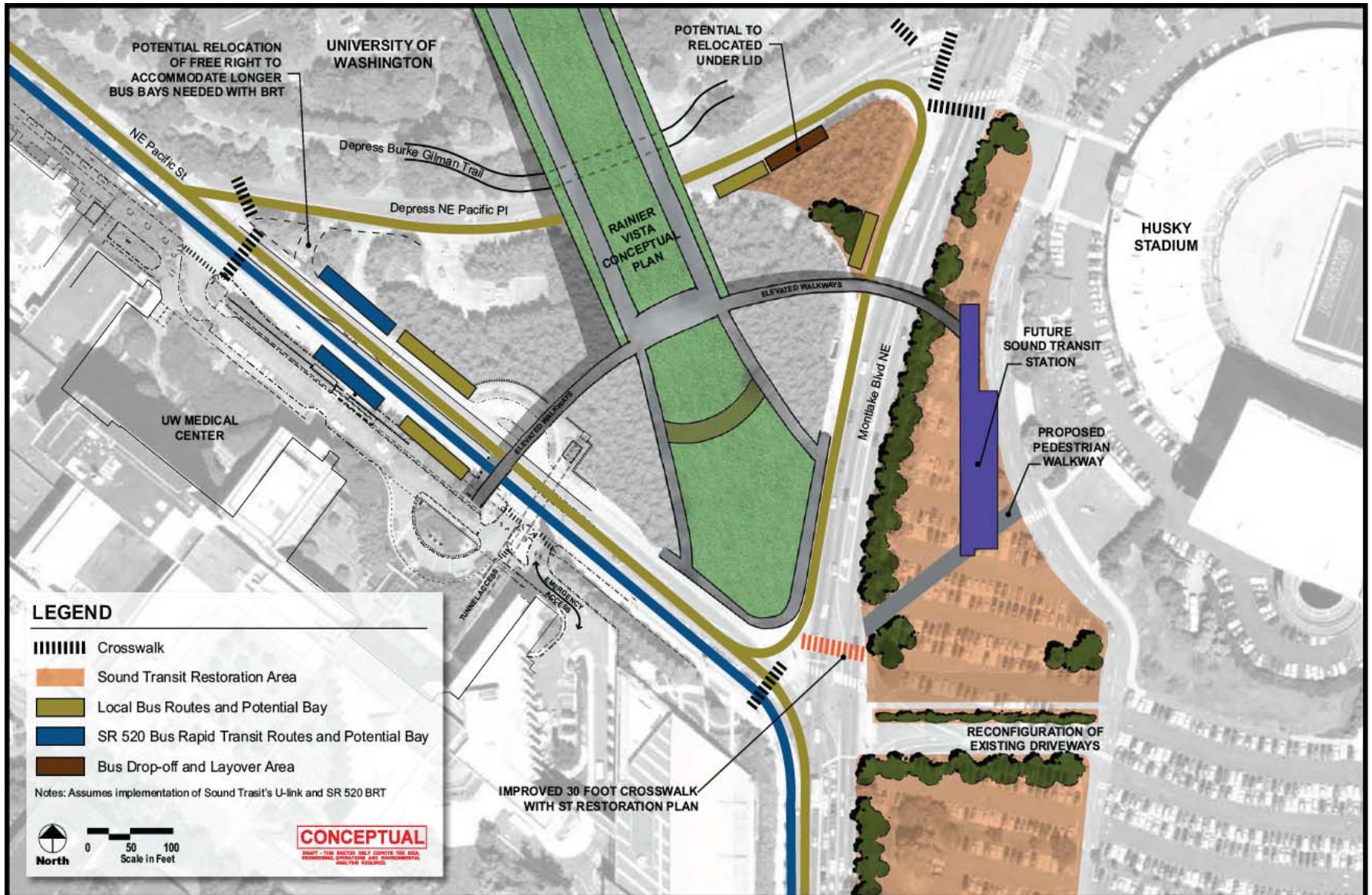


Montlake Multimodal Center



The Montlake Multimodal Center -

Why is it a high priority for the region?

- Serves as a key regional connection between local transit (Metro), regional light rail (Sound Transit) and bus-rapid transit.
- Improves transit access to the University of Washington, which is a designated center and major employment/educational destination in the region.
- Contributes to the success of the SR 520 Urban Partnership and to the SR 520 bridge replacement and U Link projects.

Regional & Local Plan Consistency - *a perfect fit with adopted plans:*

- The University District is a designated Regional Growth Center.
- Five goals within the Seattle Municipal Comprehensive Plan related to land-use are advanced by the project (transit-oriented development, economic development, TDM, increased transit-use and reduction of SOV use).
- Promotes four key policies in the Seattle Municipal Comprehensive Plan:
 - Support for Urban villages
 - Development of multimodal transportation facilities that support transit
 - Support of integrated HCT facilities to link urban centers
 - Multimodal hubs connecting transit modes in urban centers/urban villages
- Supports Destination 2030 and Vision 2040 policy; MPP-T-5, MPP-T-7, MPP-T-9, MPP-T-12, MPP-T-14, MPP-T-16, MPP-T-23, MPP-T-24 & MPP-T-32
- Supports the Life Sciences cluster in the Regional Economic Strategy

PSRC Regional Project Evaluation –

The Montlake Multimodal Center fits the criteria to a “T”

What are the benefits to Regional Growth Centers?

- Provides improved connections between transit routes & modes in the University District Urban Center.
- Enhances and improves pedestrian access to transit at the UW and within the University District.
- Promotes local and regional transit use in a vital regional corridor (SR 520) and other corridors.
- Benefits multiple user groups: residents, students and employees at the UW, also eastside residents by improving connectivity in the SR 520 corridor.

PSRC Regional Project Evaluation – cont.

What are the System Continuity and Long-term benefits?

- SR 520 is a high-volume transit corridor that currently serves approximately 15,000 daily transit trips, the project enables increased transit service.
- Serves as a critical “hub” connection between SR 520 bus-rapid transit, Sound Transit light rail and local/regional Metro bus routes.
- Supports Washington State Commute Trip Reduction (CTR) requirements and the successful U-Pass program by providing transit connections and alternatives to the single-occupant vehicle (SOV).
- Improves pedestrian and bike connections and reduces conflict between modes by incorporating the Montlake Lid and the Montlake/Pacific Avenue interchange with SR 520.

Project Cost and Grant Request

Project Scope, Cost and Funding:

- Montlake Multimodal Center total estimated Cost = \$ ___ m (Peter: can you fill in \$\$-cost-estimate here?)
- PSRC Grant Request Funding amount (FTA Sect. 5307) **\$2.0 M**
- Proposal is for planning and design work
- WSDOT to provide 20% local match via tolling credits

Why is an FTA grant the right funding source?

- Project involves multiple agencies/jurisdictions
- Provides substantial transit benefits for the region
- Creates synergies with other major transit projects (U Link, 520 UPA)
- FTA grant will fill funding gap for planning and design