

2009 King Countywide STP/CMAQ Competition Application

❖ Larger Jurisdiction Program

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: <i>Bothell Crossroads (SR 522 Realignment from Hall Road to 102nd Avenue 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>None</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, P.E.</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>

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

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.

Description of components: *This project realigns SR 522 one block to the south to create a new streamlined "T" intersection at SR 527. SR 527 and 98th Avenue NE are extended south from Main Street to the new SR 522 realignment. The roadway provides two lanes in each direction with left turn lanes as necessary, sidewalks, intersection improvements, traffic signals, utilities, lighting, and landscaping.*

Specific Outcome: *This project will promote economic revitalization and sustained urban land use while maintaining the critical urban, historical nature of Bothell's downtown core; improving regional traffic, including freight by eliminating a congested chokepoint; providing relief from impacts of early tolling and/or reconstruction on SR 520; improving local traffic circulation; improving multimodal transportation such as transit, pedestrians, and bicycles; maintaining the sustainability of our natural environment; providing better pedestrian and bicycle access to the regional Sammamish River/Burke-Gilman Trail system; and maintaining the special nature of the Park at Bothell Landing.*

What will be Built: *This grant will be applied toward construction of this project.*

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Need: *The existing downtown Downtown Bothell is bisected by two state routes (SR 527 and SR 522). These routes serve as barriers that inhibit local traffic, pedestrian and bicycle circulation. It makes creating a cohesive downtown core difficult which, in turn, inhibits economic revitalization and sustainability.*

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 about 38,000 ADT. SR 527 is a state highway that currently carries about 15,500 ADT. The current critical intersection of SR 522/ SR 527/ Main Street will continue to degrade in performance as more and more regional traffic passes through this chokepoint. By 2035, this portion of SR 522 will have an ADT of about 47,000 and SR 527 will have an ADT of about 40,000. The intersection will have failed without any improvements. With redevelopment imminent in this area, this is the last practical opportunity to address the needs of this important intersection along the regional corridor.

Intent/Purpose: *The intent of the project is to realign SR 522 at the SR 527 intersection to create a streamlined "T" intersection. This will improve regional traffic mobility through this important corridor that connects the Northgate and University Urban Growth Centers to the Canyon Park Urban Growth Center. It will also allow the City to complete its east-west city street grid and improve local circulation. The project will also create approximately two new city blocks for redevelopment and is a key catalyst project in the City's Downtown Revitalization Plan. This project will address local and regional transportation needs while stimulating growth at this urban center. It is a well-supported project that addresses many different needs.*

Goal/Desired Outcome: *The goal is to advertise this project for construction in early 2010 and complete construction of it by the end of 2011. The desired outcome is to stimulate the economic revitalization of downtown Bothell while accommodating regional traffic.*

6	<p>Project location: Bothell, Washington</p> <p>a. County(ies) in which project is located: <i>King County</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>Hall Road</i></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <i>102nd Avenue NE</i></p>	
7	<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”</p> <p style="text-align: center;">(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”</p> <p style="text-align: center;">(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

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- **Growth.** Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- **Plans and Policies.** Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

A full report in the ECO Northwest Economic impact study is available upon request as part of this submission. The Key findings from the study show the impact of our plans on the next 25 years of development. The downtown redevelopment, of which the Bothell Crossroads is a key catalyst project, is anticipated to stimulate the following:

- ***\$668 million in private investment is prompted by the proposed public projects catalyzed by the Crossroads and other public investments here;***
- ***2,700 diverse housing unit types providing high-quality work force housing;***
- ***250,000 SF of new Class A office space providing an attractive lure to employers;***
- ***400,000 SF of new retail space adding amenities and convenience to downtown;***

