from University of Washington. These funds were provided originally by Sound Transit as mitigation for the impacts of the University Link light rail construction at Husky Stadium.	✓

The \$43 million project has three major components that represent the “uses” for the project funds.

Exhibit 9. Project “uses” chart

Project element	Total element cost	Design/construction shares
Pedestrian bridge	\$12,821,603	Design: \$1,745,898
		Construction: \$11,075,705
Rainier Vista land bridge	\$23,701,641	Design: \$1,809,920
		Construction: \$21,891,722
Landscaping and site restoration	\$5,132,836	Design: N/A
		Construction: \$5,132,836
Designs and permits (30 percent)	\$1,343,920	N/A
Total	\$43,000,000	N/A

IV. Selection Criteria

a. Long-Term Outcomes

i. State of Good Repair

Consistent with plans; state of good repair

The vision for turning the Montlake Triangle area into a multimodal center is the result of various local and regional planning efforts under way for the past several years.

- Light rail linking the Seattle central business district and the University of Washington was included in Sound Transit's first package of transit investments approved by voters in 1996.⁷
- The Montlake Triangle vision was included in the University of Washington's 2003 Campus Master Plan approved by the City of Seattle and the University of Washington Board of Regents.⁸
- In 2008, following direction from the Washington State Legislature (ESSB 6099), WSDOT, Sound Transit, King County Metro and the University of Washington developed an SR 520 High Capacity Transit Plan which further detailed the key components to the Montlake Multimodal Center at the Montlake Triangle.⁹
- In 2010, WSDOT and FHWA announced the preferred alternative for the SR 520, I-5 to Medina Bridge Replacement and HOV Project which included enhanced non-motorized connections in the Montlake Triangle vicinity.¹⁰
- Also in 2010, Washington lawmakers directed WSDOT through Senate Bill 6392 to study and make recommendations for alternate connections to transit (both bus stops and Sound Transit's University Link light rail) in the Montlake Triangle area.¹¹
- The University of Washington has also long preserved the historic view shed from the main campus to Mt. Rainier. In addition to providing transportation options for students, the "Rainier Vista" component of the Montlake Triangle Project remains a key part of campus capital improvement plans, receiving both University approval as well as support from the city of Seattle and regional transit agencies.

Improved efficiency of SR 513 and SR 520

The grade-separated crossing component of the Montlake Triangle Project helps reduce the impact that passenger surges from the light rail station will have on local and regional traffic. This includes local traffic on SR 513, Montlake Boulevard NE, NE Pacific Street as well as queuing on the SR 520 westbound off-ramp. A planning level analysis shows that providing a

⁷ Sound Transit, "1996: Sound Move and Regional Transit Long-Range Vision."

<http://www.soundtransit.org/Projects-and-Plans/System-planning/1996.xml>

⁸ University of Washington, "Seattle Campus Master Plan," January 2003.

http://www.washington.edu/community/cmp_site/cmp.html

⁹ WSDOT, "High Capacity Transit Plan," December 2008. http://www.wsdot.wa.gov/NR/rdonlyres/D329E6C5-BF91-4EAC-8B95-9D58A2B498F6/0/Final_HCTP.pdf

¹⁰ WSDOT, "WSDOT announces preferred alternative for SR 520 floating bridge project," April 2010.

http://www.wsdot.wa.gov/News/2010/04/29_SR520PreferredAlternative.htm

¹¹ WSDOT, "ESSB 6392 Workgroup process," December 2010.

<http://www.wsdot.wa.gov/Projects/SR520Bridge/6392workgroup.htm>

grade-separated pedestrian bridge allows for approximately 3,000 pedestrians to cross SR 513 in the Triangle area without using the at-grade intersection. This improves operations for over 4,000 vehicles per hour traveling north-south through this intersection during peak commute times by 10 to 15 seconds per vehicle during peak periods. This benefit has not been monetized as part of this grant application.

Appropriately capitalized contributions

In addition to the multiple sources of funding, WSDOT's funding is derived from toll-backed bonds and toll pay-as-you-go revenue sources. Legislation passed in 2009 authorizes WSDOT to use tolling on the existing SR 520 bridge (planned to begin in December 2011) for revenue generation as well as traffic management.¹²

Asset management practices; sustainable revenue source

Once complete, the Montlake Triangle area will be a true multimodal center and the project parties are committed to ensuring operations and maintenance of this important facility. Each agency has existing operations and maintenance programs, and an agreement to confirm responsibilities will be developed. At this time, Sound Transit has agreed to maintain the new Montlake bicycle/pedestrian bridge and the University of Washington will maintain the new Rainier Vista land bridge.

