

PSRC's 2012 STP/CMAQ Countywide Process Screening Form

Due date: Completed screening forms should be submitted along with your full countywide application packet by the deadline assigned in your countywide Call for Projects. Each countywide chair will then submit all screening forms to PSRC.

Who should complete this form? This screening form must be completed for all projects submitted in countywide processes to compete for PSRC's STP/CMAQ funds. *Please ensure that any projects submitted after the countywide process deadline also have a completed screening form sent to PSRC.*

Why is this form being requested? PSRC staff will screen all projects to help ensure minimum requirements have been met. If potential problems are identified, staff will be able to follow up with sponsors BEFORE countywide funding recommendations, to avoid possible complications after recommendations have been made.

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| 1 | <p>Project title: <i>SR 522 Multi-Modal Corridor Stage 3 Improvements (83rd Place NE to Wayne Curve)</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>Transportation 2040 ID#: 4254</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p> |
| 3 | <p>Sponsoring agency: City of Bothell</p> <p>Co-sponsor(s) if applicable:</p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If not, which agency has agreed to serve as your CA sponsor?</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></p> <p>E-Mail: <i>eddie.low@ci.bothell.wa.us</i></p> |
| 5 | <p>Project description. Please be as clear and concise as possible, but include all elements included in the scope of work.</p> <p><i>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 83rd Place NE and Wayne Curve (approximately 800 feet west of 96th Avenue NE).</i></p> <p><i>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 91st Avenue NE to approximately 800 feet west of the 96th 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 4,000 linear feet.</i></p> |

| 6 | <p>Project location: Bothell, Washington</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 83rd Place NE and SR 522</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Approximately 800 feet west of 96th Avenue NE on SR 522, Welcome to Bothell sign.</p> | | | | | | |
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| 7 | <p>Federal functional classification code: Please select <u>only one</u> code using the table below. 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. | | | | | | |
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| <p>8</p> | <p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p><i>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.</i></p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> 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.</p> |
| <p>9</p> | <p>What is the PSRC Funding Source being requested? Choose only one: STP <input checked="" type="checkbox"/> CMAQ <input type="checkbox"/></p> <p>Will the PSRC funds complete the project or a phase of the project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> |

Section VI.a. 2012 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

- ❖ Smaller Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
 - ❖ Rural Area Program
 - ❖ Preservation Program

This application is available on the King County Department of Transportation website at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCF.P.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Please note: the project budget spreadsheet is a required attachment; more information is found at question 27d.

Attach your completed application to an email and send it to 2012KCGrantCompetition@KingCounty.gov. All applications must be submitted by **5:00 p.m. Friday, May 11, 2012**.

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, *signal* coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Peter Heffernan at 206-684-1812 or peter.heffernan@kingcounty.gov

PROJECT DESCRIPTION INFORMATION

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| 1 | <p>Project title: <i>SR 522 Multi-Modal Corridor Stage 3 Improvements (83rd Place NE to Wayne Curve)</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>Transportation 2040 ID#: 4254</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 www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. 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 www.psrc.org/transportation/t2040/candidate-to-approval-process/ 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 kscrivner@psrc.org.</p> |
| 3 | <p>a. Sponsoring agency: <i>City of Bothell</i></p> <p>b. Co-sponsor(s) if applicable:</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>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? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</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></p> <p>Email: <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.

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 83rd Place NE and Wayne Curve (approximately 800 feet west of 96th 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 91st Avenue NE to approximately 800 feet west of the 96th 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 4,000 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. The project segment currently carries about 35,000 ADT (estimated at 56,000 ADT in 2035). It serves as a T-2 freight route, carrying approximately 4.8 million tons of goods annually. The current transit ridership through the entire 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.

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. The project intent is to complete a missing link in the corridor BAT lanes, general purpose lanes widening, access management, interconnection of signals, and sidewalk. 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 | <p>Project location: Bothell, Washington Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 83rd Place NE and SR 522</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Approximately 800 feet west of 96th Avenue NE on SR 522, Welcome to Bothell sign.</p> | | | | |
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| 7 | <p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</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. <p>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</p> | | | | |
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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 or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

9 The questions in this section must be answered by all applicants. 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/.

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/fedaaidmap.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 or see Section VII for a copy of the PSRC regional centers map).

