PSRC's 2014 Regional FHWA Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a 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).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: 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.

There is no set page limit for applications submitted to the regional 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.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

SR 522 Multi-Modal Corridor Stage 3 Improvements (83rd Place NE to Wayne Cu

Transportation 2040 ID#

4254

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Bothell

Co-Sponsoring Agency

CA Status

- (●) Yes
- ( ) No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Eddie Low

Project Contact Phone

425-486-2768

Project Contact Email

jason.torrie@ci.bothell.wa.us

Project Description

Project Scope

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 right of way phase for the segment between 83rd Place NE and Wayne Curve.

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 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 relocation. The total project length is approximately 3,200 linear feet.

Project Purpose

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, (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 employment and residential 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 SR 520 tolling. 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.

Project Location

SR 522

Please identify the county(s) the project is located in. Check all that apply.

- [x] King County
- [ ] Kitsap County
- [ ] Pierce County
- [ ] Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

83rd Place NE

Crossroad/landmark nearest to the end of the project:

96th Ave NE

Please identify the center(s)

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). 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).

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

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.

Is the project specifically identified in a local comprehensive plan?

- (●) Yes
- ( ) No

Is the project specifically identified in a local comprehensive plan?

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. This section of the SR 522 corridor was just annexed into the City of Bothell on February 28, 2014 as part of the annexation of the remaining unincorporated King County consisting of 6,000 new residents. The project supports the City of Bothell's comprehensive plan policy TR-A52. 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-24 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 recent 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.

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

Manufacturing/Industrial Center

B1. Development and Users Benefit

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC’s FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

Corridor Serving Center(s)

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

Growth Centers Plans: This project supports the housing and employment development of multiple regional growth centers. 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 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. In the case of Bothell Canyon Park regional growth center and together with the adjacent North Creek and Monte Villa Business Parks, it is anticipated that employment will reach 30,000 at full build out. The City recognizes that the residential component of this center is low (82% jobs/ 18% residents). In response to the low number of existing housing units in this growth center, the City created the Residential-Activity Center plan designation and Zone. This zone includes no maximum residential density to promote increased housing units in Canyon Park. The City is currently working on a comp-plan update to plan for a larger housing component to accommodate an additional increase of over 3,000 housing units in the Canyon park area. The other regional growth centers like Northgate and Kirkland Totem Lake are also experiencing employment and housing growth at about 4 percent annual growth in housing units and about 3 percent annual growth in employment. Bothell and Kenmore's redevelopment plans along the 522 corridor plan to add 3,500 jobs, 4,300 new residential housing units and about 1.4 million square feet of commercial and retail space in the next 25 years.

Travel Choices: 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. There are four transit routes on this corridor making approximately 200 daily trips. With the aggressive expansion of the UW Bothell/Cascadia Community College, transit ridership is expected to grow to meet this demand. 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.

User Groups: The corridor also provides a major link between several communities in north Seattle with a significant portion of the population being low income and minorities. Additionally, the corridor serves several neighborhoods within Kenmore and Bothell that are above regional averages for minorities, low income families and senior population community. Access and mobility for these populations will benefit with general capacity improvements, sidewalks, transit lanes and connections to regional trail located south of SR 522. The corridor serves the collocated college campus of University of Washington Bothell and Cascadia Community College in Bothell (up to 10,000 full time students.

Regional Economic Strategy: Information Technology and Life Sciences are the two industry clusters in Bothell

Response to C1. Benefit to Regional Growth or manufacturing/Industrial Center

Growth Centers Plans: This project supports the housing and employment development of multiple regional growth centers. 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 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. In the case of Bothell Canyon Park regional growth center and together with the adjacent North Creek and Monte Villa Business Parks, it is anticipated that employment will reach 30,000 at full build out. The City recognizes that the residential component of this center is low (82% jobs/ 18% residents). In response to the low number of existing housing units in this growth center, the City created the Residential-Activity Center plan designation and Zone. This zone includes no maximum residential density to promote increased housing units in Canyon Park. The City is currently working on a comp-plan update to plan for a larger housing component to accommodate an additional increase of over 3,000 housing units in the Canyon park area. The other regional growth centers like Northgate and Kirkland Totem Lake are also experiencing employment and housing growth at about 4 percent annual growth in housing units and about 3 percent annual growth in employment. Bothell and Kenmore's redevelopment plans along the 522 corridor plan to add 3,500 jobs, 4,300 new residential housing units and about 1.4 million square feet of commercial and retail space in the next 25 years.

