

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<p><b>Project title: SR 522 Multi-Modal Corridor Stage 3 Improvements (83<sup>rd</sup> Place NE to Wayne Curve)</b></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>
<b>2</b>	<p><b>Transportation 2040 ID#:</b></p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at <a href="http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf">www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf</a>. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to <a href="http://www.psrc.org/transportation/t2040/candidate-to-approval-process/">www.psrc.org/transportation/t2040/candidate-to-approval-process/</a> for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a>.</p>
<b>3</b>	<p><b>a. Sponsoring agency: City of Bothell</b></p> <p><b>b. Co-sponsor(s) if applicable:</b></p> <p>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><b>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT?</b>    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p><b>d. If not, which agency will serve as your CA sponsor?</b> For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a></p>
<b>4</b>	<p><b>Project contact person: Eddie Low</b></p> <p>Address: <b>9654 NE 182<sup>nd</sup> Street, Bothell, WA, 98011</b></p> <p>Phone: <b>(425) 486-2768, ext. 4464</b></p> <p>Email: <b>eddie.low@ci.bothell.wa.us</b></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.

The SR 522 Multi-Modal Corridor Stage 3 Improvements is a continuation of the regional commitment to improve this key east-west corridor at the north end of Lake Washington. The funding request for Stage 3 will complete the design phase for the segment between 83<sup>rd</sup> Place NE and Wayne Curve (approximately 1,600 feet west of 96<sup>th</sup> Avenue NE).

This segment will complete a missing link of continuous Business Access and Transit (BAT) lane improvements from Lake Forest to Bothell. Key elements include: widening of general purpose lanes; adding BAT lanes in each direction (including completing the missing Seattle outbound direction of the BAT lane from 91<sup>st</sup> Avenue NE to approximately 1,600 feet west of the 96<sup>th</sup> Avenue NE intersection); access management; center medians; interconnect of signals; sidewalks (north side only with existing Sammamish River/Burke Gilman Trail on the south side of SR 522); curb and gutters; retaining walls; street illumination; drainage improvements; landscaping; and utility undergrounding. The total project length is approximately 3,200 linear feet.

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

SR 522 is a Highway of Statewide Significance and is part of the National Highway System. The roadway currently carries about 50,000 ADT (estimated at 67,000 ADT in 2025) and is a critical east-west cross-lake corridor north of the SR 520 Bridge. It serves as a T-2 freight route, carrying as much as 10 million tons of goods annually. SR 522 serves as a significant connecting corridor between the Designated Regional Growth Centers of Northgate, University District (to the west) and Canyon Park, Kirkland/Totem Lake, and others (to the east). This project is part of the \$270 million of investments of completed, currently underway, 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 Regional Growth Centers by improving the movement of goods and people between growth centers by increasing transit speed and reliability, enhancing freight movement, improving traffic safety, providing roadway capacity, and providing a non-motorized mode of travel (walking and bicycling). SR 522 serves as an alternate route to the SR 520 Bridge and especially serves as a major route for traffic diverted as a result of early implementation of SR 520 tolling at the end of last year. In addition to providing a link between these regional growth centers, the corridor serves adjacent multiple commercial centers, industrial development, and high-density residential land uses. For example, downtown redevelopment plans within the cities of Bothell and Kenmore will result in 2,100 new permanent jobs, 4,300 new residential housing units and over 1,395,400 square feet of commercial and retail space in the next 25 years. It is estimated that there will be a combined total of \$920 million of private investment in both downtown revitalization plans. In addition, the University of Washington Bothell/Cascadia Community College Campus is expanding from 3,500 full-time equivalent (FTE) students to 10,000 FTE students.

**6 Project location: Bothell, Washington**  
 a. County(ies) in which project is located: **King**  
**Answer the following questions if applicable:**  
 b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):  
**83<sup>rd</sup> Place NE and SR 522**  
 c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):  
**Approximately 1,600 feet west of 96<sup>th</sup> Avenue NE on SR 522**

**7 Map:** Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.

**8 Federal functional classification code** (Please select only one code using the table below)  
 For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or [rossi@psrc.org](mailto:rossi@psrc.org).  
**Important:** A roadway must be approved 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".

Examples of exceptions:

- 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.

