Funding Application

**Competition**
Regional FHWA

**Application Type**
Corridors Serving Centers

**Status**
submitted

**Submitted:**
April 8th, 2020 1:44 PM

**Prepopulated with screening form?**
No

---

**Project Information**

1. **Project Title**
   SR 523, I-5 to Corliss

2. **Regional Transportation Plan ID**
   4434

3. **Sponsoring Agency**
   Shoreline

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

---

**Contact Information**

1. **Contact name**
   Nytasha Walters

2. **Contact phone**
   206-801-2481

3. **Contact email**
   nwalters@shorelinewa.gov

---

**Project Description**

1. **Project Scope**
   SR-523 (N/NE 145th Street) from Aurora Avenue (SR-99) to I-5, is the west leg of a major east-west corridor in the region which also forms the city boundary between Shoreline and Seattle. This stretch of corridor has an ADT (Average Daily Traffic) of 31,000 and a direct connection to the 145th Street/I-5 interchange. With a new light rail station opening in this area in 2024 along with future frequent bus service on the corridor, the number of users will continue to rise, for all modes of travel. The City of Shoreline is currently designing two projects on the corridor, both with STP and Local funding. One project includes improvements to the interchange, and the second project includes improvements on the 145th Street Corridor from Aurora Avenue to I-5.

In order to complete work in manageable segments, ROW acquisition and Construction for the SR-523 (N/NE 145th Street), Aurora Avenue to I-5 Project, currently under design, has been divided into three phases. Phase 1 is from Corliss Avenue to I-5. As stated, design has
been divided into three phases. Phase 1 is from Corliss Avenue to I-5. As stated, design has been funded with STP and Local funding. ROW acquisition for Phase 1 is funded by State (Connecting Washington) funds. Construction of Phase 1 improvements are estimated at just over $11 million. This application requests $4.92 million in STP Construction funds toward completion of all aspects of construction for Phase 1. The remainder of Construction funds for Phase 1 will be Connecting Washington funding.

Phase 1 improvements include:
- Signal improvements at 1st Avenue and Wallingford Avenue.
- New left turn lanes on 145th Street with lengthened storage, right turn lanes, and traffic signal timing (between I-5 and Wallingford Avenue).
- A new 13-foot shared-use path on the north side (standard sidewalks on the south).
- 5' amenity / pedestrian buffer zone.
- ADA curb ramp upgrades at intersections.
- Utility relocation (many poles currently block sidewalks).
- Pedestrian scale street lighting.

2. **Project Justification, Need, or Purpose**

N/NE 145th Street (SR-523) from Aurora Avenue (SR-99) to I-5 is a prominent section of regional corridor which connects directly to the interstate and serves to connect state highways with future high capacity transit service to multiple Regional Growth Centers. With a future light rail station (operational in 2024) located adjacent to the 145th Street/I-5 interchange, increases in transit service along the corridor, and projected local and regional growth, transportation demands along this segment of corridor are expected to increase significantly.

The City of Shoreline is currently requesting funding to construct improvements on a portion of this 145th Corridor. Phase 1, from Corliss Avenue to I-5, with an ADT of 31,000 is the segment of the 145th Street corridor adjacent to the I-5 interchange on the west side. As a direct approach to I-5, improvements to this segment of the 145th Corridor will affect the overall function of the interchange; Phase 1 improvements will help improve capacity, operations, safety and public welfare by improving overall transit and vehicular speed and reliability, reducing delay and congestion, providing buffers between transportation modes for improved safety, and result in improvement of existing air quality. Pedestrian and bicycle improvements which will include a 13-foot shared-use path on the north side of the street will provide safer passage and connections to the regional transit improvements.

Phase 1 (Corliss Avenue to I-5) falls within the re-zoned 145th Street Station Sub-Area in Shoreline. MUR-70 (closest to interstate) and MUR-45 zoning has been approved to encourage high-density, multi-family, transit-oriented development. One of the projects goals is to provide local populations with transportation options achieved through safe and efficient access. Local populations rely on the benefits provided at Regional Growth Centers which residents can connect to for employment, education, commerce, and recreation.

Construction of Phase 1 is the first step toward providing improved connections from SR-99 along SR-523 (145th Street corridor) to I-5 and regional transit facilities.

### Project Location

1. **Project Location**
   - 145th Street (State Route 523)

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   - King

3. **Crossroad/landmark nearest the beginning of the project**
   - 3rd Avenue NE

4. **Crossroad/landmark nearest the end of the project**
   - Corliss Avenue NE

5. **Map and project graphics**
   - Shoreline_145th_Corridor_Maps_for_Regional_APP.pdf

### Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   - Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   - Shoreline Comprehensive Plan http://www.shorelinewa.gov/home/showdocument?id=12641 Comprehensive Plan Policy T48 (page 60 of the PDF). Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses. Comprehensive Plan Policy T52 (page 60 of the PDF). Continue to work
with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. Shoreline Transportation Master Plan http://www.shorelinewa.gov/home/showdocument?id=11146 Chapter 9, Recommended Transportation Improvements (215-216): NW/N/NE 145th Street forms the southernmost border of Shoreline and is a complicated street to operate and improve. With the planned location of a light rail station on I-5 at NE 145th Street and frequent regional bus service on the corridor by 2025, and overall projected regional growth, traffic volumes are expected to increase on this roadway and improvements will become even more urgent.

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.
N/A

Federal Functional Classification

1. Functional class name
14 Urban Principal Arterial

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

The 145th Street Corridor is an important connecting corridor for the Regional Growth Centers of Lynnwood, Northgate, Bothell/Canyon Park, and Seattle. This segment of SR 523 from I-5 to Corliss Avenue N that will be improved directly connects with improvements at the 145th/I-5 interchange and to the future 145th Street light rail station access points and the I-5 corridor that they serve. It will also connect with future BRT on SR 523/SR 522 (Sound Transit 3 Plan), bringing users to the north and east side communities of Kenmore, Bothell and Kirkland.

The corridor will support the usage of the Sound Transit Light Rail Station at 145th (to open in 2024) and will provide access for a range of users - via bike, car, bus and pedestrian travel. Recent Census data indicates that the majority of employed Shoreline residents travel beyond the City limits for employment. Growth Centers along these two corridors will benefit from the skilled working force of Shoreline residents and in turn provide Shoreline residents a means of access to higher education (including both the University of Washington main and Bothell campuses) as well as a myriad of services.