WSDOT and its partner agencies will also employ asset management techniques to minimize maintenance costs.

ii. Economic Competitiveness

The greater Seattle metropolitan area is projected to grow in population and employment by approximately 40 to 45 percent between now and 2040, according to the Puget Sound Regional Council's *Vision 2040* document.¹³ To remain competitive and avoid transportation gridlock and delays to the movements of people and goods, continued investments in transportation facilities are essential. With the planned addition of light rail near the Montlake Triangle, thousands of additional transit riders will fill the area while attempting to reach their destinations. By building the Montlake Triangle Project elements, long-term safety, efficiency and productivity will be improved for traveling employees, students, and other community members accessing key destinations of employment, education, medical care, and more. The project will optimize the existing and planned infrastructure in the area, as well as add new infrastructure such as the pedestrian overcrossing above Montlake Boulevard. This will promote the accommodation of future growth and connections between various modes of travel, such as bus, light rail, automobile, bicycle and pedestrian movements.

By reducing wait time at the intersections (due to optimized traffic signal timing) the project generates faster travel times and therefore decreases congestion in the area. As a result, the

¹² WSDOT, ESSB 2211," March 2009. <http://www.wsdot.wa.gov/NR/rdonlyres/2C1DB752-9E85-4ACD-A305-BF1C3F258D5F/0/HB2211QAShortversion.pdf>

¹³ Puget Sound Regional Council, "Vision 2040," <http://psrc.org/growth/vision2040>.

project will allow motorized vehicles using the roads in the project's area of influence to reach their destinations faster. This, in turn, has two potential benefits: reduced fuel consumption for all vehicles due to reduced idling at the intersections and reduced inventory cost for trucks transporting goods due to faster transit times¹⁴.

Despite unemployment rates of up to 8.7 percent in the area, King County maintains a number of large regional employers that are shown in Exhibit 10 below. Many of the employees traveling to these destinations rely on transit at multimodal hubs, including the Montlake Triangle and across SR 520. The Montlake Triangle area is the front porch to the University of Washington, which employs over 40,000 people.¹⁵ By improving connections between transit routes, the Montlake Triangle Project helps to complete the regional transit system and ensure safe, convenient access to job centers, benefitting the county's economy.

Exhibit 10. Key regional employers



King County, Washington classified as an economically distressed area

The Montlake Triangle Project is located in King County, which designated as an economically distressed area, pursuant to the “special need” provision and meeting federal criteria.

Due to the economic downturn, the county has seen a large quantity of layoffs and job losses of up to 40,000 jobs according to numbers from the Quarterly Census of Employment and Wages series, including 3,400 jobs at Washington Mutual and 2,072 jobs at Microsoft.¹⁶ Due to this economic distress, King County is eligible for National Infrastructure Investment funds appropriated in the FY 2011 Continuing Appropriations Act that was intended to preserve and

¹⁴ WSDOT, SR 520, I-5 to Medina Project Final Environmental Impact Statement, “Exhibit 10-22: Transportation Discipline Report,” June 2011. http://www.wsdot.wa.gov/NR/rdonlyres/68557389-3017-4E38-A4B9-9AFDDD97EB65/0/FEIS_Att7_Transp_DRPart3.pdf#page=22

¹⁵ University of Washington, “Employment at the University of Washington.” <http://www.washington.edu/admin/hr/jobs/>

¹⁶ WSDOT, “Analysis of Economically Distressed Areas,” January 2011. <http://www.wsdot.wa.gov/Funding/stimulus/impactanalysis.htm>

create jobs, stimulate the economy, and provide key investments to the transportation infrastructure system.

iii. Livability

Benefits and efficiencies for thousands of non-motorized commuters

The City of Seattle contains a strong and vibrant non-motorized community that emphasizes bicycle and pedestrian priorities. Each day, Seattle residents bicycle recreationally and to improve their fitness. Approximately 6,000 Seattle residents use a bicycle as their primary mode of transportation to work. City master planning documents aim to triple the amount of bicycling in Seattle between 2007 and 2017¹⁷, and make the city the most walkable city in the country.¹⁸

Approximately 1,800 bicyclists use the nearby Burke-Gilman Trail every weekday, and approximately 2,200 use it each weekend day. The Burke-Gilman spans 17 miles, and is one of the busiest trails in the United States. The Burke-Gilman Trail would be grade-separated from the Rainier Vista land bridge and widened to 14 feet in that vicinity.

The Montlake Triangle Project will improve the safety and connectivity of the trips in the project vicinity. With the addition of the new light rail station, in 2030, **over 3,000 pedestrians per peak hour are expected to cross the new Montlake bicycle/pedestrian bridge** by 2030.¹⁹

Along with new grade-separated trips, the project will reduce delay for some at-grade bicycle and pedestrian trips by optimizing traffic signal timing and reducing the number of at-grade crossings. Similarly, this will result in reduced wait times for drivers at key intersections (such as Montlake Blvd. NE and NE Pacific Place), improving the flow of traffic in the area and reducing vehicular congestion.