For more information on functional classification, please refer to [www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm](http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm)

**Rural Functional Classifications**  
**"Under 5,000 population"**

(Outside federal-aid urbanized and federal-aid urban areas)

**00** Exception  
 **01** Principal Arterial - Interstate  
 **02** Principal Arterial  
 **06** Minor Arterial  
 **07** Major Collector  
 **08** Minor Collector  
 **09** Local Access  
 **21** Proposed Principal Arterial – Interstate  
 **22** Proposed Principal Arterial  
 **26** Proposed Minor Arterial  
 **27** Proposed Major Collector  
 **28** Proposed Minor Collector  
 **29** Proposed Local Access

**Urban Functional Classifications**  
**"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

**00** Exception  
 **11** Principal Arterial – Interstate  
 **12** Principal Arterial – Expressway  
 **14** Principal Arterial  
 **16** Minor Arterial  
 **17** Collector  
 **19** Local Access  
 **31** Proposed Principal Arterial – Interstate  
 **32** Proposed Principal Arterial – Expressway  
 **34** Proposed Principal Arterial  
 **36** Proposed Minor Arterial  
 **37** Proposed Collector  
 **39** Proposed Local Access

**PLAN CONSISTENCY INFORMATION**

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [www.psrc.org/growth/planreview](http://www.psrc.org/growth/planreview) or contact Jeff Storrar at (206) 587-4817 or [jstorrar@psrc.org](mailto:jstorrar@psrc.org).

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The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at [www.psrc.org/growth/planreview/statusreportppr/](http://www.psrc.org/growth/planreview/statusreportppr/).

a. Is the project specifically identified in a local comprehensive plan?

Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

This segment of SR 522 is identified in the regional corridor plan as part of the Washington State Department of Transportation's (WSDOT) SR 522 Multi-Modal Corridor Study. It is currently within unincorporated King County located between the cities of Kenmore and Bothell and will be annexed to the City of Bothell effective December 31, 2012. The project supports the City of Bothell's comprehensive plan policy TR-A52. It is also in City of Kenmore's comprehensive plan, Transportation Element Update, Chapter 5, 2012 Plan, page 57. Work with Sound Transit, King County Metro, and Community Transit to provide dedicated transit lanes (also referred to as Business Access and Transit lanes) along this major State Route. This is found on page TR-47 of the City's adopted Imagine Bothell...Comprehensive Plan. The project is consistent with the plan in that the intent is to improve SR 522 through Bothell. With City of Bothell's 2012 annexation of the remaining unincorporated King County areas of Bothell's Urban Growth Boundary, this segment would complete the missing link of the BAT lane from Lake Forest Park to Bothell.

No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

The project is located outside the designated urban growth area.  
(Refer to Map of Urban/Rural Boundaries at [www.psrc.org/assets/468/fedaidmap.pdf](http://www.psrc.org/assets/468/fedaidmap.pdf) for more information.)

The project is located within the designated urban growth area.

The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to [www.psrc.org/growth/centers](http://www.psrc.org/growth/centers) for more information.)

## REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2012 Regional Project Evaluation Criteria for PSRC's FHWA Funds" (Section 4 of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application.

### **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

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

Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

This category is best suited for projects located within a designated regional growth center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center. Refer to Attachment 6 of the Call for Projects for a map of the centers.

Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated regional growth or manufacturing/industrial centers.

## C. Corridors Serving Centers

**Instructions:** Complete this section (questions 16-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

**16. Benefit to Regional Growth or Manufacturing/Industrial Center.** Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides or benefits a range of travel modes to users traveling to centers, or if it provides a missing mode.
- 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).
- Describe whether the project helps to create, expand or retain family-wage jobs for shared economic prosperity, including those in the targeted industry clusters within the center; these clusters are identified in the adopted Regional Economic Strategy.

This project supports the regional economic strategy of developing centers of growth. SR 522 is a regional connecting corridor between the Designated Regional Growth Centers of Northgate (Seattle) and University District (Seattle) on the west side of Lake Washington and Canyon Park (Bothell), Kirkland/Totem Lake (Kirkland), and other growth centers on the eastside. It is vital to provide the necessary infrastructure connection between these centers for efficient and safe movement of traffic, transit, freight, pedestrians and bicyclists. With the increased development of planned growth on both sides of Lake Washington where this corridor serves, connections across or around the lake

are becoming more and more critical. This project will help achieve the long-range vision of improving this corridor for multi-modal use.

