

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2002-02

Amending Sound Move to include the City of Kenmore and to remove the City of Woodinville for the SR 522 HOV Enhancements project (#384) and changing the name to “SR 522 HOV Enhancements Project (Kenmore to Bothell)”

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	3/7/02	Discussion/Possible Action to Recommend Board Approval	Agnes Govern, Director, Regional Express	206-398-5037
Board	3/14/02	Action	Jim Edwards, Program Manager, Capital Projects, Regional Express Tamara Jenkins, Project Manager, Capital Projects, Regional Express	206-398-5436 206-398-5316

OBJECTIVE OF ACTION

- Amends Sound Move to include the City of Kenmore and to remove the City of Woodinville for the SR 522 HOV Enhancements Project (#384) and changing the name to “SR 522 HOV Enhancements Project (Kenmore to Bothell).” This action requires a super-majority vote of the Board.

ACTION

- Amend Sound Move to include the City of Kenmore as part of SR 522 HOV Enhancements project.
- Remove the City of Woodinville from the SR 522 HOV Enhancements project.
- Rename the project to “SR 522 HOV Enhancements Project (Kenmore to Bothell).”

KEY FEATURES

Highlights of Action:

- Provides the Board with a detailed explanation of the project approach which led to this recommendation for a change to Sound Move. This change is consistent with Resolution No. R98-22, adopting criteria to guide the evaluation of proposals to change Sound Move.
- Describes how this change to Sound Move will provide transit benefits to the Cities of Kenmore and Bothell.

- Allows Sound Transit to meet the needs of a community that has a significant amount of transit service and ridership.
- Advises the Board that Sound Transit will meet the City of Woodinville's needs through the Woodinville HOV Enhancements project (#376) with the full support of the City of Woodinville.
- Advises the Board of the staff's proposed next steps associated with project development, including future Board reviews and actions.

BUDGET

Column A	Column B	Column C	Column D	Column E
Total Project Budget (1)	Budget for this Task	Obligated to Date (2)	Total Amount Requested	Remaining Budget (B-[C+D])
\$14,696,000	N/A	\$197,258	N/A	\$14,498,742

- (1) The budget amount shown is based on the 2002 Adopted Budget.
 (2) The obligated to date column shows expenditures and commitments made for the project, through January 31, 2002.

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
Executive Committee Discussion	SR 522 Project Approach	2/7/02

As originally defined in Sound Move, the SR 522 HOV Enhancements project would build HOV improvements on SR 522 between Bothell and Woodinville. To initiate the project in January 2001, Sound Transit established a Technical Advisory Committee (TAC) comprised of the City of Bothell, City of Woodinville, City of Kenmore, WSDOT, Community Transit and King County Metro. Although the City of Kenmore was not defined as part of Sound Move, Sound Transit invited the City of Kenmore to participate as part of the TAC because of its close geographic proximity to the City of Bothell. The goal of the TAC was to define a project along the SR 522 corridor that met the goals of Sound Move, fit within the established project budget, and met a completion deadline of 2006.

Throughout 2001, Sound Transit worked closely with the members of the TAC and reviewed several studies to identify a project along the SR 522 corridor between the Cities of Bothell and Woodinville. Key outcomes of these studies were:

1. The determination there is a higher bus volume and ridership in Kenmore than in Woodinville or Bothell;
2. The construction of Business and Transit (BAT) lanes east of Kenmore (in the Bothell-Woodinville area) were not a cost-effective solution until transit volume and ridership increase. Instead, the study recommended the installation of Transit Signal Priority (TSP) in the Bothell area.

The studies were reviewed and discussed at several TAC meetings. The members of the committee concurred that the inclusion of the City of Kenmore and a change in the geographic project scope (from "Woodinville-to-Bothell" to "Kenmore-to-Bothell"). They agreed that this change would fulfill a greater need in the region by improving transit service to areas east of Kenmore and would be a better focus of a Sound Transit investment on this corridor. The City of Woodinville agreed with the conclusions of the committee and on February 19, 2002, recommended to its City Council that the City prepare a letter of support to Sound Transit to endorse the change to Sound Move.

At the request of the TAC, the Cities of Bothell and Kenmore proposed a group of transit projects in each city that could meet the goals of Sound Move. Sound Transit and the TAC members recommended the Cities complete preliminary engineering and environmental documentation (PE/ED) on their projects before any decisions regarding Sound Transit funding is made. As the Cities' projects move through the PE/ED phase, Sound Transit will be evaluating them to assess their benefits to transit and HOV.

On February 7, 2002, Sound Transit staff brought a discussion before the Executive Committee recommending a project approach that would include the City of Kenmore and remove the City of Woodinville. Staff also recommended that Sound Transit participate in the cities' PE/ED efforts with a partial funding contribution and that the cities will be the lead agencies. At that time staff advised the Executive Committee that it would come back to the Board with this action and for review/approval of the Memorandums of Agreement (MOA's) with the cities of Kenmore and Bothell (March 2002). The Executive Committee concurred with staff's recommended approach.

CONSEQUENCES OF DELAY

The Board could decide not to take this action until the transit recommendations on the project are fully defined. This is anticipated to occur during the third quarter of 2002. Staff is seeking Board approval at this juncture to communicate clearly to our partner agencies, jurisdictions, and regional committees that the geographic scope of the project has been revised.

