

Section V - 2009 King Countywide STP/CMAQ Competition Application

❖ Larger Jurisdiction Program

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: <i>SR 522 Multi-Modal Corridor Stage 2A Improvement Project (91st Ave NE to west of 96th Ave NE)</i></p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: <i>4272</i></p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: <i>City of Bothell</i></p> <p>b. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p>
4	<p>Project contact person: <i>Eddie Low</i></p> <p>Address: <i>9654 NE 182nd Street, Bothell, WA, 98011</i></p> <p>Phone: <i>425.486.2768 ext. 4464</i> Fax: <i>425.486.2489</i> E-Mail: <i>Eddie.Low@ci.bothell.wa.us</i></p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p><i>The SR 522 Stage 2A project, from 91st Ave NE to approximately 1,700 feet west of 96th Ave NE, consists of: adding a BAT lane in the westbound direction; adding curbs, gutters, and sidewalk; retaining walls; storm drainage; water quality improvements; utility improvements; medians; street lighting and landscaping.</i></p> <p><i>These improvements will benefit mobility for various travel modes through the SR 522 corridor, increase transit efficiency and improve safety.</i></p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><i>SR 522 is a Highway of Statewide Significance and currently carries between 33,000 to 50,000 ADT. This project is on the portion of SR 522 that carries 38,000 ADT. It is a critical East-West cross lake corridor north of the SR 520 Bridge. SR 522 serves as a significant connecting corridor between the Designated Urban Regional Growth Centers of Northgate, University District (to the west) and Canyon Park in Bothell (Snohomish County in the north), City of Kirkland and Bellevue (to the east). It particularly serves downtown Bothell. This project is part of the overall \$230 million of investments currently under or planned for construction along the SR 522 corridor within the cities of Kenmore and Bothell. These improvements are critical to support the planned growth expected for these urban growth centers and downtown Bothell by improving the movement of goods and people between urban centers and locations along the way and by increasing transit efficiency, freight movement and providing roadway capacity. SR 522 serves as an alternate route to the often congested SR 520 Bridge. Completion of these improvements before tolling and major reconstruction of the SR 520 Bridge are underway is important to the region. In addition to providing a link between these Urban Centers, the corridor serves adjacent multiple commercial centers, industrial development, and high-density residential land use.</i></p>
<p>6</p>	<p>Project location: SR 522</p> <p>a. County(ies) in which project is located: <i>King</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <i>91st Ave NE</i></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <i>96th Ave NE</i></p>
<p>7</p>	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: *Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.*

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth Plans and Policies; benefit to multiple centers

SR 522 is a regional connecting corridor between the Designated Urban Centers of Northgate and the University District in Seattle, and Canyon Park in Bothell (Snohomish County), Totem Lake (Kirkland), Redmond and Downtown Bellevue. It also connects the Designated Urban Centers to Bothell’s downtown, which will undergo a revitalization project designed to stimulate development in the downtown area and improve traffic flow. This project will improve the movement of goods and people to and from these centers, particularly the downtown Bothell center, and locations along the way by increasing transit efficiency, freight movement and roadway capacity. The corridor is also regionally significant, providing an alternate route to the often congested SR 520 Bridge. In addition to providing a link between three Urban Centers and downtown Bothell, the corridor serves adjacent multiple commercial centers, industrial development and high-density residential land use.

Travel Choices

This project will improve the mobility of pedestrian and bicycle movements through the installation of sidewalks that will provide improved connections to the Burke Gilman Trail. It will improve transit speed and reliability by providing a westbound BAT lane that extends the queue jump at 96th Ave. NE, reducing delay and encouraging transit use.

User Groups Supported

The corridor also provides a major link between several communities in north Seattle with a significant portion of the population below either the poverty or low income level and/or that have a high percentage of minorities. Additionally, the corridor serves several neighborhoods within Kenmore and Bothell that are above regional averages for minorities and/or low income families. Access and mobility for these

populations will be enhanced with general purpose capacity improvements, sidewalks, and transit lanes. This project will support transit users as well as bike and pedestrian trail users by providing improved access and connectivity between the urbanized areas north of SR 522 and mixed use trail and park systems to the south namely, the Sammamish River regional trail. The corridor also serves a major collocated college campus of University of Washington- Bothell and Cascadia Community College in Bothell, where enrollment is projected to increase to up to 10,000 Full Time Equivalent Students.