This project will improve the movement of goods and people to and from these centers, as well as locations along the way, by increasing transit speed and reliability, freight movement, and roadway capacity, and by providing non-motorized modes of transportation (walking and bicycling). The corridor is also regionally significant, providing an alternate route to the SR 520 Bridge and also serving as a major corridor for the diversion of traffic as a result of the SR 520 tolling. In addition to providing a link between the Regional Growth Centers, the corridor serves adjacent multiple commercial centers, industrial development, and high-density residential land use. Downtown redevelopment plans within the cities of Bothell and Kenmore will result in 3,000 new permanent jobs, 4,300 new residential housing units, and over 1,395,400 square feet of commercial and retail space in the next 25 years. It is estimated that there will be a combined total of \$920 million of private investment in both downtown revitalization plans. In addition, the University of Washington Bothell/Cascadia Community College Campus is expanding from 3,500 full-time equivalent (FTE) students to 10,000 FTE students. The Canyon Park, North Creek, and Monte Villa Business parks continue to attract companies such as Google. Last summer, Google announced locating in the Bothell North Creek Business Park and will employ up to 840 employees in Bothell. At full build-out, these business parks will have 30,000 employees.

This project will improve the mobility of several travel modes by filling in a missing link. Pedestrian movements will be enhanced through the completion of the sidewalk on the north side. Currently, there is a gap in the sidewalks, making access to the regional pedestrian and bicycle trail difficult. This project will facilitate pedestrians being able to reach signalized intersections in order to reach the regional Sammamish River/Burke-Gilman Trail. The sidewalk will tremendously improve the safety of pedestrians who currently use a narrow shoulder and in some areas, no shoulders.

Transit speed and reliability will be improved with the installation of BAT lanes where none currently exist. BAT and/or queue jump lanes have been completed on either end of this project segment. Without completing this missing link, transit buses must eventually merge into and out of general purpose lanes in both directions. This results in delay and conflicts, not only for transit, but for the general purpose traffic and freight.

There will be less travel delay and improved safety for freight, commercial vehicles, and passenger vehicles with the installation of BAT lanes, access management, ITS improvements, and installation of safety barriers. Currently there are uncontrolled driveways; the project would define the driveways, make access management improvements, and install BAT lanes that would allow vehicles to exit and enter SR 522 with less probability of rear-end collisions.

Fiber optics infrastructure installation from this project will complete the missing communication link to interconnect all the signals. It will complete the communication link along SR 522 from Lake Forest Park to I-405 and allow the deployment of ITS equipment to support effective traffic signal coordination and advanced operational strategies that will increase efficiency of the corridor and increase speed and reliability of transit service. This project will not only improve transit speed and reliability, but will also improve the overall efficiency of moving the general traffic and transit movement during congested periods with the coordination of the signals, management of traffic during accidents, and providing traveler information via the Transportation Management Centers of Bothell and WSDOT. With completing the communication link for implementation of ITS strategies, it is expected that traffic delay and

vehicle emissions will be reduced, and it will provide for choices for commuters during peak hours with real time traveler information.

SR 522 is a major evacuation and emergency route. Completion of this segment will strengthen the important link between the eastside cities and Seattle.

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, transit lanes, and connections to regional trail located south of SR 522.

**17. System Continuity/Long-Term Benefit and Sustainability.** Please address the following:

- 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.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to a center.
- 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.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The project will improve the mobility between the Designated Urban Growth Centers on the westside (Northgate and University District) and on the eastside (Canyon Park, Kirkland/Totem Lake, and others) which further extends the linkage network by connecting to other key north-south regional highway facilities, namely SR 527 and I-405. The long-term goal on this SR 522 corridor is to make general purpose improvements as well as BAT lane improvements. As other segments are nearing completion to the east and west of this segment, it becomes one of the last unimproved pieces within the corridor. Moving forward with this project will help complete the improvement of one of the key east-west routes that crosses over or around Lake Washington. As such, it provides a logical segment that links centers, essentially filling in a missing segment of improved State Highway.