COUNTYWIDE PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “2012 Countywide Project Evaluation Criteria for PSRC’s FHWA Funds” (Section IV.a. of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application. Note that “Centers” are those identified in local jurisdiction/agency comprehensive plans and transit agency plans.

Instructions:

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

Part 1: Category Specific Questions

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

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

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.

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 centers.

Preservation Project: Complete section D and proceed directly to Part 2.

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, B or D.

16. Benefit to Center. Please address the following:

- Describe how this project will benefit or support the housing and employment development in a Regional or Locally Designated 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.

Benefits/Supports Housing, Employment Growth in Regional Growth Centers and Supports Multiple Centers:

- *The project is a segment of SR 522, which is a regional connecting corridor between the multiple 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.*
- *The project provides more efficient and safe movement of goods and people to and from these centers by increasing transit speed and reliability, freight movement and roadway capacity, and by providing non-motorized modes of transportation (walking and bicycling).*
- *There are a limited number of connections across or around Lake Washington. With the increased development of planned growth on both sides of the lake, the SR 522 connection is critical.*

Provides/Benefits a Range of Travel Modes and Provides a Missing Link

- *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. As such, this project increases transit speed and reliability. 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.*
- *It provides more efficient freight movement and roadway capacity via improved general purpose lanes and access management. 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. The project segment serves as a T-2 freight route, carrying approximately 4.8 million tons of goods annually. It carries about 35,000 ADT (estimated at 56,000 ADT in 2035)*
- *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. This will also allow pedestrians to safely access their transit stops.*
- *It provides safer multi-modal use with the inclusion of vehicular barriers, medians, sidewalks, illumination, access management, and BAT lanes.*

- *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*

User Groups

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

Helps Create, Expand, or Retain Family-wage Jobs and Supports Regional Economic Strategy

- *The corridor is 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.*
- *The project improves a critical 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.*
- *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.*

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.

Supports Long-Term Strategy

- *The project is part of the Washington State Department of Transportation's (WSDOT) SR 522 Multi-Modal Corridor Study. This study identified general purpose and BAT lane improvements along the corridor. Completion of this segment of improvements would result in continuous BAT lanes between Lake Forest Park and Bothell in both directions.*
- *The long-term goal on the SR 522 corridor is to provide BAT lanes, provide sidewalks, and make general purpose improvements to create an efficient, multi-modal corridor between regional growth centers. As other segments are nearing completion to the east and west of this segment, it becomes one of the last unimproved pieces within the 5 mile corridor.*

Provides A Logical Segment

- *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.*
- *The project will improve multi-modal 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.*

Provides Missing Link/Removes Barriers to a Center

- *The project constructs BAT lanes in a segment of the corridor located between two completed segments. It results in continuous BAT lanes from Lake Forest Park to Bothell. This provides more efficient transit service to the regional centers. BAT lanes will also reduce conflicts with vehicles entering and exiting adjacent properties and provide less overall friction on traffic movement.*
- *The project constructs general purpose lane improvements and access management. This provides more efficient freight mobility and roadway capacity.*
- *The project completes a sidewalk on the north side where none exists. This allows pedestrians and bicyclists easier and safer access to the regional Burke-Gilman Trail which stretches from Seattle to the eastside and serves regional growth centers.*
- *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

Relieves Pressure Or Removes a Bottleneck

- This project completes one of the last unimproved segments along the SR 522 corridor.
- With a limited number of routes over or around Lake Washington, improving efficiency along this corridor helps remove pressure on traffic, transit, and freight movement from the Regional Growth Centers in Seattle to those on the eastside. This is especially important with the shift in traffic patterns due to the SR 520 tolling.
- The project addresses multiple modal bottlenecks: Transit, general purpose traffic; pedestrians, and bicyclists.

Safety and Reduction in Modal Conflict

- This project will reduce conflicts between general purpose traffic and transit 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. The sidewalk also will allow pedestrians to safely reach transit stops.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, C, or D in Part 1 has been completed, complete all of Part 2 (questions 26-30). For Preservation Projects, do not complete Section E.

E. Air Quality and Climate Change

26. 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.