Additionally, in 2016, the Shoreline City Council adopted the 145th Street Station Subarea Plan, which focuses on higher density, multi-family transit-oriented development. The City's Comprehensive Plan and Shoreline Development Code (Title 20) regulations and standards were amended as appropriate for the adopted subarea plan and ordinance, supporting numerous land use and transportation policies. The improvements to this corridor – adding pedestrian and bike facilities, as well as reducing congestion, will support the sub area and the increase in population. With an existing area population of 8,321, the rezoning resulting from the Subarea Plan supports up to approximately 32,000 people and facilitates the opportunity for up to 13,000 total households and 11,000 total jobs in the subarea. These improvements will aid the new population in access to Regional Centers.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

This project will benefit and support the housing and employment development in multiple Regional Growth Centers in north King County and south Snohomish County. The project improves multi-modal access along N/NE 145th Street (SR 523) which is a primary travel corridor linking I-5 with SR 99 and SR 522 and connecting customers and commuters on these corridors to the Regional Growth Centers of Lynnwood, Bothell Canyon Park, Northgate, the University of Washington, and downtown Seattle. The number of commuters and customers reaching these Growth Centers is projected to increase significantly with new bus and light rail service on the SR 523 corridor by 2025. Improving the corridor substantially...
improves access to these Growth Centers.

According to the 2010 Census, over 80 percent of employed residents of Shoreline traveled outside of the City boundaries to reach work, with almost two-thirds of people commuting to Growth Centers in the City of Seattle such as downtown Seattle and the University of Washington. Approximately one-third of transit trips (29.6%) are regional destinations to points north: Edmonds, Mountlake Terrace, Lynnwood, and Everett. Improving multi-modal access and mobility on this segment of SR 523, which directly connects with the 145th Street (SR 523) / I-5 interchange, helps to remove a transportation bottleneck, provides multi-modal options across the corridor, and substantially improves the accessibility and operations of transit, both east-west bus service and access to the light rail station that will carry users to the Regional Growth Centers of Lynnwood, Northgate, Bothell Canyon Park, downtown Seattle, Capitol Hill, and the University Community and beyond. The project will improve the ability of a business within existing Growth Centers and the 145th Street Station Subarea Local Center to draw its workforce and customer base from a wider area throughout the region. The project will improve travel time for commuters and delivery of goods which will benefit the retention or establishment of new jobs or businesses in the Regional Growth Centers connected by this project and the 145th Street Station Subarea Local Center. The project also supports implementation of the policies within Shoreline’s 2012 Comprehensive Plan update related to light rail station areas (attached to the application).

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

The N/NE 145th Street (SR 523) corridor is primarily configured for accommodation of vehicular travel, such as vehicles and transit. With an existing ADT of 31,000, alternate modes of travel receive limited use as alternate modes, such as pedestrian and bike facilities, are either sub-standard or non-existent. Existing pedestrian facilities do not meet current accessibility width standards in many locations due to existing sidewalk width, sidewalk condition or localized walkway constraints created by placement of utility poles, pole guy wires, signage, water system appurtenances, mailboxes, vehicular parking, or other obstructions. Sidewalks also have limited barriers from vehicular traffic. Existing curb is of sub-standard height due to prior roadway resurfacing/overlays and there are no protective devices present, such as traffic barriers, for pedestrian safety. There are no bicycle facilities currently available on the corridor.

The absence of left turn pockets and protected turning movements at high volume intersections creates traffic congestion and delay. There is also a lack of access management devices, such as c-curb or medians, to restrict left turn movements in the corridor. The frequency and availability of traffic flow disruptions caused by frequent left turn movements can result in unsafe driver behaviors, such as speeding and weaving between lanes to avoid left turning vehicles. These driver behaviors can have an increased risk to the traveling public, and as a result, affect public perceptions of the relative safety of existing improvements and limit the use of non-vehicular modes of transportation.

With the addition of the 145th Ave Sound Transit Link Light Rail Station opening in 2024, the demand for all modes of travel is anticipated to increase dramatically. The design will provide travel modes and access to travel modes where most did not exist or were sub-standard. The planned improvements on N/NE 145th Street (SR 523) between Corliss and I-5 will increase vehicular capacity by adding turning lanes, improving signalization and adding channelization and turning movement restrictions, significant improvements to both pedestrian and bicycle facilities are proposed.

To accommodate and improve safety for both pedestrian and bicycle modes of travel, the project proposes to add a 13’ shared use path between I-5 and 1st Avenue. To improve safety, a 5’ amenity/buffer zone will be incorporated. At 1st Avenue, 5’ bike lanes will be provided along both sides of 1st Avenue to the north. This bike lane connection will be linked via the City’s planned 1st Avenue sidewalk project, to both the Off-Corridor bike network and the 148th Street Pedestrian Bridge. The Off-Corridor bike network will be a link between 1st Avenue at 148th Street and the Interurban Trail at 160th Street near Midvale Avenue.

West of 1st Avenue, pedestrian improvements will continue to Corliss Avenue. Improvements will generally consist of an 8’ sidewalk area and a 5’ amenity/buffer zone. Utilities and other appurtenances, currently within existing pedestrian areas, will be relocated to behind sidewalk or within amenity zones to provide unrestricted routes. Pedestrian scale lighting, required by adjacent MUR-70 & MUR-45 areas, will increase pedestrian and bike mode safety and visibility. ADA curb ramp improvements will be made to all intersections to provide a complete accessible route through the corridor.

These improvements will provide sufficient improvements for both bike and pedestrian modes of transportation to service travel between the future light rail station, the MUR-70 and MUR-45 high-density subareas and will be linked to similar improvements throughout the corridor that will be constructed in subsequent phases of the project. The project will also help bring multi-modal options to Regional Centers, especially those located on the I-5, SR 99, and SR 522 corridors.

3. Describe how the project will benefit a variety of user groups, including
commuters, residents, and/or commercial users.

The user groups being served by the project area include residents, commercial users, commuters, pedestrians, bicyclists, and those accessing the N/NE 145th Street (SR 523) corridor as a connection to Aurora Avenue N (SR 99), Bothell Way/Lake City Way (SR 522), and I-5. Commuters will use N/NE 145th Street (SR 523) in multiple ways to access the various transportation opportunities that improvements will provide – in vehicles traveling to (to access light rail or BRT) and through (to use SR 523 to access I-5, the eastside, or to go west to Aurora). Pedestrians and bicyclists will access light rail and BRT. These transportation options directly serve Regional Growth Centers like Northgate and Seattle, as well as Local Centers like the future 145th Street Station Subarea and the Shoreline Town Center. Residents and commercial users will also seek local safe access throughout the corridor.

4. Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

The user groups being served by the project are a range of residents, commercial users, commuters, pedestrians, bicyclists, and those accessing N/NE 145th Street (SR 523) as a connection to Aurora Avenue N (SR 99), Bothell Way/Lake City Way (SR 522), and I-5. The demographics of the census tracks directly adjacent to the project area (which would be most likely to use the route to access the light rail station) shows that 38% is of a minority, 17% is elderly, 11% is disabled, and 8% live in poverty.

According to 2000 Census data included in the City’s 2011 Transportation Master Plan, over 80% of employed residents in Shoreline travel outside of the city boundaries to reach work, with almost two-thirds of people commuting to the City of Seattle. As of that census date, only 10 percent of employed residents took transit to their jobs. Offering safe, reliable, easily accessed alternatives should change this figure and help alleviate further congestion and single occupancy vehicle travel.

In September 2016, Shoreline up-zoned the area around the 145th Street light rail station (including this portion of the corridor) to promote higher density and multi-family dwellings. Up-zoning to create capacity for more residents and employees in proximity to high-capacity transit also could help to catalyze redevelopment and encourage higher rates of growth in the subarea than are currently being experienced citywide and regionally.

As stated in the Final Environmental Impact Statement (FEIS) for the 145th Street Station Subarea Planned Action, US Census Bureau information revealed two trends occurring in Shoreline: greater race/ethnic diversity and aging of Shoreline’s population. It was also noted that Shoreline has the second largest percent of people 65 and older among King County cities.

With up-zoning in the station areas, the City is aiming to provide transit and housing benefits to lower-income populations, seniors, and people with disabilities by way of more affordable housing choices and access to transit. The City’s Comprehensive Housing Strategy which was the culmination of work by a Citizen Advisory Committee contains recommendations for expanding housing affordability. Currently, single-family homes are the predominant type of existing housing in Shoreline, but with up-zoning near the future light rail stations, the City has already experienced permitting for multi-family projects in station areas. City’s framework goals that provide the overall policy foundation for the City’s Comprehensive Plan and support the City Council’s vision also include support for diverse and affordable housing.

Vulnerable populations must often rely on public transportation and need affordable housing. Older people, lower income, and disabled populations may prefer smaller units with goods, services, and transit within walking distance as opposed to a home on a large lot that would require additional maintenance and car ownership. It is important for Shoreline to have a variety of housing styles to accommodate the needs of a diverse population, because it is the right thing to do and also because it is required by the Growth Management Act. Since 2010, housing prices have been growing more rapidly than wage growth, further widening Shoreline’s affordability gap.

Shoreline sees this corridor project as critical to make improvements that will address many current challenges and benefit local, regional and at-risk populations through the access to a transit corridor connecting larger employment centers and services.

5. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.
Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.

This project supports a long-term strategy to maximize the efficiency of the corridor, including ITS improvements that use advance technologies and innovative approaches to improve traffic flow. With an ADT of 31,000, N/NE 145th Street (SR 523) is the primary corridor in north King County connecting Aurora Avenue N (SR 99) and I-5 (including this current segment) will create those quality connections that are currently lacking. If there is no action, these inefficient connections will only be exacerbated with growth and the arrival of the light rail station.

The current design/configuration of the N/NE 145th Street (SR 523) corridor is primarily four lanes with no access management devices (no c-curb, medians, jersey barriers, etc.). High traffic volumes and speeds are present along its length. The absence of left turning refuges at many intersections and protected turning phases fosters unsafe driver behavior such as vehicles weaving between lanes to avoid left turning vehicles and risky left turn movements across opposing traffic due to the lack of gaps.

The accident rate along the entire N/NE 145th Street (SR 523) corridor is approximately 150 collisions per year (which is 3 times the regional average for similar roadways). This number is expected to increase as traffic and congestion along the route increases. The anticipated growth in vehicular, pedestrian, and bicycle traffic, the need for additional bus service, the future presence of a light rail station with associated 500+ stall parking garage, and the increased station area density are being addressed in the design of the new roadway. Because N/NE 145th Street (SR 523) provides the east-west link between three heavily used north-south high capacity transit and traffic corridors (SR 99, SR 522, and I-5) and to the light rail station, it will provide access for residents in Shoreline, North Seattle, and surrounding communities to multiple urban centers in the region, including Lynnwood, Northgate, Bothell Canyon Park, Bellevue, Redmond, Ballard/Interbay, downtown Seattle, Capitol Hill, and University Community.

The congestion on the roadway already makes east-west travel difficult and increases in vehicle volumes will only exacerbate the problem, as well as further discourage Metro Transit from providing frequent, all-day service along this corridor. The reconstruction and improvement of this corridor will provide for efficient movement of all users – people and freight – through a reduction in travel time by signal timing improvements for transit, improved access and lighting for bus stops, removal of pedestrian barriers, adding vehicle lane capacity, transit mobility enhancements, and adding a bike facility.

Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.

The improvement of the N/NE 145th Street (SR 523) corridor provides for a logical link for light rail users (in many capacities – from vehicles, buses, bicycles, or on foot) who want to access the regional transportation system from Aurora Avenue N (SR 99), including King County Metro RapidRide (Bus Rapid Transit) E Line or the Interurban Trail. King County Metro had been reluctant to provide service on the auto dominated 145th corridor, as there is little safe pedestrian access. The lack of safe pedestrian facilities and ADA enhancements significantly hampers opportunities for continuous, all day east-west bus service from Aurora Avenue N (SR 99) and Bothell Way/Lake City Way (SR 522).

Currently, there are utility poles in the middle of narrow sidewalks, making much of the corridor inaccessible to persons with disabilities and even difficult for those that are fully abled. There are no bicycle facilities present on the corridor, making the existing environment...
Describe how the project fills in a missing link or removes barriers to/from a center.

The current conditions of the N/NE 145th Street (SR 523) corridor creates significant functional barriers to Local and Regional Growth Centers, and this will only increase with the addition of the Sound Transit light rail station at 145th Street/I-5. The reconstruction and improvement of the corridor will reduce the barriers pedestrians and bicyclists currently have to safe passage. This corridor provides a crucial link from the major corridors of Aurora Avenue N (ADT of 40,000 with 7,000 transit riders), I-5 (ADT of 174,000) and Bothell Way (ADT of 44,000). The barriers include literal barriers (such as light poles on narrow sidewalks) and roadway congestion due to outdated design (which is a barrier for vehicle flow to and from Regional Centers). Efficient and safe access to I-5 and the light rail station will provide a direct means to multiple centers along the I-5 corridor. A more efficient and safe N/NE 145th Street (SR 523) corridor will also provide access to Local Centers which are essential for many users and are located on the east and west segments of this corridor as well as north via connections on SR 99 and SR 522.