Multiple modes

The Montlake Triangle Project supports multiple modes of transit to provide more options for the public, reduce congestion, and increase efficiencies across the system.

- **Transit** 
 - The project expands and improves bus connectivity by lengthening the stops adjacent to the Montlake Triangle, allowing buses more space for layovers and loading, particularly on NE Pacific Place. In addition, the expansion will make room for two zones at each stop: one for local routes and one for regional routes. The need for layover space has long been requested by the local transit agency, King County Metro Transit, in previous planning efforts.

¹⁷ City of Seattle Bicycle Master Plan, 2007.

<http://www.seattle.gov/transportation/docs/bmp/final/BikeMasterPlanCOMPLETE.pdf>

¹⁸ City of Seattle Pedestrian Master Plan, 2007. http://www.seattle.gov/transportation/pedestrian_masterplan/

¹⁹ [Sound Transit NEPA Environmental Re-evaluation](#), “Heffron Transportation Technical Memorandum,” page 8. December 2010.

- The project provides an important connection between the new Sound Transit light rail station and various destination points. Walk times for pedestrians are also shorter because of more direct routes resulting from the new overcrossing features.
- **Non-motorized travel** 
 - The project enhances non-motorized transportation connections through grade-separated crossings at key intersections: the Montlake bicycle/pedestrian bridge across Montlake Boulevard NE and the Rainier Vista land bridge over a lowered NE Pacific Place.

Accessibility and diversity of travelers

A broad diversity of people will travel through the project area, representing a variety of socioeconomic backgrounds and ages. The Montlake Triangle, as a hub of the University of Washington campus, has a significant number of students, many of whom have limited income and financial means. All University of Washington students are provided with access to a reduced-price transit pass, and many students travel from the Eastside and various parts of Seattle. Along with limited and sometimes expensive parking in the area, transit use is and will continue to be in high demand.

Along with students, elderly citizens rely on transit and non-motorized means of transportation, and the adjacent University of Washington Medical Center draws individuals who are ill or physically limited and require special accommodations. The project connects various transit locations with grade-separated pedestrian friendly connections that are landscaped and signed for clear direction wayfinding. Senior citizens have the benefit of avoiding potentially intimidating crossings at the large and busy Montlake Boulevard NE intersection. The current design of the Montlake Triangle area is difficult to navigate for senior citizens and individuals with disabilities or physical limitations. These people will be accommodated through a number of measures, including grade-separated crossings with gradually inclined ramps, elevators and clear pathways that provide visual and audio signaling, and improved lighting and signage.

iv. Environmental Sustainability

Environmental benefits of improved transit and non-motorized travel

When complete, the Montlake Triangle Project will contribute to environmental stewardship and a reduction in reliance on automobile travel. The project augments the existing transit options and adds many improvements to capacity and volume, as well as convenience and safety.

The project enhances bus connectivity by lengthening bus stops in the Triangle to accommodate additional bus storage and loading space. Connections between the bus stops and the new light rail station, along with other nearby destinations such as the University of Washington Medical Center, Husky Stadium, SR 520, and more, will encourage travelers to choose transit as a reliable option to reach their destination.

The project will reinforce the environmental benefits created by the implementation of the University Link light rail station by ensuring that the future station is well connected and convenient. This will compound the attractiveness to riders and further encourage usage of mass transit.

Sound Transit’s 2010 NEPA re-evaluation documents found that by providing fast and convenient access to transit as an alternative to cars, the project would create a reduction in energy use and an improvement in air quality.²⁰

Similarly, the reduction in wait times at key intersections for motorized vehicle drivers and the resulting lower levels of congestion will reduce the total greenhouse gas emissions in the project area of influence, especially during peak hours.

Exhibit 11. Major conflict points



v. Safety

The Montlake Triangle Project will improve public safety, particularly for bicyclists, pedestrians and other non-motorized travelers in the area. The project will also benefit vehicle drivers who interact with other travelers in the project area.

Current and future accidents

As noted previously, the project area is very busy throughout the day, with high traffic volumes on Montlake Boulevard NE during peak hours, as well as high volumes of bicyclists, pedestrians and transit users moving to their destinations. Numerous at-grade conflict points cause accidents and crashes resulting in high financial, human and economic costs.

The project area is expected to grow in population, jobs, cars, and pedestrians in the coming years, increasing the already high number and rate of collisions. This is especially true of pedestrians, which will come in waves or “surges” when the light rail station opens in 2016. With the completion of the Montlake Triangle Project, the area will be prepared to handle these surges and avoid and reduce the probability of future accidents. It is anticipated that constructing the two new overcrossings will considerably reduce the rate of accidents for both motorized vehicles as well as non-motorized travelers due to the reduction of pedestrian-to-automobile interactions in the project area.