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general purpose lanes in both directions. This results in delay and conflicts, not only for transit, but for the general purpose traffic and freight.

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Regional Economic Strategy: Information Technology and Life Sciences are the two industry clusters in Bothell Canyon Park Center where this project supports. This project will promote economic redevelopment in commuters, students and business users. SR 522 serves commuter, transit and freight connections which all support the regional growth centers along this corridor.

C2. System Continuity/Long-Term Benefit and Sustainability

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. Better and improved access to connections to the regional Burke Gillman/Sammamish River Trail and sidewalk improvements will provide opportunities for active transportation. The project will educate and provide outreach with the surrounding community and corridor users to mitigate the travel disruptions during the project and encourage the use of transit and bike travel options.

Please 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). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- ☐ Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- ☑ Roadway Capacity (general purpose and high occupancy lanes)
- ☑ Transit
- ☑ Bicycle/Pedestrian Facilities
- ☑ Intelligent Transportation Systems (signalization, etec.)
- ☐ Alternative Fuels or Vehicle Technology
- ☐ Other

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.

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Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source,the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- (●) STP
- ( ) CMAQ

Phase

Right-of-Way

Obligation Year

2016

Amount Requested

5200000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

5200000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found here.

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available here and upload in the area below.

Upload (only if necessary)

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

0

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

STP

Funding Status

Secured

Funding Amount

4000000

Funding Source

Local

Funding Status

Secured

Funding Amount

625000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

4625000

Actual or estimated completion date

12/2015

Right of Way Phase

Funding Source

STP

Funding Status

Unsecured

Funding Amount

5200000

Funding Source

Local

Funding Status

Reasonably Expected

Funding Amount

800000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

6000000

Actual or estimated completion date

6/2018

Construction Phase

Funding Source

Unknown

Funding Status

Unsecured

Funding Amount

37100000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

37100000

Actual or estimated completion date

12/2019

Other Phase

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

0

Actual or estimated completion date

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

47725000

Estimated Project Completion Date

12/2019

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7880726_g2jfxvB8_2013-2019_CFP_T54_SR_522_Stage_3

Upload

http://fs19.formsite.com/psrc/files/f-0-480-7880726_zwNOuMJE_2015-2021_CFP_Timelines_Final.pdf

Upload

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

The project area was just annexed into the City of Bothell on February 28, 2014. ROW matching funds will be adopted by the Bothell City Council in CFP during 2014 budget update process. The schedule for the CFP update is attached, significant milestones are;
3/2014 Public Notice of Process by City Manager
6/2014 First Draft of CFP
7/2014 2nd Draft CFP to City Manager
9/2014 Final CFP to City Council for adoption

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 be obligated. The questions in this section 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 following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- ○ Yes
- ◉ No

Is preliminary engineering for the project complete?

- ○ Yes
- ◉ No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- ○ Yes
- ◉ No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

12/2015

Are there any other PE/Design milestones not listed above?

Project Readiness

What is the current level of NEPA documentation?

- ○ Environmental Impact Statement (EIS)
- ○ Environmental Assessment (EA)
- ◉ Documented Categorical Exclusion (DCE)
- ○ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- ○ Yes
- ◉ No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

12/2015

Project Readiness

Will right of way be required for the project?

- (●) Yes
- ( ) No

How many parcels do you need?

6

What is the zoning in the project area?

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.

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?

- (●) Yes
- ( ) No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

• True cost estimate of right of way 3/2015
• Right of way plans (stamped) 3/2015
• Relocation plan 3/2015
• Right of way certification 12/2015
• Right of way acquisition 12/2015
• Certification audit by Washington State Department of Transportation Right of Way Analyst ??/2015
• Relocation certification, ??/2015

Project Readiness

Are funds being requested for construction?