In addition to peak period use of transit, residents in Shoreline use transit throughout the day. All-day routes in Shoreline travel primarily north-south, delivering residents to downtown Seattle, the Northgate Transit Center, and cities in Snohomish County (Edmonds, Mountlake Terrace, Lynnwood, and Everett). Shoreline does not provide any of its own transit service.

The City is prepared to allow and promote land uses and densities that support transit in order to justify those needs and convince the transit agencies that Shoreline is the right area to invest in their transit service. (2011 Shoreline TMP p.117)

The majority of the destinations for journey-to-work trips for Shoreline residents are located in urban centers, such as downtown Seattle and the University of Washington. However, access to community facilities and institutions are important to the residents of Shoreline. Libraries, City Hall, community centers, and many parks and schools are scattered throughout the City with varying levels of transit service. (2011 Shoreline TMP p.119)

Seven out of ten weekday bus trips that serve Shoreline have a regional destination (70.7%). One third (38%) of all weekday bus trips are destined to and from downtown Seattle. The majority of bus riders traveling to and from Shoreline are on routes serving downtown Seattle. Weekday ridership to and from downtown Seattle represents almost half of the total weekday ridership in Shoreline (49%). Approximately one-third of transit trips (29.6%) are regional destinations to points north: Edmonds, Mountlake Terrace, Lynnwood and Everett. The third largest percentage of overall transit trips (29.3%) makes connections to community and intercommunity destinations. Locations include Lake City, Lake Forest Park, Kenmore, Northgate, Edmonds, and Mountlake Terrace. (2011 Shoreline TMP p. 125).

In addition to growth, Shoreline’s changing demographics will influence the demand for transit. The City’s population continues to age, with the population of residents over the age of 65 increasing. Senior citizens represent approximately 10 percent of Metro Transit’s regular riders and are often more transit dependent than other riders (2011 Shoreline TMP p. 132).

Both the N/NE 145th Street (SR 523) corridor and I-5 interchange (which this project segment of SR 523 connects to) provide vital links as corridor connections to keep the current and future populations of this region in connection with Regional Centers.

Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.

The reconstruction and improvement of this corridor will provide for efficient movement of all users – people and freight – through a reduction in travel time using signal timing, removing pedestrian barriers, adding vehicle lane capacity, providing transit enhancements, and adding new bicycle facilities.

As the proposed improvements substantially advance multi-modal access along the N/NE 145th Street (SR 523) corridor and to the 145th light rail station, as well as supporting the 145th Street Station Subarea Plan, the project will support a mode shift to transit and nonmotorized modes. According to Sound Transit, operation of the proposed light rail service from Northgate to Lynnwood would help reduce automobile travel in the region by approximately 300,000 miles per day by 2035 – about 25,000 fewer hours per day would be spent traveling by automobile. A significant portion of this reduction is expected to occur within the I-5 project corridor as new riders shift from automobile to transit. The total person through-put on the I-5 corridor in both directions would increase by approximately 3 percent north of NE Northgate Way. On I-5 alone, up to a 10 percent increase in person through-put is expected.
During the AM and PM peak hours, the improved transit service provided by the project’s capacity and access improvements would attract more trips to transit, and reduce vehicle volumes and congestion along the 145th corridor.

5. **Describe how this project addresses safety and security.**
   The design and engineering for the re-construction of N/NE 145th Street (SR 523) from Aurora Avenue N (SR 99) to I-5 will provide the facilities and technology that improve the speed and reliability of buses, improve sidewalks and lighting, increase vehicular capacity where needed, provide intersection upgrades, and bicycle facilities.

   The project will improve safety and accessibility for all users by reducing modal conflicts, increasing transit use, and enhancing active transportation options. Left turn access limitations mid-block, a new signal at Ashworth (allowing another safe crossing point for users), transit signal priority, and an amenity zone buffering wider sidewalks from travel lanes are some of the types of improvements to reduce modal conflict.

   With no dedicated bicycle facilities, users must currently ride on the narrow and encumbered sidewalk or share the road with vehicles. Once the improvements are in place, pedestrians and bicyclists will have a safe connection from Shoreline’s Interurban Trail to the Sound Transit light rail station at I-5/145th Street, and future Trail Along the Rail (a non-motorized shared use path adjacent to the light rail alignment on the east side of I-5). The design of the roadway will be a “complete streets” approach, taking all users’ needs into account in the final design.

6. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**
   The project substantially improves the opportunity for users to walk or bike along the corridor and make non-motorized connections. As noted previously, there are no bike facilities along the corridor and the existing sidewalks are narrow and substandard for ADA compliance. The improvements on this portion of the corridor will include a shared use path consisting of 13’ shared use paths, 8’ sidewalks, and 5’ foot bike lanes linking non-motorized users to an improved interchange (project currently in design) and access to light rail. Further pedestrian and bicycle facilities along the corridor will help connect users to the Shoreline Interurban Trail.

   Improvements at the interchange are also being designed to connect to a future Trail Along the Rail shared use path as well as a possible Seattle cycle-track on 5th Avenue. All these connections would substantially improve access, safety, and security for pedestrian and bicycle users, encouraging more use and the resulting public health benefits.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.
   - Roadway Improvement, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway Improvement

1. **What is the length of the project?**
   The project spans between Corliss Ave N and 1st Ave NE, which is 700 feet in each direction, for a total of 1400 linear feet.

2. **What is the average daily traffic before and after the project?**
   In 2019, the ADT is 31,000. The project will have a minimal effect on ADT values.

3. **What is the average speed before and after the project?**
   The added safety and driver comfort brought on by the two way left turn lane and widening, as well as the removal of vehicles blocking through traffic as they wait to make a left turn, will increase the average traffic speed. Although this exact number is not available, the improvement will be noticeable in the study area.

4. **What is the average daily transit ridership along the corridor?**
   King County Metro Route 304 runs along N 145th St, with a bus station in each direction along the length of our project. The route is peak direction in the peak period, which results in 4 eastbound trips in the AM and 5 westbound trips in the PM. The total daily weekday ridership for this corridor and route is 400 people.