Roadway Capacity

- *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. The BAT lanes will reduce conflicts with vehicles entering and exiting adjacent properties and provide less overall friction on traffic movement. In addition, there will be access management which will further reduce conflicts.*

Transit

- *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.*
- *The project will improve transit speed and reliability between the Designated Regional Growth Centers of Northgate, University District (to the west) and Canyon Park, Kirkland/Totem Lake, and others (to the east) and promote the reduction in vehicular trips. In addition, less congestion for transit would result in less exhaust emissions.*

Bicycle and Pedestrian Improvements

- *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. Better access to transit stops and the regional trail (which is used by bicyclists) will promote the reduction in vehicular trips.*

ITS Improvements

- *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*

F. Project Readiness/Financial Plan

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

27. 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.

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.

27a. Select only one funding source below, STP or CMAQ.

STP

CMAQ

27b. 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> |
|--------------|----------------|-------------------------------------|
| PE/Design | \$4,950,000.00 | 2013 |

[select phase]

[select phase]

27c. Identify the project phases that will be fully completed if requested funding is obtained:

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

27d. Project Budget and Schedule

In this section you will be asked to 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 Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

Attach the completed spreadsheet, along with this application, and submit via email to 2012kcgrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

28. 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.

28A. If funds are requested for Right of Way:

28 A-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? TBD
 - 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.

28A-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**

29. If funds are requested for Construction:

Complete sections 28A-1 and 28A-2 above.

29B-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.

G. Other Considerations

30. 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, 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

| | |
|-------------------------|-----------------------------------------|
| Project Sponsor: | City of Bothell |
| Project Title: | SR 522 Multi-Modal Stage 3 Improvements |

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%;" type="text"/> |
| Planning | | | | |
| Planning | | | | |
| Planning TOTAL: | | | \$ - | |

| | | | | |
|------------------------------------------------|-----------------|-----------|---------------------|-----------------------------------------------------------------------------------------------|
| Preliminary Engineering / Design | City Bothell | Secured | \$ 750,000 | Estimated Phase Completion Date: <input style="width: 100%;" type="text" value="2015"/> |
| Preliminary Engineering / Design | City of Kenmore | Secured | \$ 50,000 | |
| Preliminary Engineering / Design | STP | Unsecured | \$ 4,950,000 | |
| Preliminary Engineering / Design TOTAL: | | | \$ 5,750,000 | |

| | | | | |
|----------------------------|--------|-----------|---------------------|----------------------------------------------------------------------------------------------|
| Right of Way | Unkown | Unsecured | \$ 2,100,000 | Estimated Phase Completion Date: <input style="width: 100%;" type="text" value="TBD"/> |
| Right of Way | | | | |
| Right of Way | | | | |
| Right of Way TOTAL: | | | \$ 2,100,000 | |

| | | | | |
|---------------------------|--------|-----------|----------------------|----------------------------------------------------------------------------------------------|
| Construction | Unkown | Unsecured | \$ 37,100,000 | Estimated Phase Completion Date: <input style="width: 100%;" type="text" value="TBD"/> |
| Construction | | | | |
| Construction TOTAL | | | \$ 37,100,000 | |

| | | | | |
|---------------------|--|--|-------------|----------------------------------------------------------------------------------|
| Other | | | | Estimated Phase Completion Date: <input style="width: 100%;" type="text"/> |
| Other | | | | |
| Other TOTAL: | | | \$ - | |

| | | | | |
|--------------------------------------------------|--|--|----------------------|------------------------------------------------------------------------------------|
| TOTAL Estimated Project Cost, All Phases: | | | \$ 44,950,000 | Estimated Project Completion Date: <input style="width: 100%;" type="text"/> |
|--------------------------------------------------|--|--|----------------------|------------------------------------------------------------------------------------|