REGIONAL PARTNERSHIP AND COOPERATION

- Through the establishment of the TAC, Sound Transit has coordinated with the City of Bothell, City of Woodinville, City of Kenmore, King County Metro, Community Transit and WSDOT to develop criteria for project site selections and provide input during selection of a preferred alternative.
- The Eastside Transportation Partnership has endorsed the City of Kenmore's project for consideration as a Sound Move project.

PUBLIC INVOLVEMENT

- The members of the TAC (City of Bothell, City of Woodinville, City of Kenmore, WSDOT, King County Metro, Community Transit and Sound Transit) concur with the inclusion of the City of Kenmore and a change in the geographic project scope.
- The Woodinville City Council endorsed this project approach at its February 19, 2002, meeting.

- Metro has written a letter of support endorsing the inclusion of the City of Kenmore to this project.
- Eastside Transportation Partnership has written a letter of support for the City of Kenmore's inclusion into a Sound Move project.

DESCRIPTION OF POLICY

Amends Sound Move by changing the geographic scope of the project entitled "SR 522 HOV Enhancements (Woodinville to Bothell)" by adding the City of Kenmore and removing the City of Woodinville and changing the name to "SR 522 HOV Enhancements Project (Kenmore to Bothell)."

IMPLICATIONS OF POLICY

Changing the geographic scope to include Kenmore and remove Woodinville shifts the focus of this project to Kenmore and Bothell. Woodinville's transit needs are currently being addressed through another Sound Move project; #376, Woodinville Arterial HOV Enhancements Project. Woodinville concurs with this approach.

FACTORS TO CONSIDER

This change to Sound Move meets and is consistent with Resolution No. R98-22 establishing the criteria to guide evaluation of proposals to amend Sound Move. Specifically, this action is consistent with:

- Sound Transit's enabling legislation, its funding requirements and priorities
- The proposition approved by the voters
- The transportation goals, commitments, projects and corridors served in Sound Move

Furthermore, the proposed revision has been reviewed and is supported by the subarea, local jurisdiction and community.

- The City of Kenmore was incorporated on August 31, 1998, after the inception of Sound Move, and is now part of the East King County subarea.
- All parties of the TAC concur that the studies to date have yielded the conclusion that there is a need to focus this investment in Kenmore to Bothell area along the SR 522 corridor.
- The City of Woodinville concurs in this conclusion and endorsed the project change at its February 19, 2002, council meeting.
- The Eastside Transportation Partnership has endorsed the City of Kenmore's project and requested it be considered for funding.
- The projects proposed by the Cities of Kenmore and Bothell will still provide transit benefits to the City of Woodinville through corridor improvements along SR 522.
- The City of Woodinville's transit project needs are being addressed through another Sound Move project (#376, Woodinville Arterial HOV Enhancements).

ALTERNATIVES

0. Adopt action as proposed by staff and revise geographic scope/rename the project.
0. No change to Sound Move, which would preclude Sound Transit from performing work in the City of Kenmore.
0. Revise the existing project into two separate projects, one for Bothell and a new one for Kenmore.
0. Include the City of Kenmore while keeping Woodinville as part of the project.

LEGAL REVIEW

JW 02/21/02

SOUND TRANSIT

RESOLUTION NO. R2002-02

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending Sound Move to include the City of Kenmore and to remove the City of Woodinville for the SR 522 HOV Enhancements Project (#384) and changing the name to "SR 522 HOV Enhancements Project (Kenmore to Bothell)."

WHEREAS, the Central Puget Sound Regional Transit Authority is a duly organized regional transit authority existing under RCW Chapters 81.104 and 81.112 and has powers necessary to implement a high capacity transportation system; and

WHEREAS, the Board adopted Resolution No. R98-22 establishing criteria for evaluating proposals to amend Sound Move; and

WHEREAS, the City of Kenmore was incorporated on August 31, 1998, after the inception of Sound Move, and is now part of the East King County subarea, and

WHEREAS, all parties of the Technical Advisory Committee concur that the studies to date have yielded the conclusion that there is a need to focus this investment in the Kenmore to Bothell area along the SR 522 corridor; and

WHEREAS, the City of Woodinville concurs in this conclusion and endorsed the project change at its February 19, 2002, council meeting; and


WHEREAS, the Eastside Transportation Partnership has endorsed the City of Kenmore's project and requested it be considered for funding; and

WHEREAS, the projects proposed by the Cities of Kenmore and Bothell will still provide transit benefits to the City of Woodinville through corridor improvements along SR 522; and

WHEREAS, the City of Woodinville's transit project needs are being addressed through another Sound Move project (#376, Woodinville Arterial HOV Enhancements).


NOW, THEREFORE, BE IT RESOLVED by by a two-thirds vote of the Board of the Central Puget Sound Regional Transit Authority that Sound Move be amended to include the City of Kenmore and to remove the City of Woodinville for the SR 522 HOV Enhancements Project (#384) and changing the name to "SR 522 HOV Enhancements Project (Kenmore to Bothell)."

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 14, 2002.