5. **How many daily peak period transit trips serve the corridor?**
   As King County Metro Route 304, which is the only transit route on this corridor, is a peak period and peak direction bus, the peak period transit trips are the same as the daily transit ridership. This is eastbound (into Seattle) in the AM, and in the west bound direction in the PM, for a total of 400 daily riders (as of Fall 2018).
6. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
   Although no BAT or HOV lanes are implemented in this project, the addition of a two way left turn lane and a wider roadway creates faster transit speeds as the overall delay for all vehicles is reduced. The driver feels safer at higher speeds and is less likely to unnecessarily slow down thanks to wider roadway ROW.

7. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
   The increase in travel time for all vehicles will create a more reliable service. That, coupled with the future light rail growth and station, will encourage commuters to take transit either to work or as a connection to light rail.

8. **What is the percentage of freight truck traffic on the facility?**
   In the AM peak hour, the roadway has a 3.8% heavy vehicle rate. In the PM peak hour, this drops to 1.5%.

9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   It likely will not greatly affect VMT.

10. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    Ridership data was collected from King County Metro’s 2018 System Evaluation. Count data was collected in the field, and a travel demand model was utilized for growth rates and mode shares.

### Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   This project will add sidewalks on the north side of N 145th St including a 13 foot wide sidewalk from 1st Ave NE to I-5. ADA improvements on both sides of N 145th St will be added as well. For bicycle facilities, an off-corridor bike network to connect the Interurban Trail and the future light rail station at 145th Street and I-5 will be included to provide a way for bicyclists of all ages and abilities to navigate through the 145th Street Corridor. The off-corridor bike network will consist of neighborhood greenway elements such as traffic calming devices, wayfinding signage, and signalized crossings at major intersections.

2. **What is the length of the proposed facility?**
   The sidewalk will be added on both sides of the road for the length of the project (1,400 linear ft). The off-corridor bike network will be 8,400 ft in total length throughout the residential neighborhood just north of N 145th St.

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   The new off-corridor bike network would provide a direct connection to the Interurban Trail and to N 145th St at Corliss Ave N. The off-corridor bike network will in-directly connect to the future light rail station at 145th St and I-5 via the new sidewalk on the north side of N 145th St from Corliss Ave N to I-5. The new sidewalk on the north side of N 145th St will connect to the existing sidewalk at Corliss Ave N at the western project limits and to the future interchange Project at the eastern project limits.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   The Annual WSDOT Bicycle and Pedestrian Count for the location of N 155th and the Interurban Trail (closest count site to our project and a logical link), shows the following data for 2017:
   
   2017 Bikes, 7-9 am 86
   2017 Bikes, 4-6 pm 111
   2017 Peds, 7-9 am 34
   2017 Peds, 4-6 pm 187

   The project obtained pedestrian/bicycle counts at 1st Ave NE for the traffic analysis. The following peak hour volumes combine pedestrians and bicycles crossing the roadway at the N 145th St and 1st Ave NE:
   
   2019 Bikes/Peds, EB, PM 0
   2019 Bikes/Peds, NB, PM 3
   2019 Bikes/Peds, WB, PM 10
   2019 Bikes/Peds, SB, PM 5
   2019 Bikes/Peds, EB, AM 0
   2019 Bikes/Peds, NB, AM 5
   2019 Bikes/Peds, WB, AM 4
   2019 Bikes/Peds, SB, AM 2

5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
In the future, there is a forecasted AM peak growth of pedestrians and bicycles of 45% from the existing condition, and a 30% growth in the PM peak. All of this growth will benefit from the increase in safety and new sidewalks in the project area.

6. What is the average bicycle trip length?  
unknown

7. What is the average pedestrian trip length?  
unknown

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)  
2017 Annual WSDOT Bicycle and Pedestrian Count
January 29th, 2019 AM/PM Peak Hour traffic counts

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?  
STP

2. Has this project received PSRC funds previously?  
Yes

3. If yes, please provide the project’s PSRC TIP ID  
SL-16

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>construction</td>
<td>2023</td>
<td></td>
<td>$4,920,000.00</td>
</tr>
</tbody>
</table>

Total Request: $4,920,000.00

Total Estimated Project Cost and Schedule

Planning

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secure/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP</td>
<td>Secured</td>
<td>$246,000.00</td>
</tr>
<tr>
<td>Local</td>
<td>Secured</td>
<td>$350,000.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2016

PE

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secure/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CWA</td>
<td>Secured</td>
<td>$663,620.00</td>
</tr>
<tr>
<td>STP</td>
<td>Secured</td>
<td>$4,235,000.00</td>
</tr>
<tr>
<td>Local</td>
<td>Secured</td>
<td>$660,954.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2021

ROW

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secure/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CWA</td>
<td>Secured</td>
<td>$13,572,777.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2022

Construction
Funding Source | Secured/Unsecured | Amount  
--- | --- | ---  
CWA | Secured | $6,098,200.00  
STP | Unsecured | $4,920,000.00  
| | | **$11,018,200.00**  

**Expected year of completion for this phase:** 2024

**Summary**

1. **Estimated project completion date**  
   12/2024  
2. **Total project cost**  
   $30,746,551.00

**Funding Documentation**

1. **Documents**  
   Financial_Documentation_145th_I5_Corliss.pdf  
2. **Please enter your description of your financial documentation in the text box below.**  
   Shoreline is proposing using $20,334,597 of our Connecting Washington funds on this section of the 145th Corridor.

**Project Readiness: PE**

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**  
   No  
2. **What is the actual or estimated start date for preliminary engineering/design?**  
   06/2017  
3. **Is preliminary engineering complete?**  
   No  
4. **What was the date of completion (month and year)?**  
   N/A  
5. **Have preliminary plans been submitted to WSDOT for approval?**  
   Yes  
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
   Concept plans, preliminary channelization, preliminary project documentation, preliminary ROW plans, and Relocation Plan have been submitted to WSDOT. Project Milestones as follows:  
   - Environmental Approval (NEPA DCE) – April/May 2020 (final edits for approval)  
   - Environmental Approval (SEPA) – May 2020  
   - 60% Design Completion – September 2020  
   - 90% Design Completion – February 2021  
   - Final Design/Ad – December 2021  
7. **When are preliminary plans expected to be complete?**  
   12/2021

**Project Readiness: NEPA**

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
   Documented Categorical Exclusion (DCE)  
2. **Has the NEPA documentation been approved?**  
   No  
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
   05/2020
Project Readiness: Right of Way

1. Will Right of Way be required for this project?  
   Yes

2. What is the actual or estimated start date for right of way?  
   2/2019

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?  
   2/2020

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.  
   For the phase 1 (I-5 to Corliss) segment of the 145th Corridor project, Right of Way requirements consist of a combination of partial take acquisitions and full acquisitions. Partial acquisitions vary from 24.5', between I-5 and 1st Avenue, to 19.5' between 1st Avenue and Corliss Avenue. Partial acquisitions will also require a temporary 10' construction easement. Full acquisitions are required near the intersections of 1st Avenue and Corliss Avenue.