- *Mixed-use and vibrant pedestrian-friendly streets making Bothell regionally and internationally competitive for key industry jobs that provide opportunities for local citizens;*
- *8,400 net new (1-yr. equivalent) construction jobs being generated by public and private projects;*
- *1,600 net new permanent jobs – FTE engineers, scientists, attorneys, financial analysts, health care, retail and food service jobs being created;*
- *Existing small businesses benefiting from the activity generated in the project;*
- *Estimated net new State and Bothell taxes generated by development within the RDA is a combined total of \$190,129,000 with an annual average of \$8,757,934 per year over the 25-year period LIFT.*

The Bothell Crossroads is a primary catalyst project for the City’s Downtown Revitalization Plan. It is a unique project that has the ability to dramatically improve regional mobility while improving local circulation. It does this by realigning SR 522 to the south of the existing SR 522/SR 527/Main Street intersection. This creates a streamline “T” intersection and eliminates the existing awkward intersection. Moving SR 522 to the south also allows the City to complete its east-west street grid. This will help vehicular traffic as well as pedestrian and bicycle circulation. It will also create two new blocks that can be used for prime redevelopment. In addition, this project will provide transit amenities and reduce travel time. This goes a long way toward achieving the City’s goal of a pedestrian-friendly and transit friendly urban, downtown.

The soon to be adopted Downtown Plan discusses this project as a City Action. The existing Comprehensive Plan discusses it in the Transportation Element as part of the recommended improvements. Other City Actions that will follow this project are:

- *The SR 527 Multiway Boulevard, that creates a pedestrian-friendly boulevard with street parking while maintaining arterial traffic volumes,*
- *The Main Street Extension, that extends historic Main Street to the west to tie the two halves of the downtown together,*
- *The Main Street Enhancement, that reworks historic Main Street to allow it to compete with the new development, and*
- *The surplus of the old Northshore School District property that provides for approximately 18 acres of redevelopment.*

Combined, these projects will ensure the economic revitalization of the downtown area. However, these City Actions cannot begin until the key lynchpin, the Bothell Crossroads, is complete.

This project will begin the process of redefining downtown Bothell into a unique, urban downtown. It will rework the crossroads of SR 527 and SR 522 and allow the City to finish the downtown street grid. It will allow the City to extend its Main Street to the west, across SR 527, thus tying the east and west halves of the downtown together. It will also help provide more crossings of SR 522 to allow the City to reconnect with its historic waterfront past. The project will provide for a more economically viable and sustainable downtown.

In addition, the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus (located at the east edge of the downtown core area) is currently completing its second access construction that will allow its student enrollment to grow from the current 3,000 full-time equivalents (FTE’s) to 10,000 FTE’s. The Bothell Crossroads project will support this growth.

12. Project's Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- 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 Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

This project remedies several existing conditions that exist.

- *Poorly operating intersection of 2 state routes that create congestion for general purpose traffic, freight, and transit*
- *Poor local vehicular, pedestrian, and bicycle circulation within downtown*
- *Poor connectivity between downtown and the historic Sammamish River waterfront that includes the regional Sammamish Rivers/ Burke Gilman Trail system*
- *Numerous access issues that create potential safety issues*
- *A poor entrance to welcome visitors to downtown Bothell*

The project will streamline the intersection of SR 527 and SR 522 and reduce congestion for general purpose traffic, freight (SR 522 is a T-2 freight route with 10 million tons of goods annually), and transit. It will improve travel times for all modes of traffic and provide reliability.

By realigning SR 522 to the south it will allow the City to complete its street grid system as well as create two new commercial blocks for redevelopment. By completing its street grid, it will enhance vehicular, pedestrian, and bicycle traffic.

The project will provide better crossings of the state route and enhance the pedestrian and bicycle environment. As such, it will reconnect downtown Bothell to the historic waterfront and allow it to better interact with the regional Sammamish River/Burke Gilman Trail system.

The project eliminates many problematic access issues and provides managed access for the rest. The improved roadway will provide a safer driving environment. The separation of pedestrian facilities from the driving surface will dramatically improve the pedestrian environment.