Regional Economic Strategy

On a regional level, SR 522 is the commuter, transit and freight connection between the urban growth centers described above. Improved mobility along this corridor should enhance the viability of and connectivity to each center and the targeted industry clusters of Life Sciences, Logistics/International Trade and Information Technology in the Canyon Park Urban Center, which alone is expected to employ over 20,000 employees in the next 20 years. This project will contribute to the promotion of economic development in Bothell through improved access, reduced congestion and overall mobility for residents, commuters and business. Existing local small businesses will also benefit from the activity generated in the project. The project will enhance access to downtown Bothell, which, through its redevelopment project, is expected to stimulate \$668 million in private investment that includes 2,700 diverse housing units; 250,000 SF of new Class A office space; 400,000 SF of new retail space adding amenities and convenience to downtown; 8,400 net new (1-yr. equivalent) construction jobs being generated by public and private projects; and 1,600 net new permanent jobs in engineering, science, law, finance, health care, retail and food service.

16. System Continuity. Please address the following:

- **Serving Centers.** Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- **Missing Link.** Describe how the project fills in a missing link or removes barriers to a center.
- **Congestion Relief.** Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Serving Centers

As part of SR 522, this project is on a major commuter route for vehicles and buses and is classified as a T-2 truck route. It is a Highway of Statewide Significance, serving as the only east-west Lake Washington route north of SR 520. It is also on the only direct segment between three Designated Urban Growth Centers on the west side of Lake Washington (Northgate and University District) and on the east & north side (Bothell Canyon Park, Totem Lake and Redmond). In addition, this corridor links to other key State Routes of SR 523, SR 104, SR 527 and SR 405. It particularly serves the local downtown Bothell center, providing a key link to the Designated Urban Growth Centers to the west.

Missing Link

The City of Bothell, along with the region, has invested significant resources to improve its portion of the SR 522 corridor. The City of Kenmore construction along SR 522 between 65th Avenue NE and the eastern city limits is nearing completion. Within the City of Bothell, the segment between I-405 and Kaysner Way (the Bothell South Access Project) is under construction and the segment at Wayne Curve will be under construction this fall. This project is important as it will allow the City of Bothell to provide for the construction of one of the last two corridor segments within its limits.

17. Long-term Benefit/Sustainability. Please address the following:

- **Efficiency.** How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- **Safety.** Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Efficiency

The efficiency of travel along the corridor is impacted, in part, by substandard design (lane widths, horizontal curves, etc.). These conditions will be corrected through access management, reconstruction of travel lanes and a new BAT lane in this project.

Safety

Correctable collisions on this segment of SR 522 occur in part because of higher speeds, unrestricted left turns and close proximity of the roadway to fixed objects. Each problem is being addressed by this project. Access management through the installation of medians will eliminate left turns as well as reduce the potential for crossover collisions. The medians will also serve to calm traffic and reduce speeds. The BAT lane, sidewalk and planter strip will allow more recovery area by increasing the distance to fixed objects, reducing the probability of vehicle strikes.

Pedestrians who walk along the roadway margins currently use very narrow or nonexistent shoulders. Pedestrian safety will also be enhanced by installing sidewalks and planter strips that will provide a pedestrian walkway away from the travel lanes and an additional buffer of safety.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?

- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Vehicle Emissions:

The majority of the travel delays along the corridor occur at the intersections, contributing to vehicle emissions and air quality issues. A 2004 analysis performed for the City of Bothell on the SR 522 corridor between 91st Avenue NE and Kaysner Way showed that the corridor travel time during the peak travel hours in the westbound direction was 530 seconds. Modeling the proposed corridor improvements, of which this project is a part, predicted transit travel time in the westbound direction improves to 265 seconds in 2030, a decrease of 4.42 minutes. This is partly due to the addition of the BAT lane on this project and the queue jump lane in the Stage 1 (Wayne Curve) project. Additional analysis of potential transit trips performed in 2008 indicated that completion of all the Bothell projects, including this one, could reduce annual vehicle trips by 22,830 in 2012 and an additional 32,190 trips in 2016. According to the National Safety Council, a person using mass transit instead of driving to work for an entire year can reduce their pollutant discharge by an average of 9.1 pounds of hydrocarbons, 62.5 pounds of carbon monoxide, and 4.9 pounds of nitrogen oxides. The reduction in pollutants for 2012 would be 103 tons of hydrocarbons, 713 tons of carbon monoxide and 55 tons of nitrogen oxides. Further trip reductions in 2016 would result in pollutant reductions of 146 tons of hydrocarbons 1,005 tons of carbon monoxide and 78 tons of nitrogen oxides.

