

Appendix D.

Transportation

Financing

Future Expenditures

Table 2 (page 3) provides planning-level cost estimates for projects that are already included in the City's Imagine Bothell Comprehensive Plan as well as those identified as mitigation and operational improvements in the subarea plan. Projects O-4 and O-5 are included even though they are currently private roads to account for the improvements should they become public.

Funding Sources

The funding for transportation improvements in the city come from a variety of local, state, and federal sources. The funding levels for these revenues vary depending on factors such as the performance of the economy, the amount of development activity, the fiscal status of other agencies and jurisdictions, and the availability of grant funding.

Table 1 provides estimated funding sources and amounts for transportation projects within the subarea through the year 2043.

Table 1. Anticipated Transportation Funding Sources

Funding Sources	Estimated Funding Level
Local	\$3,855,000
Mitigation (eg. Transportation Impact Fees)	\$25,647,000
Grants (State and Federal)	\$68,300,000
Private Development (via Frontage Improvements)	\$10,690,000
Total	\$108,492,000

Funding Analysis

The funding analysis does not include all potential sources of revenue such as, but not limited to, legislative allocations, participation by other agencies, or transportation benefit districts. As indicated previously, the actual funding sources during implementation will vary depending on the state of the economy, the rate of development, participation by other agencies, and the City's success at obtaining grants.

If funding amounts in Table 1 are not realized, options may include consideration of alternative funding sources such as those identified above, increasing transportation demand management (TDM) measures, implementing land use changes to reduce traffic impacts (through the City's Comprehensive Plan updates and concurrency review process) and then downsizing or eliminating proposed transportation projects (through the City's Capital Facilities Plan and Transportation Improvement Program processes), or consideration of increases to existing funding sources. Given the long time frame of this funding analysis, the City will continue to monitor traffic conditions and reassess the performance of the transportation system and adjust the plan as needed.

Table 2. Estimated Transportation Project Costs

No.	Project	Description	Estimated Cost
Comprehensive Plan or WSDOT Projects			
C-1	9th Ave SE Widening: 228th St SE to SR 524	Widen 9th Ave SE from 228th St SE to SR 524 to Collector Arterial standard (3-lanes) with improved pedestrian/bike facilities and improvements to the 228th St SE and SR 524 intersections. At 9th Ave SE and SR 524 add a second northbound left turn lane from 9th Ave SE to SR 524.	\$21,000,000
C-2	SR 527 (211th St SE to north of SR 524)	Add a third northbound through lane. Add a southbound left turn lane from SR 527 at SR 524 (2 left).	\$5,600,000
C-3	SR 527: Add a southbound lane between SR 524 & 220th St SE	Add a third southbound lane, and associated intersection revisions.	\$10,000,000
C-4	220th St SE & SR 527 Intersection	WSDOT planned intersection improvements as part of project C-6. This may include a City-planned project to add a second eastbound left turn lane on 220th St SE to northbound SR 527.	WSDOT + \$800,000
C-5	WSDOT I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project	Add one ETL in each direction of I-405 between south of SR 522 and SR 527, as well as build direct access ramps at SR 522 and near SR 527 at 17th Avenue SE. Improvements include a sidewalk and cycle track on the east side and bikes lanes on the west side of 17th Ave, 17th Ave SE street improvements between 220th St SE and SR 527, and intersection improvements at 220th St SE /17th Ave SE.	WSDOT
C-6	WSDOT I-405, SR 527 to I-5 Express Toll Lane Project	Add one ETL in each direction of I-405 between SR 527 and I-5. Full reconstruction of the SR 527 interchange with HOV lane connections.	WSDOT
C-7	228th St SE & Fitzgerald Rd intersection	Adds eastbound right turn pocket.	\$1,000,000
C-8	228th St SE & 29th Dr SE intersection	Adds westbound right turn pocket.	\$1,000,000
C-9	228th St SE / 31st Ave SE Intersection	Add a westbound dedicated right turn lane.	\$1,000,000
C-10	Fitzgerald Rd: 240th St SE to 228th St SE	Widen road and add curb, gutter, and sidewalks.	\$2,500,000
	North Creek Trail – Section 4	Complete the missing link along SR 524 between current trail and Filbert Rd.	\$5,000,000

No.	Project	Description	Estimated Cost
	North Creek Trail – 220 th St SE	Install a shared use path on the north side of 220th St SE from the existing North Creek Trail east to 26th/29th Ave SE.	\$3,000,000
Comprehensive Plan Projects Subtotal			\$50,900,000
Mitigation Projects			
M-1	SR 524 (Maltby Rd)/ SR 527 Intersection	Modify the intersection to include two westbound left turn lanes and two westbound through lanes.	\$1,800,000
M-2	20th Ave SE Extension	Extend 20th Ave SE to Maltby Road and install a traffic signal at SR 524. Include pedestrian and bike facilities, add a pedestrian-activated crosswalks at 214th St SE (or a signal if carrying transit) concurrent with the street extension.	\$20,740,000
M-3	214th St SE Extension	Extend 214th St SE west to 9th Avenue SE, including a traffic signal at 9th Ave SE and pedestrian/bicycle facilities.	\$19,192,000
M-4	214 th St SE & SR 527 Intersection	Add channelized westbound right turn lane and dual westbound left turn lane. Replaces project C-4.	\$1,280,000
M-5	17th Ave SE/220th St SE Intersection	Add westbound dual left-turn lanes and a new southbound receiving lane on 17th Ave SE.	\$2,580,000
Other Operational Improvements			
O-1	219th Place Extension	Allow private property owners to improve 219th Pl SE to 9th Avenue SE and open access to the properties northwest of the I-405/527 interchange.	PRIVATE
O-2	Traffic Control for Three Private Intersections	<p>26th Ave SE/220th St SE – Signalize intersection. Modify the northbound approach with a left-turn pocket (up to 300 feet long), shared left/through lane, and add an eastbound right turn pocket (up to 150 feet long). A roundabout could also be considered.</p> <p>20th Ave SE/220th St SE – Signalize intersection. Add a westbound right-turn pocket (up to 500 feet long) and northbound left-turn and right-turn pockets (up to 300 feet long).</p> <p>223rd St SE/29th Dr SE – Signalize intersection. Add an eastbound left-turn pocket (up to 350 feet long) and northbound left-turn pocket (up to 250 feet long). A roundabout could also be considered.</p>	<p>(\$3 mil) (3)</p> <p>IF PUBLIC</p> <p>\$9,000,000</p>

No.	Project	Description	Estimated Cost
O-3	26th/29th Ave SE Rechannelization	Rechannelize road to three lanes when constructing bicycle facility.	\$150,000 IF PUBLIC
	TDM Program	Start-up	\$750,000
O-6	228 th St SE Ped/Bike Route	Work with WSDOT to improve the pedestrian/bike experience on 228th St SE under I-405 (e.g., bollards protecting bike lanes and/or path added behind columns).	\$2,000,000
O-7	Pedestrian Crossing at southbound I-405 ramp	Work with WSDOT to improve pedestrian/bicycle safety to access the transit station at the southeast corner of Bothell-Everett Highway/I- 405 intersection.	\$100,000
Mitigation and Operation Projects Subtotal			\$57,592,000
Total			\$108,492,000