Finally, the project will create a tree-lined entrance to downtown Bothell. Use of gateway features will create a special place that lets drivers know that they have entered Bothell and will persuade them to stop to see what is going on in the newly revitalized downtown.

The project will serve local drivers as well as regional commuters. It will serve local pedestrians as well as regional trail users. It will serve freight by reducing congestion and reducing travel times. It will serve all users of transit by reducing travel times and providing reliability. It will serve local residents and employees as well as regional residents and employees.

This project is capable of improving a key link in the regional SR 522 route that connects the Northgate and University Urban Growth Centers in Seattle to the Canyon Park Urban Growth Center in Bothell while enhancing downtown Bothell. It is part of the overall \$230 million of investments currently under construction or planned for construction along the SR 522 corridor

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

within the cities of Kenmore and Bothell. The relatively modest investment requested for this project in the context of the entire corridor accomplishes significant improvements.

In the study area, minority populations range from 1 to 8 percent and low-income populations range from 5 to 8.4 percent. Median household incomes for the study area are between 16 and 31 percent below the King County median household income. The Hispanic and Asian minority groups have the highest representation in the study area based on percentage. Low-income populations also exist within the study area, and these include three Census block groups.

By improving safety, reducing congestion, improving downtown circulation, and stimulating economic redevelopment, environmental justice populations will experience benefits from the project, including increased public transit and employment opportunities.

13. Circulation within the Center. Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.
- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- **Travel Choices.** Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- **System Continuity.** Describe how the project completes a physical gap or provides an essential link in the transportation network.
- **Parking.** If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

The project will provide more access points into downtown Bothell while improving traffic performance. Currently, only the SR 527/SR 522 intersection is signalized. The project will signalize the 98th Ave NE/SR 522 intersection as well. In addition, the existing 101st Ave NE/SR 522 intersection does not allow left turns into the City. The project will allow left turns into the City as well as the Park at Bothell Landing.

The project also moves SR 522 to the south and allows the City to complete its east-west street grid. This will allow substantially more circulation within the City while unburdening SR 522 of some current vehicular load due to the inadequate city street system. The new grid that is created provides for more access points into the downtown area.

By allowing the City to complete its grid, the project also allows for more pedestrian and bicycle crossings of both SR 527 and SR 522. This provides for more internal circulation as well as ties downtown Bothell to the regional trail system. The goal of the City is to create a pedestrian-friendly, transit friendly urban core. The project provides for separation of the pedestrian sidewalk from the driving lanes. This will enhance the pedestrian walkability.

The project is able to serve the local needs while still providing for regional needs. As a result of these improvements, travel time through this stretch of corridor in the PM Peak of the year 2035 will improve from approximately 4.8 minutes to 1.5 minutes in the eastbound direction and 7.3 minutes to 2.9 minutes in the westbound direction when comparing the no action scenario to building of the project. This will save drivers approximately 3.4 minutes heading east, an

approximate 70% travel time savings, and 4.4 minutes heading west, an approximate 60% travel time savings. With redevelopment slated to begin in the next few years, this may be the best and last opportunity to accomplish such a dramatic improvement. With the project, freight travel times will be reduced and more reliable.

Similarly, transit will have its travel times reduced and become more reliable. Transit travels along SR 522 between Seattle and Bothell. The routes currently pull off SR 522 at Bothell to serve the downtown. The routes then proceed to the University of Washington Bothell / Cascadia Community College (UWB/CCC) campus. Sound Transit and King County Metro have indicated that they will continue to pull off SR 522 to serve downtown Bothell. The City has coordinated the design of this project closely with both agencies.

In short, this project is truly multi-modal and provides Bothell as well as the region served by SR 522 with many travel options. In addition, it completes an extremely important section of the SR 522 corridor improvements, one that currently serves as a bottleneck.

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.