This project will reduce conflicts through improved access management and installation of BAT lanes. The current roadway is benched into a hillside. This project would provide safety barriers on the south side due to steep slopes. Currently, there is no sidewalk on the north side of the road. This project would provide full pedestrian connectivity on this side of the road, allowing pedestrians to walk between Kenmore and Bothell and safely reach signalized intersections to cross to the Burke-Gilman Trail.

This project will include infrastructure to provide for ITS system continuity and a long-term sustainable solution for advanced management of traffic flow in this corridor. Fiber optics infrastructure installation from this project will complete the missing communication link to interconnect all the signals. It will complete the communication link along SR 522 from Lake Forest Park to I-405 and allow the deployment of ITS equipment to support effective traffic signal coordination and advanced operational strategies that will increase efficiency of the corridor and increase speed and reliability of transit service. This project will not only improve transit speed and reliability, but it will also improve the overall efficiency of moving the general traffic and transit during congested periods with the coordination of the signals, management of traffic during accidents, and by providing traveler information via the Transportation

Management Centers of Bothell and WSDOT. By completing the communication link for implementation of ITS strategies, it is expected that traffic delay and vehicle emissions will be reduced, and commuters will be provided with choices during peak hours with real time traveler information.

## 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

**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 included in the project, 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. transit buses or 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 current ridership through the entire transit corridor is between 2,200 and 2,750 daily and is expected to increase significantly over the next 20 years. Transit usage has increased due to the rising cost of fuel and the SR 520 tolling. Proposed BAT lane improvements will reduce the overall transit travel time and increase transit reliability along the corridor. Currently, there are BAT lanes and queue jump lanes on each end of the project. Transit vehicles must currently merge back into general purpose lanes in both directions. This affects the efficiency of both transit and general purpose traffic flow.

Downtown Bothell is serviced by three transit agencies: King County Metro, Sound Transit, and Community Transit. Transit services particularly address service to the co-located University of Washington Bothell/Cascadia Community College Campus, which has a stop as well as layover area, with a daily transit boarding of 256. The current transit routes serving the area through Bothell are King County Metro routes 342, 312 and 372; Sound Transit route 522; and Community transit routes 120 and 121 which connect to SR 527. A King County Park and Ride facility is currently located at Kaysner Way and contains 220 parking spaces; no additional parking stalls are being added at this time. However, as part of Bothell's Downtown Revitalization Plan, a transit center and parking stalls for Park and Ride use is planned in downtown Bothell, partially funded by Sound Transit.

SR 522 has experienced an approximate 12 percent increase in peak hour traffic volumes since the SR 520 tolling was implemented. This figure appears to be the stable diversion volume based on monitoring for approximately 2-3 months after December 2011. This project will complete improvements to the general purpose lanes and add BAT lanes, both of which will result in an efficient roadway. BAT lanes will reduce conflicts with vehicles entering and existing adjacent properties and provide less overall friction on traffic movement.

Fiber optics infrastructure installation from this project will complete the missing communication link to interconnect all the signals. It will complete the communication link along SR 522 from Lake Forest Park to I-405 and allow the deployment of ITS equipments to support effective traffic signal coordination and advanced operational strategies that will increase efficiency of the corridor and increase speed and reliability of transit service. This project will not only improve transit speed and reliability, but it will also improve the overall efficiency of moving the general traffic and transit during congested periods with the coordination of the signals, management of traffic during accidents, and by providing traveler information via the Transportation Management Centers of Bothell and WSDOT. By completing the communication link for implementation of ITS strategies, it is expected that traffic delay and vehicle emissions will be reduced, and it will provide for choices for commuters during peak hours with real time traveler information.

Completion of the sidewalk on the north side of SR 522 will allow safe access and connections to the regional Sammamish River/Burke-Gilman Trail for pedestrians and bicyclists. It will also allow pedestrians to safely reach eastbound transit stops.

## **E. Project Readiness/Financial Plan**

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 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.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or [lbarris@psrc.org](mailto:lbarris@psrc.org).

### **19. Financial Plan**

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

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.

**19a. Select only one funding source below, STP or CMAQ.**

STP

CMAQ

**19b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).**

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
<b>Planning</b>		
<b>PE/Design</b>	<b>\$4,950,000.00</b>	<b>2013</b>
[select phase]		

**19c. Identify the project phases that will be fully completed if requested funding is obtained:**

**PE/Design Phase only (including environmental documentation work).**

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

**19d. Project Budget and Schedule**

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website. Attach the completed spreadsheet, along with this application, to the email submitted to PSRC by the deadline of April 13, 2012. The project budget spreadsheet may be downloaded at <http://www.psrc.org/transportation/tip/selection>.