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

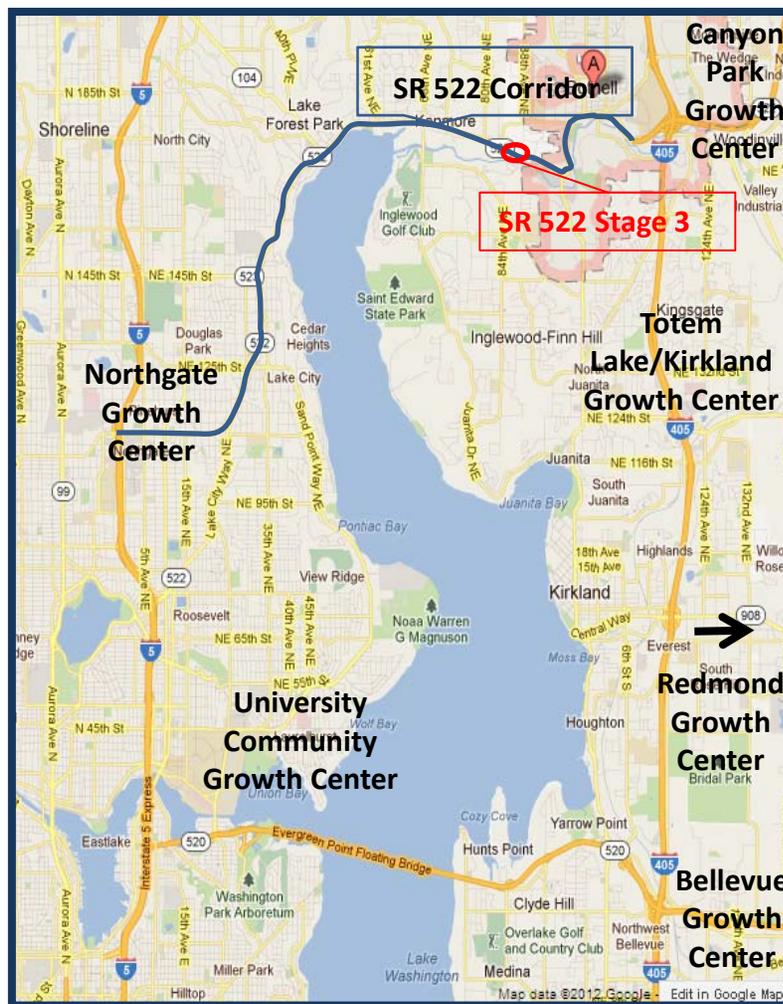
Total matching funds is \$800,000. The project is located primarily in unincorporated King County between the cities of Kenmore and Bothell. The project is part of the annexation area bordering the cities of Kirkland and Kenmore that will become effective to be part of Bothell on December 31, 2012. The City's matching funds will be from REET revenues and impact fee revenue expected from this annexation area and the City Council will be considering adoption of the 2013-214 Biennium budget in November for capital funds for this project.

The other \$50,000 matching funds has been pledged by the City of Kenmore.

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

The project resides primarily within a portion of unincorporated King County that is in the process of being annexed into the City of Bothell. The annexation is via the interlocal agreement process and should be effective December 31, 2012. As such, the current City budget and capital facilities plan do not include this project. It is anticipated that the project will be included in both for the 2013-2014 budget cycle.



SR 522 Multi-Modal Corridor Stage 3 Improvements

Vicinity Map



April 4, 2012

Robert S. Stowe
City Manager
City of Bothell
18305 101st Avenue NE
Bothell, WA 98011

**Re: PSRC 2012 STP/CMAQ Grant Funding Competition:
SR 522 Multi-Modal Corridor Stage 3 Improvements Project**

Dear Mr. Stowe:

Sound Transit strongly supports the City of Bothell's request for a grant from the PSRC 2012 STP/CMAQ Funds for the SR 522 Multi-Modal Corridor Stage 3 Improvements (from 83rd Place NE to Wayne Curve) project.

The SR-522 corridor is currently experiencing high levels of congestion. The improvements will complete the missing link within the otherwise continuous Business Access Transit (BAT) lanes on SR 522 from Lake Forest Park to Bothell and improve the speed and reliability of transit service in the corridor. Improving transit mobility on SR 522 is important because of the increase in ridership it has experienced due to the tolling on SR 520 as well as the recessed economy.

In addition, Express Route 522 is a critical route between downtown Seattle and Bothell and provides connections to transit service along the I-405 corridor. As such, it serves to link the PSRC Regional Growth Centers in Seattle (Northgate and University District) to the centers on the eastside (Canyon Park and Kirkland/Totem Lake).

Finally, transit service is important for access to the growing University of Washington Bothell/Cascadia Community College (UWB/CCC) campus and the future revitalized downtown. Included in Bothell's downtown plan is a proposed transit center.

The planned SR 522 improvements will make transit a more viable alternative for employees, students, residents, and visitors to the City of Bothell. We therefore strongly support grant funding for this project.