Ron Sims
Board Chair

ATTEST:



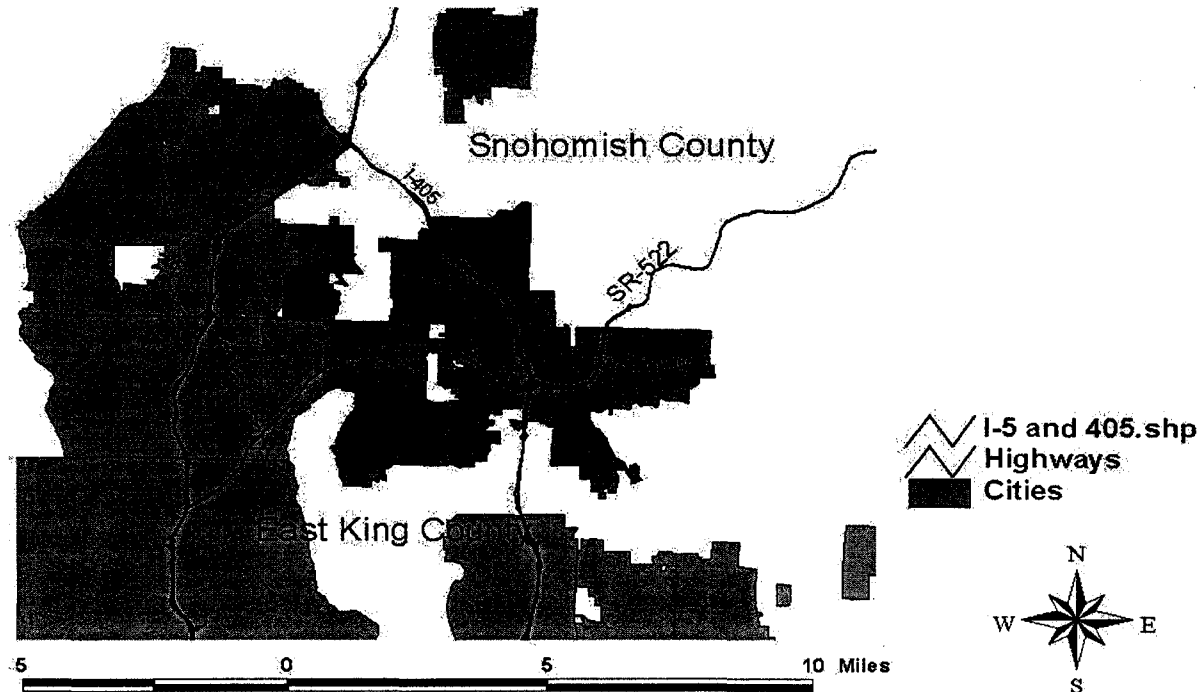
Marcia Walker
Board Administrator

ATTACHMENT A

Map

Kenmore, Bothell and Woodinville Area

SR 522 HOV Enhancement Project



ATTACHMENT B

Letters of Support

20 February 2002

Ron Sims, Chair
Board of Directors
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

DRAFT

Subject: **SR 522 HOV Enhancements for Bothell/Kenmore**

Dear Members of the Board:

The City of Woodinville City Council offers endorsement for the HOV enhancement projects proposed by the City of Bothell and the City of Kenmore along the SR 522 corridor. Furthermore, the City supports allocation of the \$14.6 million funds designated for SR 522 HOV Enhancements (# 384) toward these projects.

SR 522 is a major connector between the north/northeast regions of Lake Washington/Duvall area with the Seattle area. This corridor is also the only practical route for HOV enhancement along the north end of Lake Washington. For the past several years, congestion along this arterial has significantly increased with traffic volume far exceeding the regional growth rate. This increase in traffic demand has made transit travel time unreliable and HOV impossible without the construction of additional lanes. The proposed Bothell and Kenmore improvements are regional solutions to help address the transit and HOV needs.

In addition, the City recommends that Sound Transit initiate a study to examine HOV enhancement needs in the unincorporated section of SR 522 between the two jurisdictions. The City is concerned that this area not be overlooked and that any needed contiguous improvements are considered.

Thank you for your consideration of the City's endorsement.

Sincerely,

Scott Hageman
Mayor

C: Joni Earl, Executive Director
Agnes Govern, Regional Express Director
Bothell City Council
Kenmore City Council

Bc: Steve Anderson, City Manager Kenmore
Jim Thompson, City Manager Bothell
Dave Zabel, Public Works Dir Bothell
Patrick Lynch, Transportation Planner
Tamara Jenkins, Project Manager

r:\a_publicworks\non project topics\sound transit\tr-cow endorsement sr 522 both-ken.doc (02/21/02)

20 February 2002

DRAFT

Connie Marshall, Chair
Sonny Putter, Vice Chair
Eastside Transportation Partnership

C/O Sally Marks
King Street Center
201 S. Jackson Street
M.S. KSC-TR-0814
Seattle, WA. 98104
20 February 2002

Subject: **SR 522 HOV Enhancements for Bothell/Kenmore**

Dear ETP Executive Committee:

The City of Woodinville City Council offers endorsement for the HOV enhancement projects proposed by the City of Bothell and the City of Kenmore along the SR 522 corridor. Furthermore, the City supports allocation of the \$14.6 million funds designated for SR 522 HOV Enhancements (# 384) toward these projects.

SR 522 is a major connector between the north/northeast regions of Lake Washington/Duvall area with the Seattle area. This corridor is also the only practical route for HOV enhancement along the north end of Lake Washington. For the past several years, congestion along this arterial has significantly increased with traffic volume far exceeding the regional growth rate. This increase in traffic demand has made transit travel time unreliable and HOV impossible without the construction of additional lanes. The proposed Bothell and Kenmore improvements are regional solutions to help address the transit and HOV needs.

In addition, the City recommends that Sound Transit initiate a study to examine HOV enhancement needs in the unincorporated section of SR 522 between the two jurisdictions. The City is concerned that this area not be overlooked and that any needed contiguous improvements are considered.

The City of Woodinville recommends ETP to provide support for these proposed HOV Enhancement projects.