- ○ Yes
- ◉ No

Do you have an engineer's estimate?

- ○ Yes
- ○ No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

- ○ Yes
- ○ No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

When is the project scheduled to go to ad (month and year)?

Other Considerations

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.

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 February 28, 2014, the remaining areas of unincorporated King County between Kenmore to the west, Kirkland to the south, and Woodinville to the east were annexed into the City of Bothell. This segment of SR 522 (AKA SR 522 Stage 3) is included in this 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.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7880726_hsKBfdur_2014_Annexation_KingCounty.pdf

Upload

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-03-19 15:54:26

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

146.129.246.141

Browser

IE 8

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http://fs19.formsite.com/res/formLoginReturn

SR 522 Multi-Modal Corridor Stage 3 Improvements
Vicinity Map

SR 522 Multi-Modal Corridor Stage 3 Improvements

(From 83rd PL NE to Wayne Curve)

Legend:

Stage 1 — Stage 2A — Stage 3

Project Components

- Widening of GP lanes
- BAT Lanes
- Access Management & Safety Improvements
- Interconnect Signals
- Sidewalk - North Side (Existing Sammamish River/Burke Gilman Trail on the south side)
- Retaining Walls
- Street Illumination
- Utility Undergrounding
- Landscaping

City of Bothell

SR 522 Multi-Modal Corridor Stage 3 Improvements

(From 83rd PL NE to Wayne Curve)

City of Bothell

SR 522 Stage 3 Improvements

CFP #T54

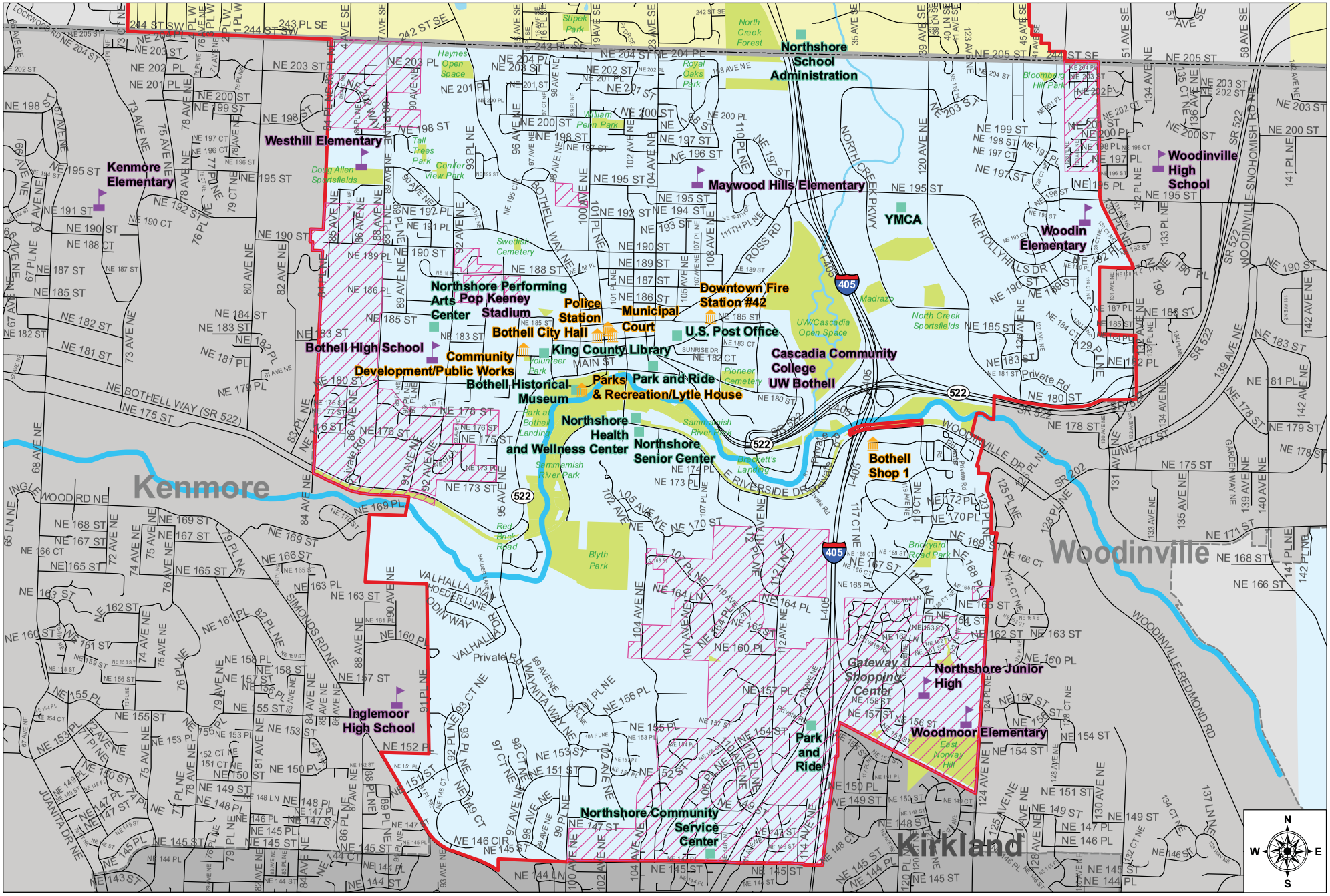
Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Spent Thru 2012	Budgeted		Estimated					Estimated Spending 2013 - 2019	Total Estimated Project Costs Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Design	1	5	2,848	1,886	0	0	0	0	4,739	4,740
ROW Acquisition	0	0	0	0	1,000	4,000	1,000	0	6,000	6,000
Construction	0	0	0	0	0	0	18,138	18,968	37,106	37,106
TOTAL ESTIMATED COSTS	$1	$5	$2,848	$1,886	$1,000	$4,000	$19,138	$18,968	$47,845	$47,846