The project will:

- *Improve traffic and freight flow by eliminating a bottleneck: The current level of service at the SR 522/SR 527 intersection is LOS D with 49 seconds of average delay and a maximum queue length of 750 feet. If this project is not completed, the condition will continue to worsen until by 2035, it will be at LOS F with 101 seconds of average delay and a maximum queue length of 998 feet. The key to when the level of service will drop precipitously is when SR 527 gets widened to a 4 or 5 lane facility between 240th St SE and NE 188th Street. This is dependent on when redevelopment will occur along this corridor. The project will improve the LOS to D with 49 seconds of average delay and a maximum queue length of 877 feet by 2035.*
- *Improve travel times along regional corridor: A recent 2008 traffic study indicates that, as a result of these improvements, travel time through this stretch of corridor in the PM Peak of the year 2035 will improve from approximately 4.8 minutes to 1.5 minutes in the eastbound direction and 7.3 minutes to 2.9 minutes in the westbound direction when comparing the no action scenario to building of the project. This will save drivers approximately 3.4 minutes heading east, an approximate 70% travel time savings, and 4.4 minutes heading west, an approximate 60% travel time savings. The projected volume in 2035 is approximately 47,000 ADT.*
- *Serve as a hub for vehicles, transit, pedestrians, and bicycles: The geographic location of downtown Bothell just north of Lake Washington has historically meant that it serves as a key “crossroads”. It continues to serve in this capacity today. Two state routes intersect within the project limits, the regional Sammamish River/Burke-Gilman Trail passes just south of the project and connects to the new northbound North Creek Trail, and three transit agencies have their routes intersect within downtown Bothell. This project ties all these elements together by: Making the intersection of SR 527 and SR 522 into a streamlined “T” intersection, allowing pedestrian and bicycle users of the regional trail system better access across SR 522, and streamlining transit service through Bothell. With the development of the downtown urban core, a transit center, and the increased student enrollment at the UW Bothell/Cascadia Community College, the multimodal aspect of this project will continue to be more and more important.*
- *Will improve transit ridership, provide better travel times, and provide more reliability: As stated previously, the transit agencies will continue to serve downtown Bothell in the future. This will provide the best opportunity to increase ridership. This project provides an effective way to allow transit to enter into the City and bisect the densest residential and business areas. In addition, as stated above, the travel times for transit will improve and become more reliable. The current plan is to eventually have transit leave SR 522 at 98th Ave NE and then route through NE 185th Street. The new signal at 98th Ave NE will allow this to occur. Transit will turn off and pull off SR 522 at 98th to serve downtown Bothell.*
- *The project will also encourage walking and bicycle use by finishing the street grid, providing better, separated sidewalks, and better crossings. It will also provide better, more attractive crossings to the regional trail system, thereby connecting downtown Bothell to the trails.*
- *The project will also improve traffic flow by eliminating many existing private driveway access conflicts. Those access points that remain will be managed. The new signal at 98th Ave NE will allow local eastbound traffic to bypass the busy SR 527 intersection. The traffic signals will incorporate the ability to use ITS to streamline traffic flow.*

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.

- Not Yet Completed* a. Final FHWA or FTA approval of environmental documents including:
(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
(select one) - Section 106 Concurrence.
(select one) - 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).
- Already Completed* 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 Yet Completed* g. Relocation Certification, if applicable.
(select one) - 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.).

Task	Est. Completion Date
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The project is currently nearing 60% design. The City has submitted NEPA documents and the BA to WSDOT. Early acquisition was used and is approximately 95% complete. The City's goal is to have this project ready for bid by March 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
Construction	04/30/10		\$4,000,000
			\$
			\$
Totals:			\$4,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	2007	King County	\$650,000
Design, ROW, CN	2007	Local Infrastructure Financing Tool (LIFT) WA - CTED	\$15,000,000
Design, ROW, CN	2007	LIFT (Bothell)	\$15,000,000
CN	02/01/2010	WA TIB	\$4,000,000
CN	02/01/2010	WSDOT	\$1,300,000
CN	02/01/2010	Bothell	\$4,035,940
TOTAL:			\$46,965,940

*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:	\$5,376,000	Preliminary Engineering/Design:	12/31/2009
Right of Way:	\$12,693,940	Right of Way:	12/31/09
Construction:	\$32,896,000	Construction:	12/31/2011
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$50,965,940	Estimated date of completion (i.e. open for use)	12/31/2011

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.

