Funding Application

**Competition**  Regional FHWA  
**Application Type**  Corridors Serving Centers  
**Status**  submitted  
**Submitted:**  April 8th, 2020 2:32 PM  
**Prepopulated with screening form?**  No

**Project Information**

1. **Project Title**  
   SR 523 (N/NE 145th Street) & I-5 Interchange  
2. **Regional Transportation Plan ID**  
   5565  
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**  
   The heart of the 145th Street Corridor is the SR-523 (N/NE 145th Street) & I-5 Interchange, which is a critical connection in the region’s transportation network, providing connections to multiple regional growth centers via transit and state highways. The interchange is significantly under capacity, suffers from substantial/increasing congestion, has a high collision rate for this type of facility, and has substandard pedestrian and bike facilities. The addition of a Light Rail Station at 145th Street in 2024 increases the urgency of the project.  
   The project has progressed through project planning and design development and is now beginning final design. During design development and coordination with WSDOT, an Intersection Control Evaluation was completed in 2019. At WSDOT’s direction, the evaluation included multi-lane roundabouts at the ramp terminal intersection and at the intersection of NE 145th Street and 5th Avenue NE. The evaluation determined that roundabouts would provide a greater increase in interchange capacity and level of service than signalized intersections. Moreover, roundabouts eliminate the need for left turn lanes on the overpass,
allowing the existing bridge deck to be repurposed to include pedestrian and bicycle facilities.

This project will construct multi-lane, roundabout intersections at the I-5 southbound ramp terminals and at the intersection of NE 145th Street and 5th Avenue NE to provide direct, unsignalized vehicle and transit access to northbound and southbound I-5, and to Sound Transit’s Shoreline-South light rail station. The project will re-channelize the existing NE 145th Street overpass to accommodate an 11-foot and a 12-foot vehicle lane in both directions, a 3-foot median, a buffered, 9-foot bicycle lane on the north side of the overpass. The existing pedestrian walkways on the north and south sides of the overpass will be retained.

This application requests construction funding for the SR 523 (N/NE 145th Street) & I-5 Interchange Project.

2. Project Justification, Need, or Purpose
The region has been investing heavily in transportation options to move people more efficiently and safely. In 2024, in the northeast quadrant of the 145th Street/I-5 interchange, Sound Transit will begin light rail service at the Shoreline South/145th Station with connection to new bus rapid transit (BRT) service on SR 523/SR 522. Moving people and goods through this interchange to make connections will be a vital component in maximizing the return on the region’s significant transportation investment.

The 145th/I-5 interchange will be a hub for car, bus, rail, bike, and pedestrian travel, and for moving freight, with users connecting to I-5, light rail, and frequent bus service or continuing along the corridor. Insufficient and lacking pedestrian and bicycle facilities will be improved allowing for safer, more efficient connections to transit and a bicycle network. Traveling through this interchange allows users access to transportation options connecting to multiple growth centers in the region which provide opportunity for employment, education, commerce, and recreation.

Interchange improvements have local and regional benefit. Locally, the area has been rezoned for high-density, transit-oriented development (TOD), some of which is already occurring. Possible rezoning on the Seattle side will create even higher population totals and more users in this immediate area. TOD will rely on safe connections to transit facilities. Residents of north Lake Washington cities will connect to light rail via this interchange area utilizing the 145th corridor and BRT.

Project goals aim to raise the interchange level of service; provide safe, reliable access to transit; connect users to regional opportunities; reduce serious accidents (roundabouts basically eliminate head-on and right-angle collisions and the need to speed to “beat” the signal); support commerce and keep freight flowing; and improve air quality by reducing idling time of cars and encouraging a transportation mode shift.

Project Location

1. Project Location
NE 145th Street

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
   5th Avenue NE

5. Map and project graphics
   Shoreline_Interchange_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
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).**

   This project serves as an important connecting corridor for the Regional Growth Centers of Lynnwood, Northgate, Bothell/Canyon Park, University Community and Seattle. Important corridor connections for residents in north King County municipalities include employment, services, education, and freight.

   The 145th Street/I-5 Interchange is a hub for car, bus, rail, bike, and pedestrian travel, and for moving freight. Light rail riders will use this interchange to access the Shoreline South/145th Station when it opens in 2024. Communities along SR 523 and SR 522 rely on the 145th Street corridor for access to I-5 and neighboring areas.

   This interchange is a critical junction and major link in the region’s transportation network, providing access to multiple growth centers via transit and state highways. With few crossings over and under I-5, east-west connections are crucial, and this interchange is currently over capacity at peak hours.

### 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.**

   The I-5 corridor and 145th Street corridor congestion has impacted Puget Sound’s regional economy. The 145th Interchange Project will support the region’s economic competitiveness by removing a transportation bottleneck at the interchange and providing multi-modal options across the corridor. The upgraded interchange will substantially improve overall traffic flow, transit operations, and access to the future light rail station — all of which will allow people, vehicles, and freight to readily access regional growth centers that provide communities with employment, services, goods, and education.

   On September 26, 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.