**20. Project Readiness:**

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

**20A. If funds are requested for Right of Way:**

**20A-1: What is the status of Preliminary Engineering/Design?**

- Is the PE/Design phase complete? **No**
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:

- What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
  - Environmental Impact Statement (EIS)
  - Environmental Assessment (EA)
  - Documented Categorical Exclusion (DCE)
  - Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. **Not approved; anticipated completion in 2015**
- At what stage of completion is your design?
  - Have Preliminary Plans been submitted to WSDOT for approval? **No**
    - If not, when is this milestone scheduled to be complete? **2015**
  - When are Preliminary Plans expected to be approved? **2015**
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

**20A-2: What is the status of Right of Way?**

- How many parcels do you need? **16 (strip takes)**
- What is the zoning in the project area (e.g., commercial, residential, etc.)? **Community Business, Office-Professional, and Multi-Family residential development**
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. **The property required typically will include strip takes. Historically, even if condemnation has been required, possession and use agreements have allowed the project schedule to be maintained while the condemnation issues are resolved.**
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? **No**
- If not, when do you expect a consultant to be selected, under contract, and ready to start? **N/A**
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
  - True cost estimate of Right of Way **N/A**
  - Right of Way Plans (stamped) **N/A**
  - Relocation Plan (if applicable) **N/A**
  - Right of Way Certification **N/A**
  - Right of Way Acquisition **N/A**
  - Certification Audit by WSDOT Right of Way Analyst **N/A**
  - Relocation Certification, if applicable **N/A**

**20B. If funds are requested for Construction:**

Complete sections 20A-1 and 20A-2 above.

**20B-1: What is the status of the milestones for the construction phase?**

- Do you have an Engineer's Estimate? Please provide a copy if available. **No**
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. **Shoreline, CAAP, Grading, Right-of-Way**
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. **Not approved; anticipated submittal for approval in 2015**
- When is the project scheduled to go to ad? **TBD**

**Note:** for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

## F. Other Considerations

**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. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

SR 522 is a major regional connecting corridor between the Designated Regional Urban Growth Centers of Northgate, University District, Canyon Park, and Kirkland/Totem Lake areas. Almost as importantly is the role SR 522 plays in the regional system and the increasing importance of SR 522 serving as an alternate east-west cross-lake route north of the SR 520 Bridge.

SR 522 has experienced an approximate 12 percent increase in peak hour traffic volumes since the SR 520 tolling was implemented. This figure appears to be the stable diversion volume based on monitoring for approximately 2-3 months in 2012. In addition, transit usage has increased due to the rising cost of fuel and the SR 520 tolling. As a result, the work on this missing link segment has become more critical.

With the effective date of December 31, 2012, the remaining areas of unincorporated King County between Kenmore to the west, Kirkland to the south, and Woodinville to the east will be annexed into the City of Bothell. This segment of SR 522 (AKA SR 522 Stage 3) is included in the upcoming annexation. This annexation clearly supports the goals and policies of the State of Washington Growth Management Act. The proposed project clearly supports the growth strategies and policies consistent with PSRC's VISION 2040 and the Regional Economic Strategy.

More importantly, the SR 522 corridor is one of the major corridors where the proposed improvements clearly meet all the PSRC's policy framework while providing positive benefits to public health and minimizing climate change impacts. The proposed improvements will improve walkability, bicycle mobility, freight mobility, and access to public transit, and complete the missing link for an exclusive transit lane with business access. This corridor is a highly utilized regional transit corridor with access to the highly utilized regional Sammamish River/Burke-Gilman Trail and provides significant opportunities to serve multiple user groups, including those without full-time access to cars and those identified in the President's Order for Environmental Justice.

**REMINDER: When you submit this application to PSRC, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**

## Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13c, 13d, and 13e.