Sincerely,

Scott Hageman
Mayor

C: Bothell City Council
Kenmore City Council

Bc: Steve Anderson, City Manager Kenmore
Jim Thompson, City Manager Bothell
Dave Zabel, Public Works Dir Bothell
Patrick Lynch, Transportation Planner
Agnes Govern, Regional Express Director
Tamara Jenkins, ST Project Manager

r:\a_publicworks\non project topics\sound transit\ltr-cow endorsement sr 522 both-ken.doc (02/21/02)

CC - DCC 3384 107,
TJ
FAXED
JE

December 21, 2001

Ms. Tamara Jenkins
Project Manager, Regional Express
Central Puget Sound Regional Transit Authority
Union Station, 401 S. Jackson Street
Seattle, Washington 98104-2826

DEC 24 2001

RE: Sound Transit Project #384 SR522 HOV Enhancements
Response to verbal questions to Steve Anderson on December 19, 2001

Dear Tamara:

Steve Anderson is on vacation, but prior to his departure he asked that I respond to the two questions you asked of him at the meeting on December 19th. Those two questions, as I understand them, were:

- How will the addition of the unincorporated King County portion of SR 522 impact the Kenmore proposal; and
- How did the proposed funding system change?

As it relates to the first question, after our meeting on the 19th, Steve Anderson and Jack Crawford discussed the addition of the unincorporated area to the Kenmore project. We had initially thought it should be added to the Kenmore proposal just to see that the issue was addressed, the transit-only lanes maintained continuity, and someone addressed the unincorporated area. After further considering that this area is in the Bothell Proposed Annexation Area, the City has reconsidered and believes it is more appropriate for Bothell to address this question or, should they not wish to, leave it to King County.

As it relates to the funding mix, the City continues to believe and support going through the pre-design process in order that costs and funding proposals can be better understood. In a previous correspondence from Steve Anderson, City Manager of Kenmore and Seyed Safavian, Bothell Transportation Manager we had proposed the following funding scenario:

Funding Source	Funding Amount
City of Kenmore	\$1,000,000
Sound Transit, SR 522 HOV Enhancements	\$4,000,000
Sound Transit, Unincorporated King County Transit Access	\$2,000,000
Sound Transit Unanticipated East King Revenues	\$1,000,000
TIB TIA Improvement – Continuation of Phase I	\$1,000,000
STP/CMAQ	\$1,000,000
WSDOT	\$2,000,000
Total	\$12,000,000

The Sound Transit staff has indicated that they would not support Kenmore's participation in the inclusion of Kenmore's project from the Unincorporated King County Transit Access fund. Additionally, Sound Transit staff has consistently reminded everyone that funding projects from the Unanticipated Revenues should not be "counted on." Consequently, the City has come up with another funding strategy, but one with even less certainty in it than the one proposed above.

What the City wants to communicate is that Kenmore believes this is a partnership – with Sound Transit, with METRO, with Community Transit, with WSDOT, with King County, and with our neighbor, Bothell. The City currently believes the project will cost approximately \$12 million to construct and that we, as partners, should work together to find funding solutions once we have a more complete understanding of the project, its transit benefits, and costs. The City also thinks it is premature to discuss the final and detailed funding package until each project, including the Sammamish project, is more fully defined.

Ms. Tamara Jenkins
December 21, 2001
Page Two

Kenmore is looking forward to this partnership and building upon the in excess of \$14 million investment the City is currently making in the SR 522 corridor. I will be out until January 2nd and look forward to discussing this further when I return.

Sincerely,

BUCHER, WILLIS & RATLIFF CORPORATION

Steve Lewis /c.g.

Stephen G. Lewis, AICP
Executive Vice President

cc: Stephen Anderson, City Manager



November 28, 2001

Connie Marshall
Deputy Mayor, City of Bellevue
Chair, ETP
Eastside Transportation Partnership
MS - KSC-TR0814
201 South Jackson Street
Seattle, WA 98104-3856

Joan McBride
Councilmember, City of Kirkland
Vice-Chair, ETP
Eastside Transportation Partnership
MS - KSC-TR0814
201 South Jackson Street
Seattle, WA 98104-3856

Dear Ms. Marshall and McBride:

Thank you for your letter providing notification of the Eastside Transportation Partnership (ETP) endorsement of the Cities of Sammamish and Kenmore's proposals for transit related improvements. In reviewing and working with the Partnership agencies, ETP plays a critical role in helping Sound Transit implement the vision contained in Sound Move. Please accept my apologies for a late response to your letter.

You have asked that staff consider Sammamish and Kenmore proposals as part of their work on defining the "Unincorporated King County Transit Access: project. As a result of the Cities' requests and the ETP endorsement, Sound Transit staff have started work on project definition studies intended to confirm the feasibility of the proposals, review cost estimates, and identify long term transit benefits. We intend to initiate these studies as quickly as possible, and provide updates to ETP as these projects progress.

The city of Sammamish requests \$5 million for transit facilities and \$5.7 million for new transit services. As proposed, the cost of \$10.7 million exceeds the funding available within the Unincorporated King County Transit Access by itself. Discussions between staff and City representatives have already occurred. Based on staff's initial review, the City's request for a transit facilities project seems to be the most appropriate use of the Unincorporated King County Transit Access funds.