ESTIMATED PROJECT FUNDING	Funded Thru 2012	Budgeted		Estimated					Estimated Funding 2013 - 2019	Total Estimated Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax)	1	5	390	294	**135****	**540****	**135****	0	1,499	1,500
City of Kenmore	0	0	50	0	0	0	0	0	50	50
Grant Awarded (Federal)	0	0	2,408	1,592	0	0	0	0	4,000	4,000
TOTAL SECURED FUNDING	$1	$5	$2,848	$1,886	$135	$540	$135	$0	$5,549	$5,550
UNSECURED FUNDING										
Funding Source (TBD)				0	865	3,460	19,003	18,968	42,296	42,296
TOTAL UNSECURED FUNDING	$0	$0	$0	$0	$865	$3,460	$19,003	$18,968	$42,296	$42,296
TOTAL ESTIMATED FUNDING	$1	$5	$2,848	$1,886	$1,000	$4,000	$19,138	$18,968	$47,845	$47,846

PROJECT VARIANCES	Total Thru 12/31/2012	Budgeted		Estimated					Project Variances 2013 - 2019	Total Project Funding Thru 2019
		2013	2014	2015	2016	2017	2018	2019		
Secured Funding	1	5	2,848	1,886	135	540	135	0	5,549	5,550
Unsecured Funding	0	0	0	0	865	3,460	19,003	18,968	42,296	42,296
Estimated Project Cost	1	5	2,848	1,886	1,000	4,000	19,138	18,968	47,845	47,846
TOTAL PROJECT VARIANCES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

**** To be adopted by the Bothell City Council in CFP during 2014 budget update process. The project area was just recently annexed into the City of Bothell on February 28, 2014.**



City of Bothell

2014 Annexations from King County

- Local Government
- School
- Service Organization
- Bothell City Limits
- King/Snohomish County Line
- Parks
- 2014 Annexation
- King County
- Snohomish County

City of Bothell
GIS Services

Date: March 2014

The City of Bothell delivers this data (map) in an AS-IS condition.
GIS data (maps) are produced by the City of Bothell for internal purposes.
No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