The Montlake Triangle Project includes two improvements that will reduce potential conflicts between pedestrians and cyclists. First, the grade separation of the Burke-Gilman trail and Rainier Vista will reduce potential conflicts between pedestrians entering and exiting the

²⁰ [Sound Transit NEPA Environmental Re-evaluation](#), “Re-evaluation worksheet impact chart,” page 19. December 2010.

University of Washington campus and the trail users. This will be particularly true after 2016, when the volumes of both pedestrian and cyclists are expected to increase considerably in the area. Secondly, the separated path for pedestrians and bicycle users on the eastern portion of Montlake Blvd. NE will provide exclusive lanes for each set of users, thus reducing potential collisions.

It is anticipated that the number of pedestrians and bicycle users in the Montlake Triangle area will triple in a single year (from 2015 to 2016) due to the opening of the light rail station. Without the construction of the Montlake Triangle Project improvements, this situation will dramatically increase the potential of conflicts between drivers of motorized vehicles and pedestrians and bicycle users, since the increased volumes of non-motorized travelers would have to reach their destinations using the existing at-grade crossings. The result will be a steep increase in the probability of accidents in the project's area due to the higher number of hazards pedestrians and bicycle users must face to navigate during their trip.

Solutions including grade-separated crossings

The Montlake Triangle Project will provide several solutions to the safety issues created at this busy intersection of arterials. The project will provide new grade-separated crossings for bicyclists and pedestrians accessing the University of Washington, the Burke-Gilman Trail and other destinations such as the future U-Link light rail station, bus transfers, and regional bike trails on SR 520 and the Eastside.

New overcrossings at Montlake Blvd. NE and NE Pacific Place

The new Montlake bicycle/pedestrian bridge will ensure a safe connection for non-motorized travelers from the future U-Link light rail station on the east side to the Montlake Triangle on the west side. From the Montlake Triangle, these individuals will be able to access the University of Washington over the new Rainier Vista land bridge above NE Pacific Place, which will be lowered.

New NE Pacific Place undercrossing

NE Pacific Place will be lowered approximately 12 feet as part of the Montlake Triangle Project, facilitating the new Rainier Vista land bridge. This will allow vehicles to continue to use the street while pedestrians cross above. In addition, a segment of the Burke-Gilman bicycle/pedestrian trail will be able to safely bypass much of the congestion in the area with a new, wider, separated route slightly above the NE Pacific Place. A missing sidewalk along NE Pacific Place will also be added as part of the Montlake Triangle Project.

At-grade improvements

The Montlake Triangle Project will complement a number of safety improvements by others to the multitude of crosswalks at-grade along NE Pacific Place, NE Pacific Street, and Montlake Boulevard NE. These improvements may include restriped sidewalks, as well as enhanced signage and signals for both motorists and pedestrians. Additionally, urban landscaping will

direct pedestrians in a clear path to the best route for their destination. Lastly, a new north-south bicycle/pedestrian shared use path just to the east of Montlake Boulevard will give non-motorized users a separated at-grade route linking key destinations to the north and south.

By 2030 over 3,000 pedestrians per peak hour are expected to cross the new Montlake bicycle/pedestrian bridge. From the Montlake triangle plaza, non-motorized travelers disperse to their destinations including local bus stops, Rainier Vista and the university campus.²¹ This means the overcrossing structures will be highly utilized and provide a high value for the initial investment. The project will accommodate ADA standards by implementing features such as gradual grade changes and pedestrian elevators.

b. Job Creation and Near-Term Economic Activity

The Montlake Triangle Project improves national economic competitiveness by constructing a number of useful and efficient improvements that both create short term jobs and foster long-term viability in the growing King County region.

Job creation

The Project's design, construction and construction management expenditures between the third quarter of 2011 and the first half of 2013 are expected to total \$39 million (in 2011 dollar values). Following methodology presented in a paper by the Council of Economic Advisors to estimate job creation, the project is expected to create 271 direct and indirect job-years and 153 induced job-years during the construction period (short-term jobs). The majority of these jobs will be located in the construction industry, benefiting low and moderate-income construction workers. Most of the jobs will be created in 2012 as shown in Exhibit 13.

Exhibit 12. Montlake Triangle Project construction costs

Pedestrian Bridge	\$11,075,705
Rainier Vista Land Bridge	\$21,891,722
Landscaping, site restoration and hardscaping/finishes	\$5,132,836

²¹ [Sound Transit NEPA Environmental Re-evaluation](#), "Heffron Transportation Technical Memorandum," page 8. December 2010.