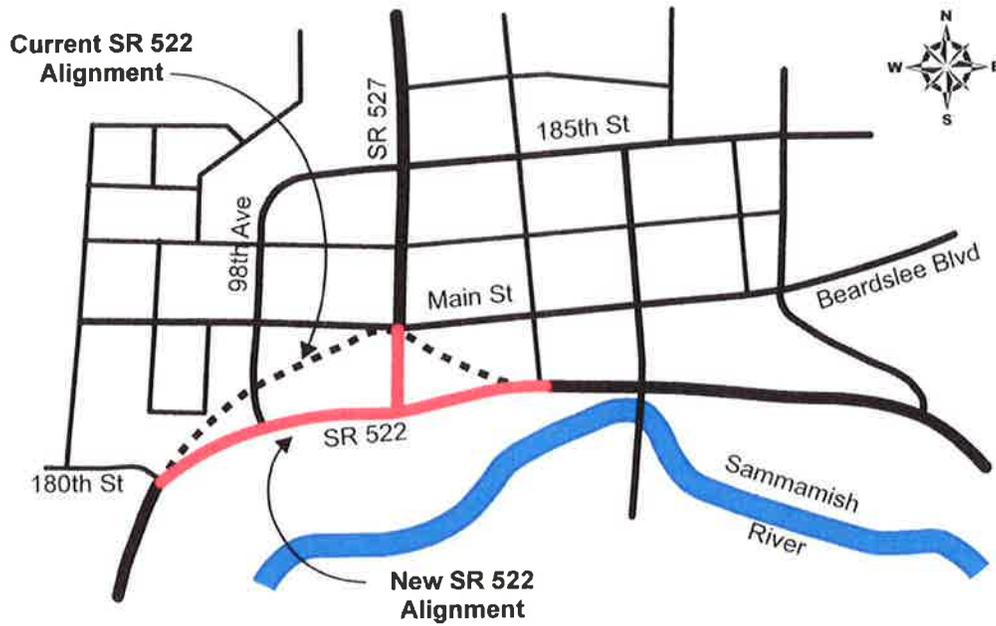
F. Other Considerations (No Points)