Sound Transit staff is also already working with the Cities of Kenmore and Bothell to define transit improvements along the SR 522 corridor that would address Kenmore's

Central Puget Sound
Regional Transit Authority
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826
Reception 206.398.5000
Facsimile 206.398.5499
www.soundtransit.org

Chair

Dave Farling
President, Edmonds City Council

Vice Chairs

David Enslow
Summer City Councilmember

Greg Nickels
King County Councilmember

Jack Crawford
Kenmore Deputy Mayor

Ann Davis
Lakemoss Councilmember

Bob Drewel
Sammamish City Executive

Mary Gates
Bellevue City Councilmember

Jane Hague
King County Councilmember

Ed Hansen
Everett Mayor

John Ludenborg
Dee County Executive

Richard McIver
Seattle Councilmember

Rob McKenna
King County Councilmember

Doug MacDonald
Washington State Department
of Transportation Secretary

Kevin Phelps
Kenmore Deputy Mayor

Paul Schell
Seattle Mayor

Ron Sims
King County Executive

Cynthia Sullivan
King County Councilmember

Jim White
West Mayor

Executive Director

Joni Earl

2002 PROPOSED
BUDGET 11-1-01

request for program consideration. Sound Move includes Project 384, SR 522 HOV Enhancements, (Woodinville to Bothell) which provides \$14.3 million (YOES). The City of Woodinville has indicated that it has no transit projects within these corridor limits that can be implemented within the project scope and timelines, and that they support the adjustment of project limits to include Kenmore. Such an adjustment would require Sound Transit Board approval and we would request ETP review when a project is defined.

As you know, Sound Transit has begun construction on both the Overlake and Bellevue Transit Centers to open for service in 2002. In September two new routes extended Regional Express transit service to Issaquah. In early 2002 construction on the portions of the Bellevue Access Project at the SE 8th and I-405 interchange is anticipated to begin construction and bids will be let for the first phase of the NE 8th and I-405 portions. Recently the Federal Highway Administration has agreed to consider Alternative 8-A within the environmental review of the proposed I-90 Two-Way Transit (HOV) project. Sound Transit, WSDOT, and the city of Kirkland have reached agreement on the initial preferred alternative for the Kirkland I-405 HOV access at Totem Lake and the environmental assessment is scheduled to be issued in January. Also in January, project development analysis will begin on the Kirkland Transit Enhancement Project that includes capital improvements along Route 540 in Bellevue, Kirkland, and Redmond.

These and the other projects contained within the East King County Regional Express program are key to addressing area transportation needs, and together we are making progress. There are still complex issues to resolve on most every project and these successes would not be possible without ETP's forum and the support of our partner agencies. Thank you for your efforts and continuing cooperation.

Sincerely,


Dave Earling
Chair, Sound Transit Board



King County
Department of Transportation
Metro Transit
Transit Speed & Reliability Program

201 South Jackson Street
M.S. KSC-TR-0411
Seattle, WA 98104-3856

T. Jenkins
CL: 3384.107
KVICKERY
TJENKUS
JEDWARDS

000000 2001

October 24, 2001

Tamara Jenkins
Sound Transit Regional Express
Central Puget Sound Regional Transit Authority
Union Station
401 S Jackson Street
Seattle, WA 98104-2826

Tamara
Dear Ms. Jenkins:

Thank you for your letter of October 2, 2001, which details Sound Transit's adopted project budget, project description and timeline for projects to improve transit speed and reliability on SR 522 in Kenmore and Bothell.

The general project scope includes bypass lanes, transit signal enhancements, intersection improvements and park and ride lot improvements. The adopted budget of \$14.3 million includes all phases of the project from planning to construction.

As mentioned at the Technical Advisory Committee meeting on September 6, King County Metro is planning on implementing Transit Signal Priority along the SR 522 corridor in Lake Forest Park and Kenmore, with the assistance of the Washington State Department of Transportation. WSDOT is responsible for maintenance and operation of the traffic signals along SR 522 in both Lake Forest Park and Kenmore. The Transit Signal Priority project will follow WSDOT's 'RT-Tracs' demonstration project.

King County Metro offers the following project recommendations for priority for ST funding to improve transit speed and reliability along the SR 522 corridor:

Kenmore:

The County supports the transit-related improvements identified by the City along the corridor. We recommend that highest priority should be given for completion of the transit lanes from 73rd Ave NE to the east city limits and to implement transit signal priority at all traffic signals along SR 522. In the event of having to choose between the westbound and eastbound missing transit lane links, the County recommends constructing the westbound (inbound) transit lane from the east city limits to 73rd Avenue NE ahead of the eastbound lane.

Bothell:

The City provided a list of intersection and transit improvements to the Technical Advisory Committee. Within the constraints of available ST funding, the County supports the westbound transit queue bypass on SR 522 at 96th Avenue NE, and Transit Signal Priority along the corridor.

Woodinville:

The County concurs with the City of Woodinville's assessment that there are no projects within this city that fit the scope parameters and timeframe outlined by ST for this prioritization effort.

Thank you for the opportunity to participate on the Technical Advisory Committee and provide input on the SR 522 transit enhancements.

Please contact me at 206-263-3134 if there are any questions.