Exhibit 13. Short-Term Job Creation

Period	Spending (Millions of 2011 Dollars)*	Total Direct and Indirect Job-Years	Total Induced Job-Years
2011 - Q3	\$1.24	9	5
2011 - Q4	\$0.72	5	3
2012 - Q1	\$3.63	25	14
2012 - Q2	\$5.44	38	21
2012 - Q3	\$7.73	54	30
2012 - Q4	\$11.89	83	47
2013 - Q1	\$6.06	42	24
2013 - Q2	\$2.29	16	9
2013 - Q3	-	0	0
2013 - Q4	-	0	0
Total	\$39.00	271	153

Notes: * includes design, construction, administration costs and reserves

In addition to these short-term jobs, the operation and maintenance expenditure of the Montlake Triangle Project is anticipated to generate long-term employment opportunities. Unlike those resulting from capital expenditures, these jobs are expected to exist through the useful life of the project (i.e., 30 years). Each year, about one job-year will be created from operation and maintenance spending. Over the useful life of the project, this amounts to 26 job-years.

The project is located in an economically distressed area with a high unemployment rate (8.7 percent in King County). The project will create both short-term and long-term jobs and thus increase average income in the area. As such, it will help stimulate the local job market and provide economic stimulus as a result of the increased expenditure resulting from the increased income.

Agency commitment to and experience with DBE contracting

The Montlake Triangle Project will emphasize equal opportunity for all businesses competing to complete work on the project. This includes disadvantaged business enterprises (DBEs) such as small businesses and minority and women owned businesses. This intent is formalized in the implementation agreement between WSDOT, University of Washington and Sound Transit which also outlines a number of steps during the procurement process to ensure equal opportunity for these firms to participate.

WSDOT has a strong history of advancing inclusive DBE practices in project contracting. WSDOT's DBE Program administers annual goal setting and monitoring and provides outreach, training and technical services to DBE firms.²²

Sound Transit has also excelled in DBE accommodation, winning national awards for their contracting practices. In 2011, USDOT's office of Small and Disadvantaged Business Utilization

²² WSDOT, "Disadvantaged Minority/Women's Business Enterprise Program," 2011. <http://www.wsdot.wa.gov/equalopportunity/Plans/dmwbe.htm>

recognized Sound Transit for exemplary work in using small and minority owned businesses. Sound Transit's University Link project has carried out \$108 million in contracts through DBE businesses, representing 24 percent of invoices, along with an additional \$14 million, or 13 percent performed by small businesses.²³

The Montlake Triangle Project will reinforce this work and capitalize on WSDOT and Sound Transit's leadership and experience in conducting inclusive contracting practices. On this project, Sound Transit is responsible for construction of the Montlake overcrossing bridge with the integrated bike ramp and bus connection.

c. Innovation

Innovative engineering and design

The Montlake Triangle Project will incorporate a number of innovative design and construction strategies to build challenging features in a constrained space.

The Montlake Triangle sits next to the University of Washington main campus, Medical Center, Husky Stadium, and future light rail station currently under construction. Design of the overcrossings, lowerings and other improvements required flexible engineering solutions for multi-modal transportation challenges in this congested space. Designing the Montlake Triangle was similar to "threading a needle" due to the number of existing facilities and people in one location, an interest in avoiding effects to Olmsted elements and utilities, and the commitment to maintain transit service during construction.

For example, significant weight (800 pounds per square foot) will be added to the existing parking garage located under the Montlake Triangle to accommodate new landscaping and the pedestrian bridge landing structure. An innovative light-weight geofoam solution was identified to establish sufficient vertical clearance on NE Pacific Place, while minimizing the impact of additional weight on the parking garage structure.

The project also requires innovative engineering to design complex structures fitted to the project area requirements. The Montlake bicycle/pedestrian bridge includes a fork ramp and a bridge. This configuration is necessary to accommodate movements from the future SR 520 regional path and light rail station to the Montlake Triangle without interfering with the historic Mt. Rainier view corridor, and has resulted in advanced engineering solutions.

Innovative collaboration and project delivery

The project will achieve efficiencies due to the streamlined design collaboration process and clearly defined roles and responsibilities that employ the strengths of each agency. With a detailed agreement between the project parties, the funding and delivery steps for each phase are already determined. Partner agencies are working together in alignment and good faith, which is

²³ Sound Transit, "USDOT honors Sound Transit for utilizing small and disadvantaged businesses," August 2011. <http://www.soundtransit.org/About-Sound-Transit/News-and-events/News-releases/US-Department-of-Transportation-honors-Sound-Transit-.xml>

both an interagency accomplishment and conducive to fostering ongoing innovation and effectiveness.

d. Partnership

i. Jurisdictional and stakeholder collaboration

Background

Partnership is central to the Montlake Triangle Project, which will be funded, implemented, maintained, and utilized by a broad range of local and regional agencies and organizations. Through a collaborative effort, these agencies have broken down silos and created a design that benefits all parties and the region as a whole. The public has had a thorough opportunity to review the designs through public meetings and online materials, and the participating agencies will continue to inform the public as the project is implemented. Additionally, the design process has been thoroughly documented through environmental review and approvals.