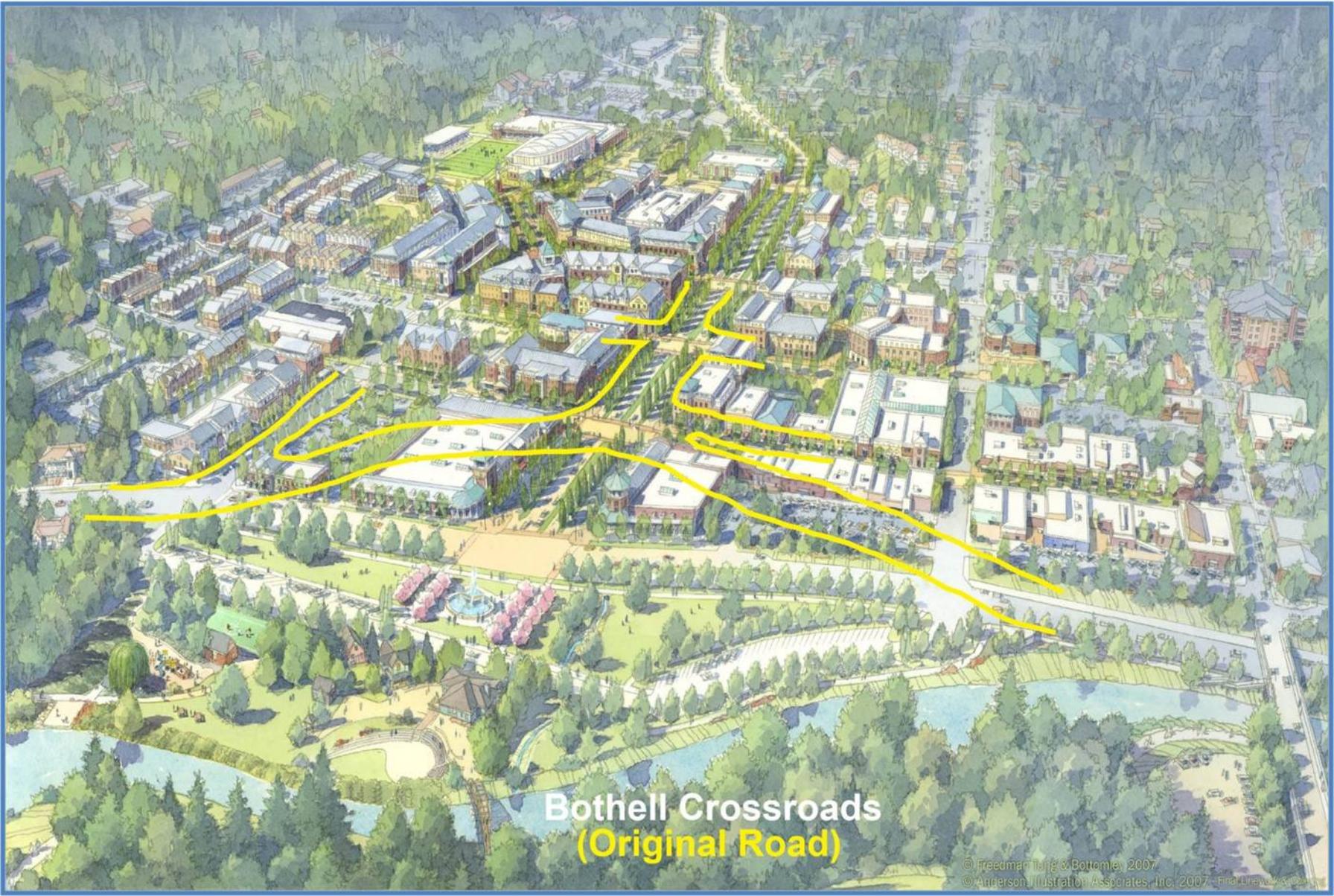
21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given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

The Bothell Crossroads (SR 522 Realignment) project was generated by the community through a long, intensive public process and is extremely well supported. This process began with interaction between Kenmore and Bothell to define the corridor needs within their city limits. In 2003 and 2004 a public planning effort concluded with the City of Bothell's Council's endorsing Alternative G (also known as the Bothell Crossroads). Finally, during the 2006 and 2007 Downtown Plan visioning process, this project was again solidly endorsed by both the public and Council.