5. What is the zoning in the project area?  
   Zoning is residential on the south side of the roadway (Seattle). The north side of the roadway has been recently up-zoned from residential to Multi-Unit Residential, 70' height (MUR-70) and Multi-Unit Residential, 45' height (MUR-45) due to vicinity to Link Light Rail Subarea. MUR-70 area is between I-5 and 1st Avenue. MUR-45 area is between 1st and Meridian Avenue.

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.  
   The current schedule for ROW acquisition contains a 30% contingency for condemnation.

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?  
   No

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?  
   03/2020

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.  
   TCE - Completed and approved by WSDOT 2/7/2020  
   Relocation Plan - Completed and approved by WSDOT 2/10/2020  
   Right of Way acquisition - Project currently on I-976 hold list with restrictions to obligating future phases of work. ROW obligation hold release currently assumed to take place June 2020, followed by obligation. ROW start per schedule 7/1/2020. Currently under contract for ROW work but issued limited NTP which excludes proceeding with ROW due to hold list. Scheduled completion is 9/15/2021, which is dependant on release date assumption.  
   Right of Way Certification - Certification scheduled for December 2021.

Project Readiness: Construction

1. Are funds being requested for construction?  
   Yes

2. Do you have an engineer's estimate?  
   Yes

3. Engineers estimate document  
   Shoreline_145th_Corridor.xlsx

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.  
   National Environmental Policy Act (NEPA) - May 2020  
   Section 106 Review National Historic Preservation Act - Approved February 2020  
   Construction Environmental Permits: NPDES Construction Stormwater General Permit, Clearing and Grading Permit, Shoring Permit

5. Are Plans, Specifications & Estimates (PS&E) approved?  
   No

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).  
   06/2021

7. When is the project scheduled to go to ad (month and year)?
Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**
   N/A

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   N/A

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**
   N/A

4. **Final documents**
   Corridor_Info.pdf, Shoreline_Comp_Plan.pdf
Project Description: This project will design and conduct environmental review for the reconstruction of N/NE 145th Street between Interstate 5 (I-5) and Aurora Ave N (SR 99) and will address current safety and congestion issues as well support growth associated with both the NE 145th Street Station Subarea Plan and a Sound Transit light rail station. The current design/configuration of the roadway is primarily four lanes with no access management devices (no c-curb/jersey barriers, limited curbs). Final design along the corridor will include the following elements: 1) improvements to vehicular capacity, safety and traffic flow, transit speed and reliability, and accessibility to I-5 and the future light rail station; 2) upgrade of the existing substandard, non-ADA compliant walkways and construct new sidewalks for a continuous system along the corridor; 3) installation of continuous illumination and landscaping; 4) bus stop improvements; 5) upgrade the existing storm water management system to improve water quality and provide flow control; and, 6) consideration of bicycle needs.

Service Impact: The project will improve safety and accessibility for all users by reducing modal conflicts, increasing transit use and enhancing active transportation options. The design and engineering for the re-construction of N/NE 145th Street from Aurora Ave N to I-5 will provide the facilities and technology that improve the speed and reliability of buses, improve sidewalks and lighting, increase vehicular capacity (where needed), intersection and interchange upgrades and bicycle facilities. Once the improvements are in place, pedestrians and bicyclists will have a safe connection from the Interurban Trail to the light rail station at N/NE 145th Street.

Changes from the 2018-2023 CIP: Budget increased by $1 million for early ROW acquisition.
### Local Programs Program (Z)

#### (Dollars In Thousands)

<table>
<thead>
<tr>
<th>Prty</th>
<th>Project</th>
<th>Project Title</th>
<th>Leg Dist</th>
<th>TP</th>
<th>A</th>
<th>Nic</th>
<th>W</th>
<th>Ot</th>
<th>2015-17</th>
<th>2017-19</th>
<th>2019-21</th>
<th>2021-23</th>
<th>2023-25</th>
<th>2025-27</th>
<th>2027-29</th>
<th>2029-31</th>
<th>2031-33</th>
<th>Future</th>
<th>Total (incl Prior)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>T10600R</td>
<td>Complete SR 522 Improvements - Kenmore</td>
<td>46</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>4,000</td>
<td>8,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>12,000</td>
</tr>
<tr>
<td>0</td>
<td>L1000148</td>
<td>SR 523 145th Street</td>
<td>32</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>12,500</td>
<td>12,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>25,000</td>
</tr>
<tr>
<td>0</td>
<td>G2000001</td>
<td>Lake Forest Park Traffic Study</td>
<td>32</td>
<td>☑</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>475</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>475</td>
</tr>
<tr>
<td>999</td>
<td>L1000169</td>
<td>National Highway Freight Program</td>
<td>98</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>43,800</td>
<td>45,400</td>
<td>45,400</td>
<td>44,000</td>
<td>45,400</td>
<td>45,400</td>
<td>45,400</td>
<td>45,400</td>
<td>361,600</td>
</tr>
<tr>
<td>999</td>
<td>L1000177</td>
<td>Edmonds Street Waterfront Connector</td>
<td>21</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>700</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>700</td>
</tr>
<tr>
<td>999</td>
<td>L1000184</td>
<td>Emergency Road Repair Project - North 8th Street - Lynden</td>
<td>42</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>350</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>350</td>
</tr>
<tr>
<td>999</td>
<td>L1000186</td>
<td>Triangle Truss Bridge Deck Replacement</td>
<td>03</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>300</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>300</td>
</tr>
<tr>
<td>999</td>
<td>L2000239</td>
<td>Bus Lane Signage Vashon Ferry Terminal</td>
<td>34</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>75</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>75</td>
</tr>
<tr>
<td>999</td>
<td>L2000240</td>
<td>4th Ave SW Enhancement Project</td>
<td>34</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>620</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>620</td>
</tr>
<tr>
<td>999</td>
<td>L1000175</td>
<td>West Main Street Realignment Project - Phase II</td>
<td>19</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,000</td>
</tr>
<tr>
<td>999</td>
<td>L1000185</td>
<td>SR 9/4th Street NE Access Improvements</td>
<td>44</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>420</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>420</td>
</tr>
<tr>
<td>999</td>
<td>L1000178</td>
<td>Montesano Compact Roundabout</td>
<td>19</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>550</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>550</td>
</tr>
<tr>
<td>999</td>
<td>L1000183</td>
<td>SR 202 Corridor Study</td>
<td>45, 48</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td>999</td>
<td>L1000173</td>
<td>SR 527 Pedestrian Safety Project - The Parker &amp; Quincy Memorial Pathway</td>
<td>44</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>800</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>800</td>
</tr>
<tr>
<td>999</td>
<td>L1000182</td>
<td>SR 900-12th Ave NW Enhanced Turning Capacity</td>
<td>05</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>0</td>
<td>0</td>
<td>1,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,500</td>
</tr>
</tbody>
</table>
## Local Programs Program (Z)