Participating agencies

- Washington State Department of Transportation
- Sound Transit
- University of Washington
- City of Seattle and Seattle Department of Transportation
- King County Metro

Agency coordination and public involvement

The vision for turning the Montlake Triangle into a multimodal center is the result of various local and regional planning efforts that have progressed over the past several years. This work has brought together leaders from a diverse range of agencies and the public and fostered a vibrant discourse and strong interagency cooperation. Collaborative processes, milestones, and long-term plans include:

2008 SR 520 High Capacity Transit Plan

- In 2008, following direction from the Washington State Legislature (ESSB 6099), WSDOT, Sound Transit, and King County Metro, in partnership with the University of Washington, developed a High Capacity Transit Plan that defined a network of bus rapid transit lines on the SR 520 corridor and further defined the Montlake Triangle area as a key multimodal hub.

2010 ESSB 6392 Workgroup on transit connections

- As directed by the Washington State Legislature in 2010 under Senate Bill 6392, WSDOT convened a series of workgroups to refine the design of the SR 520, I-5 to Medina project preferred alternative, as well as create plans for future high capacity transit and transit connections to buses and light rail. In this collaborative process,

WSDOT coordinated with other regional agencies, including King County Metro, Sound Transit, University of Washington, and the Seattle Department of Transportation. These workgroups produced full reports that were delivered to the Legislature and Governor, and are available [online](#).

- One of the specific areas of focus of the Workgroup effort was an eight-week charrette process led by WSDOT that focused on furthering the design and interagency vision of the Montlake Triangle area. The group discussed three main options for grade-separated crossings and other design features, and published a white paper with their findings.
- A series of four public meetings were held in summer and fall 2010, with opportunities for public comment on the Montlake Triangle Project. Members of the public attended and commented, and there was general support for the Montlake Triangle area recommendations.

Sound Transit environmental process

- In 1996, Puget Sound voters approved a package of Sound Transit investments that included design and construction of light rail between downtown Seattle and the University of Washington Husky Stadium near the Montlake Triangle.
- The Montlake Triangle area has also been analyzed thoroughly through the NEPA environmental process. In 2006, Sound Transit completed a final supplemental environmental impact statement (EIS). Prior to its publication, Sound Transit conducted a wide variety of public involvement opportunities, including community briefings, open houses, workshops, and public notifications. Sound Transit also completed the 2010 NEPA re-evaluation based on design updates.

Broad regional support

The Montlake Triangle project has received letters of support from key regional agencies and organizations, reflecting a strong interest in the project and desire to see it completed. Letters of support have been contributed by:

- University of Washington's president
- King County Metro's general manager
- Seattle Department of Transportation's director
- Seattle City Councilmember transportation committee chair
- Seattle Design Commission representatives
- State legislators including Seattle area representatives and transportation committees
- U.S. Representative Jay Inslee

Funding partnership makes project possible

The funding identified for the Montlake Triangle Project represents a combination of regional, state and federal sources. WSDOT, Sound Transit and the University of Washington each have funding responsibilities as part of the partnership agreement. WSDOT is responsible for 63 percent of the total project cost, or \$27 million, as part of the cost for the SR 520 program. To date, WSDOT's \$4.65 billion SR 520 Bridge Replacement and HOV program has \$2.43 billion in authorized funding leaving a gap of over \$2 billion of unfunded projects. Grant funding for the Montlake Triangle Project allows for other necessary safety and mobility improvements to the corridor in Seattle as part of the SR 520, I-5 to Medina Bridge Replacement and HOV Project.²⁴

WSDOT is also working with the Washington State Legislature and Office of the State Treasurer to secure additional funding, including the upcoming submittal of a federal TIFIA loan application now that the agency has been approved to submit.

ii. Disciplinary integration

State, regional and local agency and institution leadership

The Montlake Triangle Project brings together state, regional and local agencies and a state higher-learning institution. As non-profit institutions advancing the public trust, participating organizations represent public education, state highways, and regional transit, and county and city programs. This ensures that the project will balance the needs of all members of the public that use the space.