   With an existing area population of 8,321, the rezoning resulting from the 145th Street Station Subarea Plan supports up to:
   - 32,000 people
   - 13,000 households
   - 11,000 employees

   Based on historic travel patterns and census data, these households will likely commute to downtown Seattle, the University of Washington, and the Lynnwood regional growth centers for employment by utilizing transit service and/or highways connected to the interchange.
New and improved pedestrian and bicycle facilities, roadway capacity, and transit operations will expand and improve the person- and goods-carrying capacity within the 145th Street Station Subarea, thereby supporting planned increased housing and employment activity/options in this local center.

The City of Shoreline is preparing for an explosion of residential and economic growth around the 145th light rail station (145th Street Station Subarea). This growth will provide more employees and customers for regional growth centers accessible via the interchange. According to the 2010 Census, over 80 percent of employed residents of Shoreline traveled outside of the city limits 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 Shoreline user transit trips (29.6 percent) are regional destinations to points north: Edmonds, Mountlake Terrace, Lynnwood, and Everett.

The 145th Interchange Project will improve connections and thus improve the ability of businesses within existing growth centers to draw their workforce and customer base from a wider area throughout the region (as well as providing employees with more opportunity). The project will improve travel time for commuters and delivery of goods, which will benefit the retention of existing and the establishment of new jobs or businesses in the regional growth centers connected by this project and the 145th Street Station Subarea local center. The 145th Interchange Project will directly support the development of the Sound Transit light rail station at NE 145th Street and I-5. The new station is estimated to attract over 6,000 daily boardings at opening that will take people north to Lynnwood and south to Northgate, the University of Washington, and Seattle, and connect to the rest of the regional light rail system which will serve multiple growth centers (and SeaTac Airport) in the greater Puget Sound area. Safe and reliable multi-modal access to the light rail stations for North Seattle and Shoreline residents (and north Lake Washington residents of Lake Forest Park, Kenmore, Bothell, and Woodinville) will be significant to this region.

Sound Transit’s ST3 Plan approved by voters in 2017 includes implementing Bus Rapid Transit (BRT) on 145th Street (SR 523) and SR 522 from the Shoreline South/145th Station to the University of Washington campus in Bothell. The reliability of this service will in part depend on interchange improvements.

In summary, for the reasons stated previously, the 145th Interchange Project will:

Result in reliable, timely, and more economical access to regional employment centers and job opportunities by ensuring dependable access to regional transit;

Improve long-term efficiency and reliability of the movement of workers and goods by reducing congestion levels and increasing travel choices that increase road capacity for freight;

Result in long-term job creation and other economic opportunities by improving mobility and the quality of life in this region.

All of these improvements will help the region compete in a global economy by facilitating efficient and reliable freight movement and a mobile working force. The project also supports the implementation of numerous City of Shoreline land use and transportation policies that support the 145th Street Station Area: the expansive list is included in an attachment to this 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 current configuration of N/NE 145th Street (SR 523) at the I-5 interchange is primarily accessed by vehicle traffic and is unfriendly to bicyclists and pedestrians. With over 31,000 daily trips on 145th Street at this interchange, users experience significant congestion—especially during peak periods. There are no bicycle facilities present on the bridge deck and limited and unsafe sidewalks. With the addition of a future Sound Transit light rail station in the immediate vicinity, the demand on this corridor and the interchange for all users will increase.

Improvements currently under design will provide travel modes and access to travel modes where most did not exist or did not safely exist. While the light rail station has a proposed 500 vehicle garage, the success of the station relies on transit and pedestrian traffic for ridership. With improvements planned along the entire N/NE 145th Street (SR 523) corridor, the success of the roadway (and the future ST3 BRT) relies on the improvements to this interchange, as it acts as the missing link to the light rail station (including the related housing and commercial development) and both regional and local centers. Users on SR 99 and SR 522 will rely on this connection.

The project will replace two signalized intersections with modern roundabouts. These improvements will increase capacity through the two most congested intersections along the SR 523 corridor, improving access to I-5 and future light rail. Roundabout-controlled intersections have been demonstrated to improve safety by reducing the number of injury accidents (practically eliminating serious accidents by removing head-on and right-angle collisions) while also reducing delays for all travel modes.

Roundabouts also eliminate the need for a center lane with left-turn pockets. This design will allow the existing I-5 bridge (connecting these two intersections) to be reconfigured from a
This project supports the establishment of new jobs and businesses and the retention of clusters identified in the adopted regional economic strategy. The City Council's vision also include support for diverse and affordable housing. Goals that provide the overall policy foundation for the City's Comprehensive Plan and support has already experienced permitting for multi-family projects in station areas. City's framework expanding housing affordability. Currently, single-family homes are the predominant type of housing in Shoreline, but with up-zoning near the future light rail stations, 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. Light rail and BRT provide users with connections to the multiple regional centers that they serve.

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 are a range of residents, commercial users, commuters, pedestrians, bicyclists, and those accessing N/NE 145th Street (SR 523). Commuters will use the interchange in multiple ways to access the various transportation opportunities that improvements will provide—through vehicles traveling to (to access light rail or BRT) and through this area (to use SR 523 to access I-5, the eastside and SR 522, or to go west to Aurora Avenue). 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 145th Street Station Subarea and the Shoreline Town Center.