### 2017-19 Biennium

<table>
<thead>
<tr>
<th>Prty</th>
<th>Project</th>
<th>Project Title</th>
<th>Leg Dist</th>
<th>A</th>
<th>Nic</th>
<th>W</th>
<th>Ot</th>
<th>2015-17</th>
<th>2017-19</th>
<th>2019-21</th>
<th>2021-23</th>
<th>2023-25</th>
<th>2025-27</th>
<th>2027-29</th>
<th>2029-31</th>
<th>2031-33</th>
<th>Future (incl Prior)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>T10600R</td>
<td>Complete SR 522 Improvements-Kenmore</td>
<td>46</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>4,000</td>
<td>8,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>0</td>
<td>L1000148</td>
<td>SR 523 145th Street</td>
<td>32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>12,500</td>
<td>12,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>0</td>
<td>G2000001</td>
<td>Lake Forest Park Traffic Study</td>
<td>32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000169</td>
<td>National Highway Freight Program</td>
<td>98</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>43,800</td>
<td>45,400</td>
<td>45,400</td>
<td>45,400</td>
<td>45,400</td>
<td>45,400</td>
<td>45,400</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000177</td>
<td>Edmonds Street Waterfront Connector</td>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>3,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000184</td>
<td>Emergency Road</td>
<td>42</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>350</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000186</td>
<td>Triangle Truss Bridge Deck Replacement</td>
<td>03</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>300</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L2000239</td>
<td>Bus Lane Signage Vashon Ferry Terminal</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>75</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L2000240</td>
<td>4th Ave SW Enhancement Project</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>620</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000175</td>
<td>West Main Street Realignment Project - Phase II</td>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000185</td>
<td>SR 9/4th Street NE Access Improvements Montesano Compact Roundabout</td>
<td>44</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>420</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000178</td>
<td>SR 202 Corridor Study</td>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>550</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000183</td>
<td>SR 907 Pedestrian Safety Project - The Parker &amp; Quincy Memorial Pathway</td>
<td>45, 48</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>999</td>
<td>L1000182</td>
<td>SR 900-12th Ave NW Enhanced Turning Capacity</td>
<td>05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>1,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
June 14, 2019

Mr. Randy Witt, PE
Public Works Director
City of Shoreline
17500 Midvale Avenue N
Shoreline, Washington 98133

Dear Mr. Witt:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding in the 2019-21 Transportation Budget through the Connecting Washington (CWA) program of projects. The state funding available is limited as shown below:

SR 523 – 145th Street
Connecting Washington -- Earmark
2019-21 Transportation Budget

$25,000,000

2019-21 Available Funding: $12,500,000
Scope: For design, right of way purchase and for matching grants to fund construction.

The CWA legislation intends to provide funding in future biennia for this project. However, until the remaining appropriations are provided by future legislatures, we can only reimburse your agency for the approved work completed on the project, up to the 2019-21 available funding amount. Since, WSDOT is unable to pay more than the biennial amount, it is critical that the city plan its work and schedule so that the funds match the work. If additional funding this biennium is necessary, it is essential the city coordinate with WSDOT at its earliest convenience, to determine if there is any flexibility. As a reminder, the amount of CWA funds available in each biennium is contained within the enacting legislation.

In order to meet the state requirements, the following are required:

- Reporting of benefits and expenditures for transit, bicycle, and pedestrian elements at award and during construction annually is required. (see attached)
- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (http://www.wsdot.wa.gov/localprograms/)
  - Local Agency Guidelines (LAG) manual for detailed requirements;
  - Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
  - Funding and billing forms;
Quarterly Project Report required to be completed by the end of March, June, September and December each year. To access the database you will need an account name and password. Your account name is Shoreline and your password is [Redacted]. The password is case sensitive.

Also, the legislature expects that for some projects, costs will be reduced due to the application of practical solutions. We look forward to further conversations to understand the current status of your project and the results you expect to achieve.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance please contact Mehrdad Moini, your Region Local Programs Engineer, at 206.440.4734.

Sincerely,

[Signature]
Kathleen B. Davis
Director
Local Programs

Attachment
KBD:st:sas
cc:  Kelly McGourty, Transportation Director, PSRC
     Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121
## PE Phase cost segregation

**As of: 02/25/2020**  
**By: R. Victor**

<table>
<thead>
<tr>
<th>PE Phase</th>
<th>PH 1 (35%)</th>
<th>PH 2 (40%)</th>
<th>PH 3 (25%)</th>
<th>Segregated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency Proj. Mgmt/Administration (per LA Agreement 8901, cost projections through PH1/2 ROW Certification)</td>
<td>486,595.00</td>
<td>194,395.04</td>
<td>122,773.10</td>
<td></td>
</tr>
<tr>
<td>WSDOT Administration (per LA Agreement 8901)</td>
<td>30,000.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consultant Contract - CH2M Hill, Preliminary (30%) Design (Contract MAP, Contract #8794)</td>
<td>1,710,638.65</td>
<td>685,475.49</td>
<td>431,612.34</td>
<td></td>
</tr>
<tr>
<td>Consultant Contract - CH2M Hill, 60% Design (Fee Estimate, Supplement #2, Contract #8794.02)</td>
<td>1,186,074.00</td>
<td>475,275.41</td>
<td>295,259.09</td>
<td></td>
</tr>
<tr>
<td>Design Review/Interlocal Agreement/Permitting Fees (Seattle / SCL / etc., placeholder)</td>
<td>60,000.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contingency (10% of Agency and 60% Design costs - remaining work)</td>
<td>167,286.90</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Design Budget through 60% = $3,640,574.55**