Goals in addition to transportation

Beyond addressing critical transportation needs, the Montlake Triangle Project will also accomplish the following:

- Advance the University of Washington as a premier public educational institution by improving a main entry to the campus and the pedestrian connections to campus.
- Improve safety and connectivity for non-motorized travelers, including pedestrians surging out from the light rail station. This is also a key priority of the City of Seattle's Bicycle Master Plan and Pedestrian Master Plan.
- Enhance the environment and energy efficiency by promoting non-motorized travel and transit use.
- Improving vehicle mobility on Montlake Blvd. NE by providing a grade-separated crossing option for pedestrians and bicyclists.
- Promote a livable, attractive destination for community enjoyment through aesthetic treatments, lighting, and safe, open space.

²⁴ WSDOT, "SR 520 Program Costs, Funding and Tolling," 2011.
<http://www.wsdot.wa.gov/Projects/SR520Bridge/financing.htm>

e. Results of Benefit-Cost Analysis

Introduction

A benefit-cost analysis (BCA) for the Montlake Triangle Project was completed with the intention of quantifying net benefits generated by the project. The comparison of costs and benefits has been estimated in present value terms, using the required 7 percent discount rate, over a 30-year lifecycle. This 30-year period of analysis was chosen because the nature of the users of the bridges (pedestrians and cyclists) guarantees the infrastructure will last that long without any significant repairs²⁵. All benefits are estimated using unit values prescribed by USDOT or, where specific guidance was not provided, by standard industry practice. A summary of methods, data and assumptions are included in Appendix B to this application.

Exhibit 14. Summary of long term benefit-cost analysis outcomes

Summary of Primary Selection Criteria - Long Term Outcomes	7% Discount Rate	3% Discount Rate
Economic Competitiveness		
Pedestrian Mobility (\$ millions)	\$15.55	\$28.32
Livability		
Pedestrian Journey Ambiance (\$ millions)	\$3.97	\$7.23
Bicycle Users Journey Ambiance (\$ millions)*	N/A	N/A
Improved Waiting Conditions for Bus Riders (\$ millions)**	N/A	N/A
Safety		
Accident Cost Savings (\$ millions)	\$52.69	\$95.97
Benefit Cost Analysis Results		
Total Discounted Benefits (\$ millions)	\$72.24	\$131.59
Total Discounted Costs (\$ millions)	\$41.11	\$43.25
Benefit - Cost Ratio	1.76	3.04
Net Present Value (\$ millions)	\$31.13	\$88.34
Internal Rate of Return	12.2%	

Notes: * This benefit was negligible for a 30-year period. **Data on valuation of improvements was not available.

Quantitative project costs and benefits

- The undiscounted costs of the three components of the project, expressed in 2011 dollars, are \$43 million²⁶. Alternatively, the discounted project cost expressed in 2011 dollars (discounted to present value terms at 7 percent as required by USDOT guidance) is \$40.23 million. Maintenance costs are estimated at \$80,542 per year.

²⁵ However, it has been assumed that the residual value of the infrastructure will be zero after the 30-year analysis period.

²⁶ Total project cost includes \$3.97 million spent during 2010 and the first half of 2011.

- Over the 30 years of analysis the Montlake Triangle Project will generate \$72.24 million in discounted benefits (using a discount rate of 7 percent), resulting in a discounted Net Present Value of \$31.13 million. The Benefit-Cost Ratio is 1.76 and the Internal Rate of Return is 12.2 percent (see table above).
- When the project is discounted at a rate of 3 percent, the Net Present Value is \$88.34 and the Benefit-Cost Ratio reaches a value of 3.04.

Key qualitative benefits to safety and livability

As the Exhibit 14 shows, safety benefits account for the majority of the benefits estimated (73 percent). These benefits are associated to the reduction in accident costs due to a decrease in accidents in the Montlake Triangle area as a result of the construction of the project. In other words, the construction of the pedestrian overcrossings will reduce the probability of accidents in the area, especially after the U-Link Station starts operations in 2016.

Economic competitiveness benefits (pedestrian mobility) account for 22 percent of the benefits and livability benefits account for the remaining 5 percent of benefits generated by the project. As such, pedestrian mobility (travel time savings for users of the pedestrian bridges) and pedestrian journey ambiance (the comfort experienced by pedestrians for walking on the improved pedestrian roads) play an important role in the benefits generated by the project.

Despite the fact that other benefits can be analytically associated to the Montlake Triangle Project, such as improved waiting conditions for bus riders and landscaping and streetscaping benefits to pedestrian and bicycle users, it was impossible to monetize these benefits due to a lack of guidance on how much value beneficiaries assign to these improvements. However, the qualitative nature of the benefits is discussed both in this document and in Appendix B.