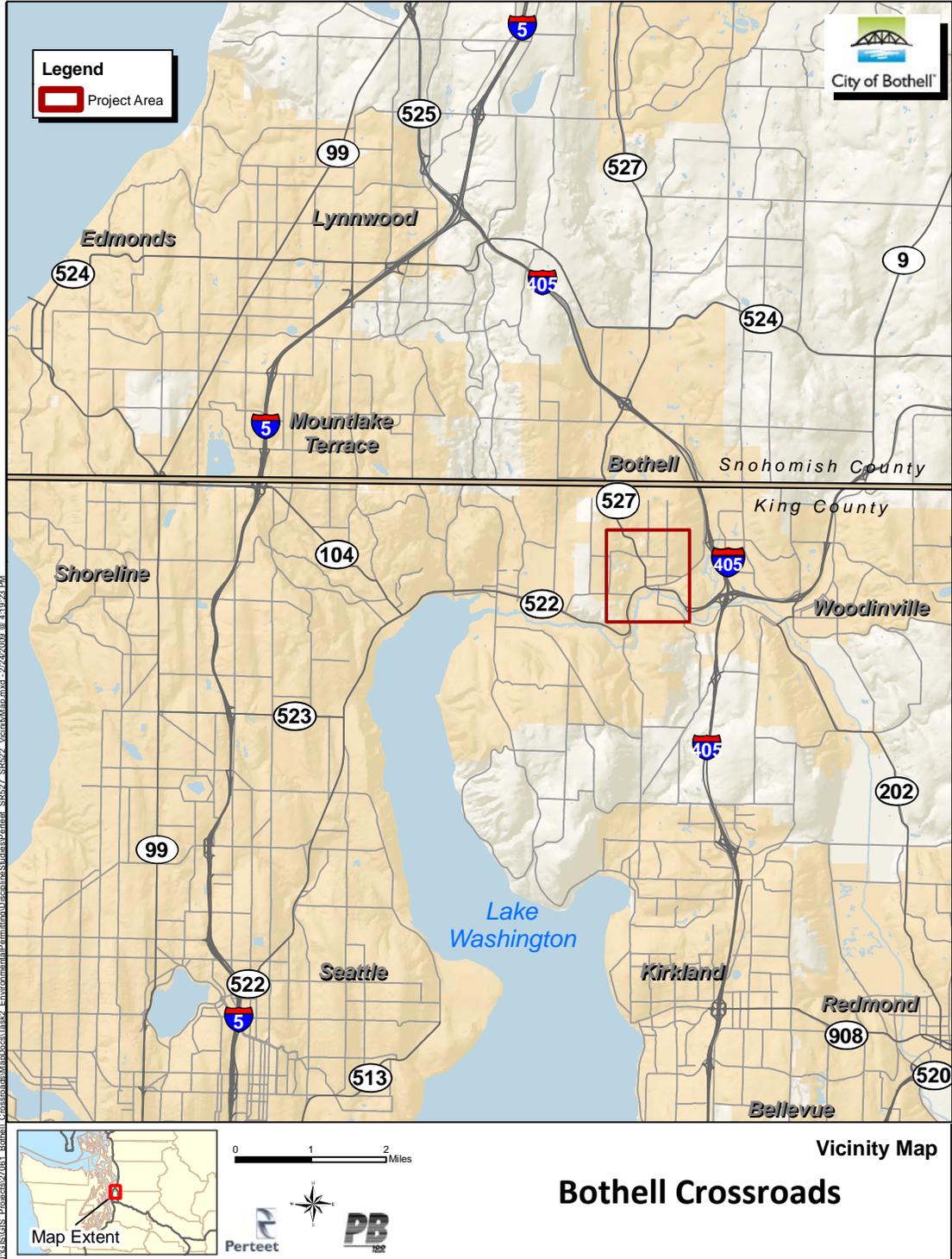
It is a critical component of Bothell's Downtown Revitalization Plan. It is a complex project that manages to integrate an abundance of community expectations such as: improvement of regional traffic, including freight; improvement of local traffic circulation; improvement of multimodal transportation such as transit, pedestrians, and bicycles; maintaining the critical urban, historical nature of Bothell's downtown core; promoting economic revitalization and sustained urban land use; maintaining the sustainability of our natural environment; and maintaining the special nature of the Park at Bothell Landing. It is supported by WSDOT, Sound Transit, and King County Metro.

City of Bothell Bothell Crossroads Realignment Concept

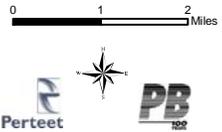




**Bothell Crossroads
(Original Road)**



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Vicinity Map

Bothell Crossroads

Data Source: City of Bothell (2007)