Sincerely,



Franco Fernandes
King County Metro Transit

cc: Ellen Bevington, King County Metro
Mike Bergman, Sound Transit Regional Express



October 17, 2001

original: I. Jenkins
copy: T. Cunningham

KV
3384-105

The City Of Kenmore

P.O. Box 82607 • Kenmore, Washington 98028-0607

copy woodcut the

Ms. Tamara Jenkins
Project Manager, Regional Express
Central Puget Sound Regional Transit Authority
Union Station, 401 S. Jackson St.
Seattle, Washington 98104-2826

Re: Sound Transit Project #384 SR522 HOV Enhancements
Response to Letter of October 2, 2001

Dear Tamara:

The cities of Bothell and Kenmore, in consultation with WSDOT, are responding jointly to your above referenced letter and look forward to our meeting on October 25th. Both cities have met (October 10th) to discuss how we can better work together and this letter is an outcome of that meeting. Per your request we are providing generalized project scopes for proposed SR 522 improvements in each city, as well as our anticipated timeframes and rough order of magnitude costs. In addition, we would like to comment on the proposed timeframe within your letter, as well as begin further discussions concerning lead agency status.

Timeframe

Both Bothell and Kenmore believe we can accelerate the timeframe somewhat, particularly as it relates to letters from our respective City Councils indicating their unqualified support for the project. We are prepared to have those letters approved as early as November of this year.

Lead Agency

As you are aware, SR 522 is a critical route through both cities. Not only is it a regional transportation corridor, it is also the gateway to Kenmore and to Downtown Bothell. As a result, each city would like to assume the lead agency role on projects within our respective communities. Kenmore is already serving in the lead agency capacity on the nearly \$14 million Phase I SR 522 improvements.

Bothell Project Description

Improvements in Bothell along the SR-522 are proposed to include series of transit related projects as well as overall mobility enhancements at several key intersections. These improvements will be consistent with the SR-522 Multi-modal Corridor Study recommendations.

1-Widening SR-522 east of Kaysner Way- The improvements recommended for this section of the corridor are to facilitate transit vehicle mobility along the corridor and include the following:

- a) Construct a west bound BAT lane between the UW South Access and the Kaysner intersection.

2-Kaysner Way Intersection Improvements- The proposed improvement at this location would include the following:

- a) Provide Transit Lanes along the SR-522 corridor through the intersection with Kaysner Way with the direct connection to the Park & Ride lot in the westbound direction.
- b) Widen the Kaysner Way approach to the intersection to provide for two left and one straight/right turn lane.
- c) Reconstruct the signal at the intersection.

3-SR-522 widening from Kaysner Way to SR-527 intersection - This improvement includes provision of transit lane (BAT lane), enhancing pedestrian access to the transit facilities, access management and intersection capacity improvements to reduce transit system delay and include the following:

- a) Add BAT lanes along the SR-522 from the Kaysner Way to SR-527 intersection. This would require widening to the north into the existing parking lots by 40 feet to accommodate three new westbound lanes.
- b) Reconfigure the existing four traffic lanes to three eastbound lanes and a center landscape island.
- c) Add sidewalk along the north side located along the upper parking lot.
The improvement mentioned above would cause the loss of 60 parking spaces from the existing Park & Ride lot.
- d) Construct an additional Park & Ride lot, using city owned property located east of SR-527 intersection to accommodate the spaces lost due to the SR-522 widening.
- e) Construct a pedestrian bridge across the SR-522, east of SR-527 intersection to provide safe access to the new Park & Ride lot.

4-SR-522 widening from SR-527 to 98th Ave. intersection - This improvement project also being proposed to address transit system mobility and access control to facilitate traffic flow between the stated limits that would include the following:

- a) Construct BAT lanes along the SR-522 within the stated limits.
- b) Reconstructing the signal at SR 527 / SR-522 to accommodate the add BAT lanes and Transit Signal Priority(TSP) system.

5-Widening at Wayne Curve - Improvement at this location includes SR-522 widening as well as adding lane capacity to the side street (96th Ave). This would include the following:

- a) Construct BAT lanes in both east and west direction along the SR-522, including provision for transit vehicle queue by-pass in the westbound direction.
- b) Widen the 96th Ave approach to accommodate an additional turn lane.
- c) Provide for an additional westbound to southbound lane along the SR-522 east leg.
- d) Reconstruct the signal to accommodate intersection widening as well transit preemption.
- e) Construct sidewalk with curb and gutter within the project limits.
- f) Install raised median and other access management enhancements along the SR-522 within the stated limits.

6-New Park & Ride Lot - To compensate for the loss of Park and Ride spaces (due to the SR-522 widening), a total of at least 60 parking spaces will be provided using the city owned lot located along the SR-522, just west of 101st street.

Summary of Estimated Project Costs In Bothell

Project	Estimated Cost (Millions)
Widening SR-522 from UW South Access to Kaysner Way	\$ 0.70
Kaysner Way Improvements	1.50
Widening SR 527 to Kaysner	4.68
Pedestrian Bridge	0.68
Widening SR 527 to 98 th Ave	1.52
Widening at 96 th Ave. / Wayne Curve	2.30
New Park & Ride	<u>0.56</u>
Total	\$11.94

Summary of Proposed Project Funding

Fund Source	Funds (Millions)
City Budgeted Funds	\$ 1.50
UW Contribution	0.14
SR 522 HOV Enhancement Funds	<u>10.30</u>
	\$11.94

Kenmore Project Description – SR 522 Phase II

General Project Description: Phase II of the proposed improvements to SR 522 in Kenmore include widening the existing facility to include at least 11-foot general purpose lanes and both east bound and west bound transit only lanes. There will be curb and gutter on both sides of the roadway and an eight-foot sidewalk on the north side of the facility. There will be a 12-foot wide raised median in the center of the roadway, with left turn pockets at intersections. Left turn lanes will be provided at 73rd Avenue NE, the entrance to the Kenmore Park & Ride lot, 80th Avenue NE, and 83rd Avenue NE. The center line distance is approximately one-mile.