<b>Project Sponsor:</b>	City of Bothell
<b>Project Title:</b>	SR 522 Multi-Modal Stage 3 Improvements

### 13c. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Planning				
Planning				
<b>Planning TOTAL:</b>			<b>\$ -</b>	
Preliminary Engineering / Design	City of Bothell	Secured	\$ 750,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; border: 1px solid black;" type="text" value="2015"/>
Preliminary Engineering / Design	City of Kenmore	Secured	\$ 50,000	
Preliminary Engineering / Design	STP	Unsecured	\$ 4,950,000	
<b>Preliminary Engineering / Design TOTAL:</b>			<b>\$ 5,750,000</b>	
Right of Way	Unknown	Unsecured	\$ 2,100,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; border: 1px solid black;" type="text" value="TBD"/>
Right of Way				
Right of Way				
<b>Right of Way TOTAL:</b>			<b>\$ 2,100,000</b>	
Construction	Unknown	Unsecured	\$ 37,100,000	Estimated Phase Completion Date: <input style="width: 100%; height: 20px; border: 1px solid black;" type="text" value="TBD"/>
Construction				
<b>Construction TOTAL</b>			<b>\$ 37,100,000</b>	
Other				Estimated Phase Completion Date: <input style="width: 100%; height: 20px;" type="text"/>
Other				
<b>Other TOTAL:</b>			<b>\$ -</b>	
<b>TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 44,950,000</b>	Estimated Project Completion Date: <input style="width: 100%; height: 20px; border: 1px solid black;" type="text" value="TBD"/>

**13d. Provide documentation and/or an explanation of the secured funds identified above.**

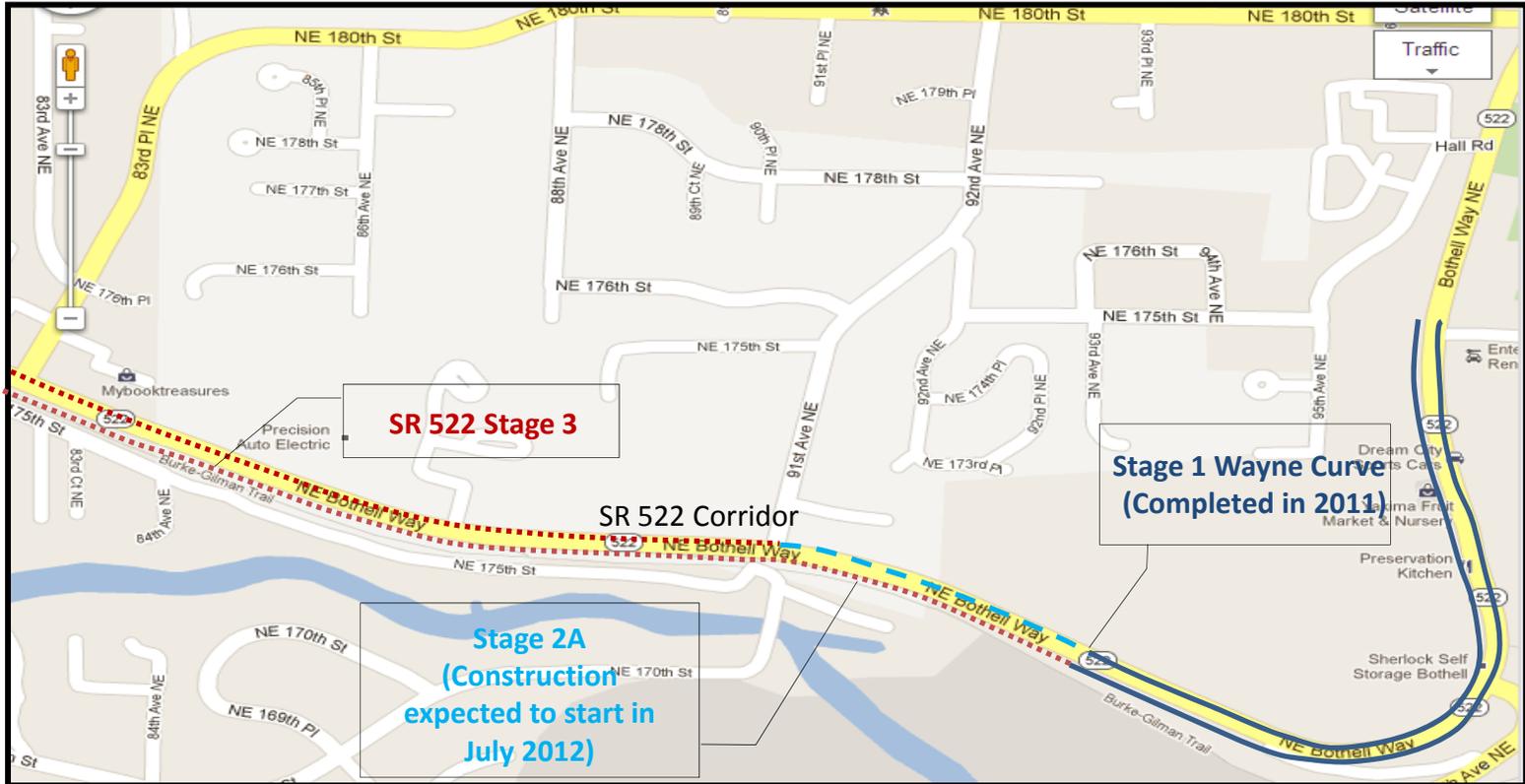
For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