City of Bothell

CFP 2015-2021 Development Time Lines

Task No.	2014 Due Date	Day Due Date	Task Description	Responsible Party(s)	2014 Completed (yes/no)	Other
January/February						
			Appointment of CFP Program Committee	Bob		
1	1/21/2014	Tue	3 City Council Members -Evans, Lamb, Rheaume			
			1 Planning Commission Member 1 Parks & Recreation Board Member City Manager Finance Director			Board & Commission appointments to follow
2	2/4/2014	Tue	Proposed CFP Committee tasks, schedule w/ Bob	Tami & Erin		
3			Schedule CFP Committee meeting(s) & Open House	Finance & PW		See items 11 (April) and 22 & 23 (July)
March						
4	(by Mar 31)		Bob's public notification of the process & schedule	Bob		*Bridge* in March, *Bothell Reporter* and/or website
5	3/19/2014	Wed	Proposed current project estimates & reaffirm list of current projects for 2014 and 2015-2021	PW		
6	3/28/2014	Fri	Revenue projections for 2014 and 2015-2021	Finance		
7	3/28/2014	Fri	Proposed new project estimates for 2015-2021	PW		New grant applications
April						
8	4/1-14/2014	Due Mon	Solicitation period for project requests from public	Bob		
9	4/4/2014	Fri	Confirmation of CFP Program Committee members	Bob		
10	4/9/2014	Wed	Update revenue reserve requirements	Erin		
11	4/9/2014	Wed	Outreach Open House	PW		
12	4/16/2014	Wed	Proposed spending plan for 2015-2021 (1st round)	Finance with PW Oversight		
13	4/16/2014	Wed	Develop project M&O estimates (1st round)	PW		
14	4/18/2014	Fri	Review of requests from the public on new projects	PW		

CFP 2015-2021 Development Time Lines

Task No.	2014 Due Date	Day Due Date	Task Description	Responsible Party(s)	2014 Completed (yes/no)	Other
May						
15	5/23/2014	Fri	Proposed project estimates for 2015-2021 (including public's requests)	PW with Finance Oversight		
16	5/28/2014	Wed	Proposed spending plan for 2015-2021 (2nd round)	Finance with PW Oversight		
June						
17	6/6/2014	Fri	Update CFP executive summary and revenue docs, etc.	Finance		
18	6/12/2014	Thur	Proposed project (including new projects) priority list with Bob	Finance & PW		
19	6/17/2014	Tue	Refined project status and description	PW with Finance Oversight		
20	6/18/2014	Wed	Refined project M&O costs & prepared budget impact statement for 2015-2016	PW with Finance Oversight		
21	6/30/2014	Mon	Proposed ***1st*** draft 2015-2021 Plan to Bob	Finance & PW		
July						
22	7/16/2014	Wed	CFP Committee meeting	Finance		
23	7/17/2014	Thur	CFP Committee meeting (2nd if needed)	Finance		
24	7/28/2014	Mon	Proposed ***2nd*** draft 2015-2021 Plan to Bob (after feedback from Committee)	Finance & PW		
August	**(Council on Break)**					
25	8/11/2014	Mon	Prepare AB and Staff Report	Gretchen with PW Oversight		
26	8/13/2014	Wed (10 AM)	Finalize and Send AB (study session) and Staff Report to Clerk's Office	Gretchen & Tami		

CFP 2015-2021 Development Time Lines

Task No.	2014 Due Date	Day Due Date	Task Description	Responsible Party(s)	2014 Completed (yes/no)	Other
September						
27	9/2/2014	Tues	Present Proposed 2015-2021 Plan to Council Study Session	Finance		Second choice - September 9
28	9/3/2014	Wed	Finalize and send AB (Public Hearing) and Staff Report to Clerk's Office	Gretchen & Tami		
29	9/16/2014	Tues	Request Action to Consider Adoption of 2015-2021 CFP to Council (Public Hearing)	Finance		Second choice - October 7
October						
30			Provide budget impacts to Jaclynn for Eden data entry (including M&O)	Finance & PW		
31			Prepare 2015-2016 budget estimates	Finance		