Diesel Retrofits: None

Roadway Capacity:

The current Level of Service (LOS) per the Highway Capacity Manual for SR 522 in Bothell between the western city limits and Kaysner Way (approximately 0.5 miles from the I-405 interchange) is LOS F. Roadway capacity for this section of SR 522 will be enhanced by the addition of the westbound BAT lane. This will contribute to improving transit times and increased transit ridership, thus increasing the capacity of the road. Medians will eliminate uncontrolled turns or crossings along the corridor thereby reducing travel time losses due to collisions. The completion of the SR 522 Stage 2A project and the completion of all the Bothell corridor improvements will increase the level of service along the corridor from LOS F to LOS C.

Transit:

Sound Transit route 522 and 3 King County Metro routes (312, 342 and 372) serve this section of SR 522. The current transit ridership through this section of the corridor is over 2,150 person trips per day and is expected to increase significantly over the next 20 years. The proposed improvements will reduce the overall transit travel time and increase transit reliability along the corridor.

The Stage 2A project will extend the transit lane constructed in the Stage 1 project in the westbound direction from 96th Avenue NE, widen the through lanes, and add a raised median and sidewalks. Given funding and right of way restrictions, coordination with Sound Transit and King County Metro resulted in their preference for a westbound transit lane. As mentioned above, the total corridor travel time savings for transit vehicles in 2030 is expected to be over 4.4 minutes between 91st Avenue NE and Kaysner Way when all of the Bothell projects have been completed..

Bicycle and/or Pedestrian Facilities:

The project will improve pedestrian mobility by providing a sidewalk along the north side of the roadway where pedestrians are currently forced to walk along narrow shoulders. This will connect to a bus stop and pedestrian crossing at 96th Avenue NE, improving safety and access to the Burke-Gilman/ Sammamish River trails.

Signalization & ITS Improvements

There are no signals within the project limits. However, the project will include signal interconnect hardware installation as part of this project. This will allow the signals in Bothell to be coordinated and coordinated with current or future signals potentially farther west, including Kenmore. Signal coordination will further contribute to traffic flow and reduced transit times.

Alternative Fuels/Vehicles: *No alternative fuels or alternative fuel vehicles are proposed in this project.*

Other: NA

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions **must** be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a **Right-of-way (ROW) and/or Construction (CN) phase**. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Already completed* a. Final FHWA or FTA approval of environmental documents including:
Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Already completed - Section 106 Concurrence.
Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Already completed* b. True Cost Estimate for Right of Way.
Not yet completed c. Right-of-way Plans (stamped).
Not needed d. Relocation Plan (if applicable).
Not yet completed e. Right-of-way Certification.
Not yet completed f. Certification Audit by WSDOT R/W Analyst.
Not needed g. Relocation Certification, if applicable.
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
- Already completed* h. Engineer's Estimate.
Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Final design is currently at 60 % with expected completion in fall 2009. Environmental documentation has been approved. Right of way acquisition is expected to start in June. This request is for the construction phase. All remaining funds have been secured and construction will begin in the summer of 2010.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
CN	06/30/10	STP	*\$4,000,000
			\$
			\$
Totals:			*\$4,000,000

*Note: This project is also in the 2009 STP/CMAQ regional competition. If the City is successful in obtaining regional funds, the CW request would be reduced by the corresponding amount.

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	06/26/08	STP(U)	\$400,000
Design and ROW	02/14/07	WA TIB	\$107,000
Design, ROW, CN		Bothell	\$604,000
ROW	04/08/09	STP(U)	\$300,000
CN	06/01/10	WA TIB	\$650,000
TOTAL:			\$2,061,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$0	Planning:	N/A
Preliminary Engineering/Design:	\$ 604,000	Preliminary Engineering/Design:	10/30/09
Right of Way:	\$ 403,000	Right of Way:	05/30/10
Construction:	\$5,054,000	Construction:	11/30/11
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$6,061,000	Estimated date of completion (i.e. open for use)	11/30/11