Total matching funds is \$800,000. The project is located primarily in unincorporated King County between the cities of Kenmore and Bothell. The project is part of the annexation area bordering the cities of Kirkland and Kenmore that will become effective as part of Bothell on December 31, 2012. The City's matching funds will be from REET revenues expected from this annexation area, and the City Council will be considering adoption of the 2013-2014 Biennium budget in November for capital funds for this project. The remaining \$50,000 of matching funds has been pledged by the City of Kenmore.

**13e. Provide additional information on any funds identified in the table above as unsecured.** For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

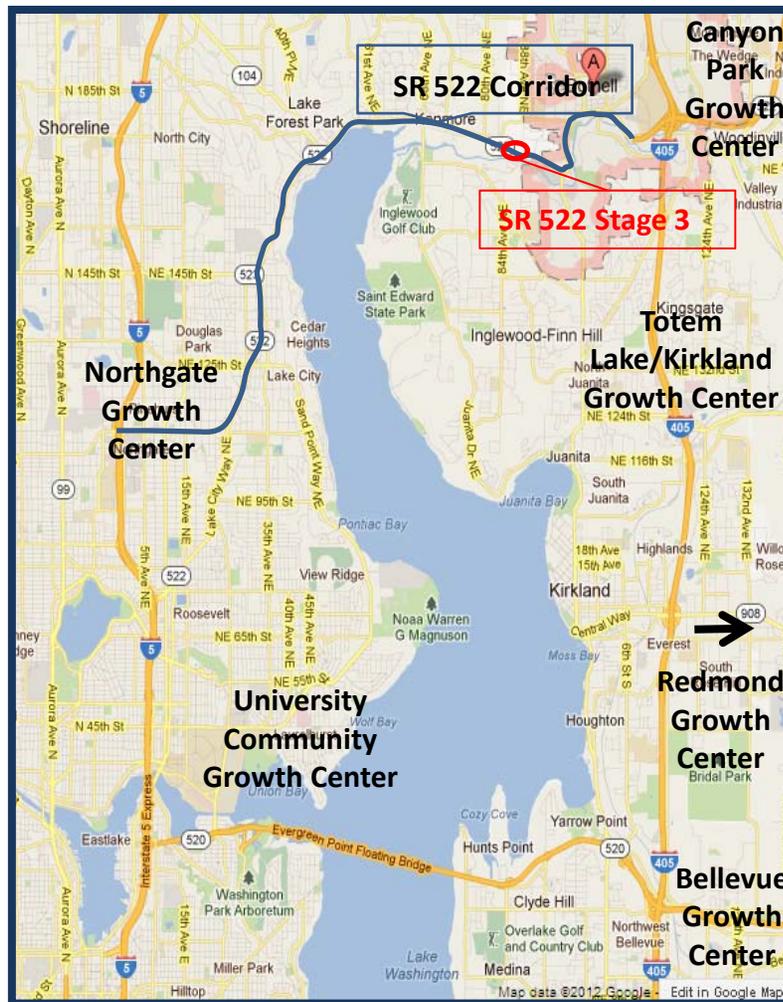


Legend:

- Stage 1
- Stage 2A
- Stage 3

## SR 522 Multi-Modal Corridor Stage 3 Improvements

*Project Map*



## SR 522 Multi-Modal Corridor Stage 3 Improvements

*Vicinity Map*