Sincerely,



Joni Earl
Chief Executive Officer

CHAIR

Pat McCarthy
Pierce County Executive

VICE CHAIRS

Julia Patterson
King County Councilmember

Aaron Reardon
Snohomish County Executive

BOARD MEMBERS

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Joe Marine
Mukilteo Mayor

Joe McDermott
King County Councilmember

Mike McGinn
Seattle Mayor

Larry Phillips
King County Councilmember

Paul Roberts
Everett Councilmember

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER
Joni Earl



Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Northwest Region

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TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2012

Mr. Eddie Low, P.E.
City of Bothell
Deputy Public Works Director
Dawson Building
9654 NE 182nd St.
Bothell, WA 98011

Subject: Letter of support for the proposed SR 522 Multi-Modal Corridor Stage 3 Improvements through STP Grant Funding

Dear Mr. Low:

The Washington State Department of Transportation (WSDOT) is submitting this letter of support for the city of Bothell's STP Grant Funding application to complete the design phase of the Multi-Modal Corridor Stage 3 Improvement project. This project would provide general purpose lane improvements including BAT lanes in two directions. We concur that this project provides public benefit by reducing congestion, increasing traffic safety, improving business access, and improving the overall operational characteristics of SR 522 in this area. This project will complete improvements to a key remaining segment of the corridor serving as a critical regional State Highway connecting I-5 with I-405 to growth centers.

This letter of concurrence is based on the design concept only. As details are finalized, WSDOT will need to review and approve channelization and construction plans. We look forward to working with the city to expedite this important proposal to improve overall operational characteristics of the area.

Sincerely,
Washington State Department of Transportation

Russell S. East, PE
Assistant Regional Administrator – King and Snohomish Counties

RE/smb

cc: E. Conyers (WSDOT Highways and Local Programs)
M. Swires (WSDOT Area Traffic)
Project File



City Of Kenmore, Washington

April 2, 2012

City of Bothell Department of Public Works
Attn: Eddie Low, P.E., Deputy Public Works Director
9654 NE 182nd Street
Bothell, WA 98011

Dear Mr. Low,

The City of Kenmore strongly supports the City of Bothell's efforts to seek funding for the design of the SR 522 Multi-Modal Corridor Stage 3 Improvements (From 83rd PI NE to Wayne Curve). This project will complete the SR 522 improvements undertaken by the City at our eastern city limits. The project will also complete the missing link between the City of Bothell's and Kenmore's SR 522 improvements and extend the Business Access and Transit lanes beginning in the City of Lake Forest Park through Kenmore and Bothell.

The City of Kenmore has allocated \$50,000 in the Transportation Improvement Program budget to assist in funding this project.

Sincerely,

A handwritten signature in blue ink that reads "Ron Loewen".

Ron Loewen, P.E.
City Engineer

RECEIVED APR 04 2012



King County

Department of Transportation

Harold S. Taniguchi, *Director*

KSC-TR-0815

201 South Jackson Street

Seattle, WA 98104-3856

206.684.1481 TTY Relay: 711

www.kingcounty.gov/kcdot

April 2, 2012

Mr. Robert S. Stowe
City Manager
City of Bothell
18305 101st Avenue NE
Bothell, WA 98011

Dear Mr. Stowe:

The King County Department of Transportation is pleased to submit this letter of support for the City of Bothell's Regional STP/CMAQ grant program application for the SR 522 Multi-Modal Corridor Stage 3 Improvements (83rd Place NE to Wayne Curve). This project would continue 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 83rd Place NE and Wayne Curve completing 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, access management, center medians, interconnect of signals, sidewalks, curb and gutters, retaining walls, street illumination, drainage improvements, landscaping, and utility undergrounding. The total project length is approximately 3,200 linear feet.

These improvements will support the planned growth expected for Regional Growth Centers at Northgate, University District, Canyon Park and Kirkland, by improving the movement of goods and people between growth centers through increasing transit speed and reliability, enhancing freight movement, improving traffic safety, providing roadway capacity, and providing for improved travel by pedestrians and bicyclists. Improvements to SR 522 will also serve adjacent multiple commercial centers, industrial development, and high-density residential land uses, as well as the University of Washington Bothell/Cascadia Community College Campus, which will be expanding from 3,500 full-time equivalent (FTE) students to 10,000 FTE students.

The pedestrian enhancements will improve access to the regional Burke-Gilman/Sammamish River trail and increase safety and access to transit. The completion of the BAT lanes and signal interconnections will improve transit speed, reliability and reduce travel delay for all modes.