Every attempt will be made to stay within the existing right-of-way, but when additional ROW is needed, it is anticipated that it will be taken from the south side, toward the Burke-Gilman Trail (owned by King County).

The Swamp Creek Bridge, located near 80th Avenue NE, will be replaced to allow for the addition of a sidewalk and the transit only lanes. Retaining walls will be constructed along the Burke-Gilman Trail to allow roadway widening. New traffic signals will be placed at the intersection of SR 522 and 83rd Place NE and the entrance to the Kenmore Park & Ride lot. The design speed will remain as currently posted, which is 45 mph.

We anticipate pre-design could begin in early 2002, closely followed by the environmental process and permitting (which could take as much as one year). Right-of-way acquisition would begin as soon as possible and it is hoped that construction would be underway in 2004 and completed in 2005.


Depending on the final design of the bridge, total cost in 2001 dollars is estimated between \$10 million and \$12 million. We have used the higher figure in our funding scenario, as follows:

Funding Source	Funding Amount
City of Kenmore	\$1,000,000
Sound Transit, SR 522 HOV Enhancements	\$4,000,000
Sound Transit Unincorporated King County Transit Access	\$2,000,000
Sound Transit Unanticipated East King Revenues	\$1,000,000
TIB TIA Improvement – Continuation of Phase I	\$1,000,000
STP/CMAQ	\$1,000,000
WSDOT	\$2,000,000
Total	\$12,000,000

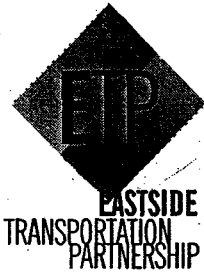
When coupled with Phase I, Kenmore's contribution to improving this regional corridor is over \$5.5 million dollars and the total for the two phases is nearly \$27 million (when coupled with the transit stop enhancements required for the LakePointe development).

If you have additional questions prior to our October 25th meeting, or need additional information, please do not hesitate to call.

Sincerely,


Mr. Stephen L. Anderson
Kenmore City Manager


Mr. Seyed Safavian
Bothell Transportation Manager



RECEIVED

OCT 09 2001

SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 685-4711

September 27, 2001

Mr. Dave Earling, Chair
Sound Transit
401 South Jackson Street
Seattle, WA. 98104

Dear Mr. Earling:

On September 14, 2001, the Eastside Transportation Partnership (ETP) endorsed the City of Sammamish's proposal for transit capital and service improvements (Attachment A) and the City of Kenmore's proposal for transit, safety and mobility improvements (Attachment B) as eligible for funding under *Sound Move's* Phase I project titled "Unincorporated King County Transit Access".

Sound Move included \$5 million (\$6M YOE) for a capital project titled "Unincorporated King County Transit Access". According to the subarea project assessment conducted by Sound Transit staff in spring, 2001, no detailed work scope has been developed.

Because the City of Sammamish and the City of Kenmore were unincorporated at the time the *Sound Move* plan was approved (1995), no voter approved Sound Transit program or service benefits were funded in that portion of the RTA which now lies within their city limits. Although they generate East King subarea revenue as part of the RTA district, they are not directly served or benefited by the original *Sound Move* plan's capital and service investments for East King County.

Mr. Dave Earling
October 8, 2001
Page 2

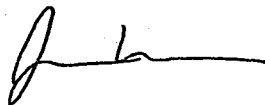
ETP understands that Sound Transit staff will be working to define the "Unincorporated King County Transit Access" project(s) during the winter of 2001/02. We endorse consideration of the Sammamish and Kenmore proposals as part of this project, and hope that Sound Transit staff will work with these local jurisdictions to develop a project(s) that meets the needs of these areas and contributes to overall system improvements in the region.

Thank you for your consideration.

Sincerely,

Connie Marshall

Connie Marshall
Deputy Mayor, Bellevue
Chair, ETP



Joan McBride
Councilmember, Kirkland
Vice-Chair, ETP

DESCRIPTION OF CITY OF SAMMAMISH PROPOSAL

Incorporated in 1999, the City of Sammamish contains a substantial growing suburban population. Currently, 50,000 people reside on the Sammamish Plateau within the Sound Transit district with very limited transit service and facilities: there is one Metro bus route and one DART service each with one-hour headway running for limited hours during the day and only a few Metro leased lot parking stalls. In order to access Sound Transit express bus services in the current *Sound Move* implementation plan, Sammamish area residents must drive substantial distances on congested local streets and arterials to park at already overcrowded park and ride facilities.

The proposed project will implement express bus service for East Sammamish by providing a combination of direct express commuter bus service and improved connections to existing Sound Transit Express bus services in Redmond and Issaquah. It includes \$3 million for park and ride facilities; \$2 million for access/HOV/transit signal priority improvements, and \$5.7 million for express commuter bus service and enhanced local connections.

Park and Ride Lot – \$3,000,000 will construct a much-needed additional park and ride lot with 200 stalls on currently vacant land at the centrally located intersection of 228th Avenue SE and Issaquah-Pine Lake Road. This location will serve as a central hub for the various transit services. SPAC study data supports the need and viability of a park and ride lot at this location. Also, there is an active interest currently from the private sector for potential involvement in a transit-oriented development at this location.