Distribution of quantified benefits among diverse social groups

A large proportion of the travelers in the project's area of influence are students of the University of Washington and therefore they are the major beneficiary group from the Montlake Triangle Project improvements. Enrollment at the University of Washington is diverse, including students managing financial challenges, diverse and under-represented racial and ethnic backgrounds, and physical disabilities. Therefore, the benefits of the project improvements can be assumed to be accrued by these groups in proportion to their enrollment in the University of Washington.

Financial challenges

- Close to one quarter of entering freshmen students are PELL Grant eligible, and 30 percent of all freshmen will be the first in their families to attend college.
- In 2010-11, 58 percent of University of Washington undergraduates received some form of financial aid totaling over \$251 million.²⁷

²⁷ University of Washington, "Student Disability Resources Department" data.

Racial and ethnic diversity

- The number and proportion of under-represented minority students have increased, comprising 12.4 percent of the 2011 freshman class, compared to 10.4 percent in 2006. With the addition of Asian-American students, students of color comprise 40.5 percent of the 2011 freshman class.

Disabilities

- In the 2009-2010 academic year students with disabilities requesting services have increased by 30 percent from the 2005-2006 academic year.
- Nearly 1,000 students have reported physical disabilities, including blindness, deafness, learning disabilities, acute or chronic health conditions, and psychological conditions.

V. Project Readiness and NEPA

By February 2012, key components of the project will be “shovel-ready” and would immediately start to generate jobs in the Puget Sound region. This point is supported in Exhibit 15 below.

i. Project schedule

Exhibit 15.

Phase	2011				2012				2013	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Montlake bicycle/pedestrian bridge										
Design	█									
Construction							█			
Rainier Vista land bridge										
Design		█								
Construction					█					
Landscape and site restoration										
Construction								█		

ii. Environmental approvals complete

Sound Transit has completed the environmental review process for this project, documented in the Sound Transit North Link Light Rail 2006 Final Supplemental Environmental Impact Statement (EIS) and the 2010 NEPA Environmental Re-Evaluation that integrates updated designs and plans following an inter-agency coordination process described below.

iii. Legislatively authorized already

A multimodal center at the Montlake Triangle has been an interest of the Legislature for many years, and resulted in specific legislation to develop a multi-agency plan.

The Montlake Triangle Project has been authorized by the Legislature through their endorsement of the transportation budget, which includes WSDOT's participation in the Montlake Triangle Project as it relates to the SR 520 program. In addition, Appendix A includes a letter of support from state legislators endorsing the project.

iv. State and local planning

The project is consistent with local plans such as the University of Washington's 2003 Campus Master Plan and the 2008 SR 520 High Capacity Transit Plan. The project also meets regional requirements. The federal funds are accounted for in WSDOT's SR 520 Bridge Replacement and HOV Program and Sound Transit's University Link Project, both of which are included in the Puget Sound Regional Council's Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program.²⁸ WSDOT and its project partners will continue working with the metropolitan planning agency to determine regional significance of the project, and, if necessary, will work to add the project to the TIP and STIP.

The project will require local city of Seattle permits (i.e. street use, noise variance) prior to construction; however, it is important to note that the city of Seattle is also a project partner.

v. Technical feasibility

Engineering design of the project has progressed substantially, and is currently at 90 percent for the Montlake bicycle/pedestrian bridge and 60 percent for the Rainier Vista land bridge over NE Pacific Place, Burke-Gilman trail improvements and landscape restoration. Final design of the land bridge is anticipated to be completed by the end of 2011.

vi. Financial feasibility

The Montlake Triangle Project funding will be complete assuming the availability of the requested TIGER grant funds.

VI. Federal Wage Rate Requirement

WSDOT, as administrator of highway construction projects and signatory to the 2008 Federal-Aid Highway Program Stewardship and Oversight Agreement with Federal Highways, and by use of federal funds, will comply with subchapter IV of chapter 31 of Title 40, United States Code, (Federal wage rate requirements), as required by the FY 2011 Continuing Appropriations Act). See Appendix C.

²⁸ Puget Sound Regional Council, "Transportation Improvement Program," 2011. <http://psrc.org/transportation/tip>

VII. Last Page of the Application

Changes from the pre-application:

1. Original pre-application included \$23 million in non-federal funds (\$12 million from WSDOT, \$7 million from Sound Transit and \$4 million from the University of Washington). This needs to be reduced to \$16 million because Sound Transit's funding cannot be counted as a match or "other committed" funds for this TIGER request.
2. The project currently meets local requirements. The federal funds are accounted for in WSDOT's SR 520 Bridge Replacement and HOV Program and Sound Transit's University Link Project, both of which are included in the Puget Sound Regional Council's Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). WSDOT and its project partners will continue working with the metropolitan planning agency to determine regional significance of the project, and, if necessary, will work to add this separate project to the TIP and STIP.

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