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

CN

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

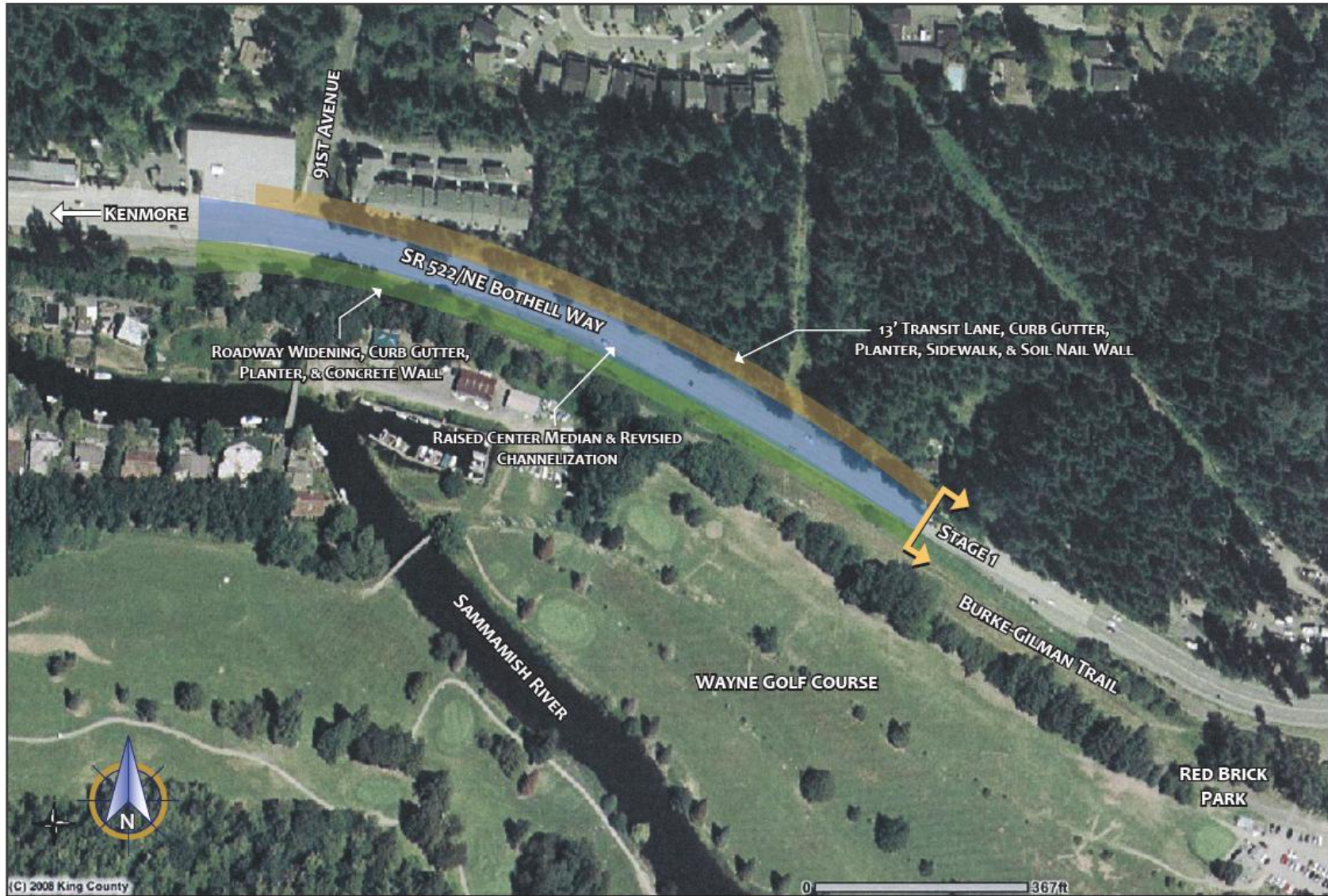
F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

As stated above, SR 522 is a major regional connecting corridor between the Designated Regional Urban Growth Centers of Northgate, University District and Canyon Park in Bothell. It is also a major connecting corridor for the local growth center of downtown Bothell, connecting it to the Designated Regional Urban Growth Centers to the west. When congestion occurs along the SR 520 corridor, SR 522 also serves as a regional corridor linking Totem Lake (Kirkland), Redmond and Downtown Bellevue with Urban Growth centers west and north of the Lake Washington. The importance of this additional role as an alternate East-West cross lake route north of the SR 520 Bridge underscores the need for the proposed improvements on this route that will provide added capacity needed for early SR 520 Tolling impacts and during SR 520 Bridge reconstruction.

The tolling model shows SR 522 will be negatively impacted when tolls are placed on the SR 520 bridge. Kenmore and Bothell are in a "race against the clock" to complete improvements to the SR 522 Corridor before tolls are placed on SR 520 in order to prepare for the additional traffic on an already highly congested highway.

SR 522 Stage 2A Project



City of Bothell

BOTHELL SR 522 - PROJECT 2A OVERVIEW