Access/HOV/Transit Signal Priority Improvements - \$2,000,000 will construct transit access, HOV queue jump and transit signal priority treatments which will significantly improve transit speed and reliability. Included is: 1) the extension of the Issaquah-Pine Lake Road to the proposed park and ride combined with transit priority treatments; 2) transit priority treatments at the intersection of East Lake Sammamish Parkway/SE 43rd Street; and, 3) an HOV queue jump at the intersection of 220th Ave. SE/SE 56th Street. By being able to take advantage of improvements already constructed along this route – including the arterial HOV lane that already exists the length of SE 56th Street - these added improvements will create a very free-flowing route for transit and significantly improve speed and reliability.

Express Bus Service - \$5,700,000, when added to transit service funding already committed by King County Metro, will provide for morning and evening peak hour express bus service directly to Sammamish and for all-day transit connections to existing Sound Transit Express and Metro bus service at park and ride lots in Issaquah and Redmond. The transit service cost total assumed operation over the last 3.5 years of Sound Move Phase I based on an annual operating cost of \$1.63

million, not counting fare box recovery. This part of the proposal includes the contingency for the total proposal of \$584,500, largely comprised of farebox recovery not counted previously.

The transit service proposal explained in more detail in Attachment A, shows the costs of various elements based on differential dollar amounts needed to "beef up," or expand existing and approved Metro bus services. However, it is anticipated that Sound Transit would, in reality, pay 100% of the peak hour express bus service and that Metro would shift its share of that funding for those services to the local connections service.

Since the express bus service is only peak hour directional service, and, therefore, not the all-day, two-way service typically provided by Sound Transit, it is proposed by this service be operated by King County Metro rather than Sound Transit. (Sound Transit's financing of certain complementary service provided by a local transit agency has been done elsewhere and is an alternative specified in the policies of the Eastside Transportation Partnership.)

City of Bothell

RECEIVED

January 30, 2002

FEB 01 2002

SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

Mr. Ron Sims
Chair, Executive Committee
Central Puget Sound Regional Transit Authority
Union Station, 401 S. Jackson
Seattle, Washington 98104-2826

Re: SR-522 Phase I Improvements-Bothell

Dear Mr. Sims:

The City Council of Bothell received a technical presentation by City staff on December 10, 2001 regarding the proposed SR-522 improvements. After reviewing the staff presentation and recommendations the City Council voted unanimously in favor of the staff recommendation. As a part of the approved motion this letter is being sent to express the City Councils position and to formally request appropriation of \$10.3 million for the design and implementation of the Bothell Phase 1 improvement project. The appropriation to be from the voter approved Sound Transit Project #384, SR 522 HOV Enhancements. The total cost of SR-522 Phase 1 Improvements is \$13.5 million. The City of Bothell will match the requested funds by committing to the difference of \$3.2 million to complete this project.

The proposed project is consistent with the SR-522 Corridor Study that was developed by the Washington State Department of Transportation's Office of Urban Mobility. The improvements reduce congestion in the most part for transit (certain intersection improvements will benefit all modes of traffic). The improvements resolve the issues that the voters were presented when Sound Move was approved. The SR-522 Corridor Study has been reviewed and endorsed by:

1. Bothell, Kenmore, King County, Seattle and Lake Forest Park,
2. King County METRO and Community Transit
3. WSDOT

The proposed Phase I Improvements cover two segments that are the areas of highest congestion in Bothell and resolve the primary safety issues that make this a high accident corridor. These segments are as congested or more so, than any segment along the entire SR 522 Corridor. The two segments are the Wayne Curve area and downtown from 98th

Professionalism • Respect • Innovation • Dependability • Employee Accountability

City Administration
18305 101st Avenue NE
Bothell, WA 98011
(425) 486-3256
Fax: 486-2434
www.ci.bothell.wa.us

Community Dev. & Public Works
9637 NE 182nd Street
Bothell, WA 98011
(425) 486-8152
Fax: 486-2409

Fire and E.M.S.
10725 Dredgike Boulevard
Bothell, WA 98011
(425) 486-1678
Fax: 486-4156

Police
18410 101st Avenue NE
Bothell, WA 98011
(425) 486-1254
Fax: 487-0650

Municipal Court
10116 NE 182nd Street
Bothell, WA 98011
(425) 467-5587
Fax: 488-3052

Ave to Kaysner Way. These two segments together are one mile in length. The eastern end of this project at Kaysner way will link with the proposed UW/CCC South Access Project, which in turn will connect to I405 and the HOV system along that corridor. WSDOT is currently designing the South Access Project that is scheduled for construction in 2005.

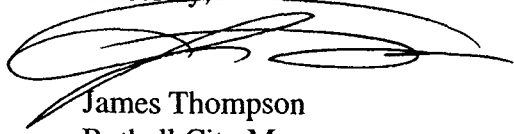
Again the cost of the proposed improvements are primarily transit related although there are some spin off benefits to the general purpose traffic due to the increase in LOS and safety improvements. The key elements are as follows:

- BAT Lanes (Business Access and Transit Lanes)
- Transit Signal Priority
- New Park and Ride Lot
- Sidewalks to improve pedestrian access to transit services
- Pedestrian bridge connecting the new park and ride to downtown Bothell
- Access Management
- Additional turn lanes at signalized intersections to reduce congestion

The proposed construction start for the phase 1 improvements is 2005/2006. A consultant has been selected and the City is negotiating a contract for the preliminary engineering and environmental analysis.

Again the City is requesting funding in the amount of \$10.3 million from the voter-approved funds for this corridor to meet this very real need with a very cost-effective project. The City will provide any assistance needed in upcoming deliberations by the Sound Transit Board in regards to this important project.

Sincerely,



James Thompson
Bothell City Manager