<table>
<thead>
<tr>
<th>PH 1 (35%)</th>
<th>PH 2 (40%)</th>
<th>PH 3 (25%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>486,595.00</td>
<td>194,395.04</td>
<td>122,773.10</td>
</tr>
</tbody>
</table>

**Agency Proj. Mgmt/Administration (cost over LA Agreement 8901 projected through 12/2024) $205,000.00**

**Consultant Contract - PH.1, 100% Design (Consultant Estimate, placeholder is DR numbers) $200,000.00**

**Consultant Contract - PH.2, 100% Design (Consultant Estimate, placeholder is DR numbers) $200,000.00**

**Consultant Contract - PH.3, 100% Design (Consultant Estimate, placeholder is DR numbers) $200,000.00**

**WSDOT Administration Supplement (placeholder) $60,000.00**

**Design Review/Interlocal Agreement/Permitting Fees Supplement (Seattle, SCL, etc., placeholder) $60,000.00**

**Contingency (10%) $174,000.00**

**UPDATE Total = $1,919,000.00**

**PE Segregation by Phase:**

<table>
<thead>
<tr>
<th>PH 1 (35%)</th>
<th>PH 2 (40%)</th>
<th>PH 3 (25%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>486,595.00</td>
<td>194,395.04</td>
<td>122,773.10</td>
</tr>
</tbody>
</table>

**ROW Administration, Phase 1 & 2 (Fee Estimate, Supplement #2, Contract 8794.02) $687,040.00**

**ROW Phase 1 (I-5 to Corliss Ave) $13,229,256.14**

**ROW Phase 2 (Corliss Ave to Meridian Ave) $6,135,419.92**

**ROW Administration, Phase 3 (Estimate based on number of parcels) $510,000.00**

**ROW Phase 3 (Meridian Ave to Linden Ave, Remaining Funds Connect WA) $5,735,530.70**

**Construction Phase 1 (I-5 to Corliss Ave) $11,018,195.00**

**Construction Phase 2 (Corliss Ave to Meridian Ave) $12,763,940.00**

**Construction Phase 3 (Meridian Ave to Linden Ave, Remaining Funds Connect WA) $7,942,815.00**

**Off Corridor Bike Network (Construction prior to or concurrent with PH.1) $761,855.00**

**Construction Phase 2 (Corliss Ave to Meridian Ave) $11,018,195.00**

**Construction Phase 3 (Meridian Ave to Linden Ave, Remaining Funds Connect WA) $7,942,815.00**

**Off Corridor Bike Network (Construction prior to or concurrent with PH.1) $761,855.00**

**Construction Phase 3 (Meridian Ave to Linden Ave, Remaining Funds Connect WA) $7,942,815.00**

**Off Corridor Bike Network (Construction prior to or concurrent with PH.1) $761,855.00**
145th/ SR 523 Corridor Project
Phase 1: From Corliss to the Interchange Project

Current Conditions

Intersection of 1st and 145th
- No left turn lane
- Substandard side walks and bike facilities
- No bus shelters

Existing bus stops
Access Improvements and Bus Shelters

Transit Signal Priority

145th/ SR 523 Corridor Project
Phase 1: Corliss Ave to the Interchange Project

Intersection of 1st Ave /145th
- New left turn lanes
- Wider sidewalks and amenity zones
- Bus shelters
- Transit signal priority

Existing

Proposed
Interchange and corridor improvements will provide all modes of travel with safe and efficient access to the region’s transportation investments and connections to employment, education, commerce, and recreation found in the nearby growth centers.
An integrated, regional, multi-modal solution

145th Corridor Improvements (City of Shoreline)
- 13-foot sidewalk
- Re-channelization
- Signal improvements

145th (SR523) / I-5 Interchange Project (City of Shoreline with assumed fund transfer to WSDOT at 30%)
- Two lane RAB
- 13-foot shared-use path (sidewalk) on north side
- Compatible w/ LLE and Seattle bike improvements

5th Ave NE Two-way shared use path (City of Seattle)
- northbound bike facility

Sound Transit BRT improvements
- Westbound bus and right turn lane w/ adaptive signal
- Sidewalks
- BAT Lane Signal options
145th Corridor Improvements
Design Concept - I-5 to Corliss Ave N
3/6/2018
Excerpts from Shoreline’s Comprehensive Plan that support the 145th Street Subarea and related projects. Full text of Shoreline Comprehensive Plan can be found here.

Relevant Land use and Transportation Policies:

• LU20: Collaborate with regional transit providers to design transit stations and facilities that further the City’s vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

• LU21: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

• LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

• LU23: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

• LU25: Evaluate property within a 1/2-mile radius of a light rail station for multifamily residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

• LU26: Evaluate property within a 1/4-mile radius of a light rail station for multifamily residential housing choices (R-48 or greater) that support light rail transit service, nonresidential uses, non-motorized transportation improvements, and traffic and parking mitigation.

• LU27: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multifamily, mixed-use, and nonresidential uses.

• LU31: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city’s development needs and market demands are ready for change.

• LU32: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

• LU33: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multimodal transportation facilities.

• LU34: Pursue market studies to determine the feasibility of developing any of Shoreline’s station areas as destinations (example: regional job, shopping, or entertainment centers).

• LU35: Identify the market and potential for redevelopment of public properties located in station and study areas.

• LU36: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
**Relevant Comprehensive Plan Goals and Policies:**

T22. When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.

- T28. Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.
- T30. Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.
- T32. Work with transit agencies to improve east-west service across the city, and service from Shoreline to the University of Washington.
- T35. Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.
- T36. Support and encourage the development of additional high-capacity transit service in Shoreline.
- T37. Continue to install and support the installation of transit supportive infrastructure.
- T38. Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.
- T39. Implement traffic mitigation measures at Light Rail Station Areas.
- T40. Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.
- T41. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use.

- Goal LU I: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
- Goal LU II: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
- Goal LU III: Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a 1/2-mile radius of future light rail stations.
- Goal T III. Provide a pedestrian system that is safe, connects to destinations, accesses
- Goal T IV. Work with transit providers and regional partners to develop and implement an efficient and effective multimodal transportation system to address overall mobility and accessibility, and which maximizes the people carrying capacity of the surface transportation system.
- Goal T V. Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.
- Goal T VI. Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.