North Lake Washington municipalities have been included in the Shoreline 145th Street corridor study and are in support of BRT connecting their residents from SR 522 to SR 523 and I-5 or the future 145th Street light rail station. To make connections efficient, the 145th Street / I-5 interchange will require the improvements currently under design.

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 demographics of the census tracks directly adjacent to the project area (which is one population source most likely to use the route to access the light rail station, future BRT, and/or Local Centers) shows that 38% is of a minority, 17% is elderly, 11% is disabled, and 8% live in poverty. According to 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. 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 the further congestion and single occupancy vehicle travel.

In September 2016, Shoreline rezoned the area around the 145th Street light rail station 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 had 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.

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.

This project supports the establishment of new jobs and businesses and the retention of
existing jobs and businesses identified in the adopted regional economic strategy. This project will directly support the development of the Sound Transit light rail station at N/NE 145th Street and I-5. The new station is estimated to attract 6,000 daily boardings that will take people north to Lynnwood and south to Northgate, Seattle, and beyond. Users of all modes of travel—from pedestrians to bicyclists to vehicles to freight—will benefit from the increased mobility and safety of the interchange.

When complete in 2024, the Lynnwood Link light rail line will connect to the rest of the regional light rail system which will serve multiple growth centers in Puget Sound, including Downtown Bellevue, Federal Way, Redmond Overlake, SeaTac, Seattle Downtown, Seattle 1st Hill/Capitol Hill, Seattle Northgate, Seattle University Community, Tukwila and north to Lynnwood.

Future extensions of light rail in the region will access even more centers. Safe and reliable multi-modal access to the light rail stations for North Seattle and Shoreline residents (and north Lake Washington residents of Lake Forest Park, Kenmore, Bothell, and Woodinville) will be key in providing connections to these centers for work, education, services, and recreational purposes. Local growth and safe access will encourage business.

The development of the light rail station is also at the center of two other major projects/plans: Sound Transit’s ST3 Plan and Shoreline’s 145th Street Station Subarea Plan. The success of both of these plans is impacted by the N/NE 145th and I-5 interchange improvements. The ST3 plan includes implementing BRT on NE 145th (SR 523) and SR 522 from the 145th Street light rail station to the University of Washington campus in Bothell. Connections for people between growth centers helps the retention of jobs/businesses if those connections are safe and efficient. Improvements to the I-5 interchange 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 in 2024.

Shoreline Council realizes the benefits of Local Centers with better access to each other and Regional Centers. City staff conducted a rezoning study in the area of the future light rail station at the 145th Street (SR 523)/I-5 interchange, and on September 26, 2016, the Shoreline City Council adopted the 145th Street Station Subarea Plan. The City’s Comprehensive Plan and Shoreline Development Code (Title 20) regulations and standards were amended as appropriate to support the adopted subarea plan and ordinance.

With an existing area population of 8,321, the up-zoning in the 145th Street Station Subarea could support up to approximately 32,000 people and facilitate the opportunity for up to 13,000 total households and 11,000 total jobs, including the existing commercially zoned district at NE 145th Street and 15th Avenue NE and commercial use at the west edge of the subarea near Aurora Avenue N. Based on historic travel patterns and Census data, these households will likely commute to downtown Seattle, the University of Washington, and the Lynnwood Regional Growth Centers for employment by utilizing transit service and/or highways connected to the interchange.

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. **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.

The existing 145th Street and I-5 Interchange is a congested bottleneck for vehicles (with a failing level of service), and a high accident location for vehicles, cyclists, and pedestrians (with an accident rate three times the regional average). Due to its high level of congestion, transit agencies have historically largely avoided providing service on the 145th corridor.

Currently, 145th Street (SR 523) crosses over I-5 on an existing bridge deck with two narrow 6-foot sidewalks, two eastbound and two westbound travel lanes (each 11-12 feet wide), and a center lane with westbound and eastbound left-turn pockets used to access I-5. The existing interchange left turn pockets are inadequate to handle existing traffic volumes—and queues spilling back into the east and west bound travel lanes causing significant traffic back-ups. The existing sidewalks are substandard and too narrow for the amount of pedestrian and bicycle traffic projected with the opening of the new light rail station in 2024. The problems in the interchange area are predicted to get worse. Regional data indicates continued and significant growth in this area that will further exacerbate conditions and place additional demands on the facility. If congestion at this interchange is not addressed, it will impact the ability of cars and buses to access the new light rail station. A lack of safe and efficient movement for all modes of travel through this interchange area imperils the ability to realize the full value of the region’s light rail investment.

This project was designed around repurposing the current 145th/I-5 overpass bridge deck. At completion of an Intersection Control Evaluation (ICE), it was determined that roundabouts replacing signalized intersections on each side of the overpass would move people more
efficiency and safety while providing a cost savings to traditional intersection improvements. Moreover, the roundabouts allow the bridge deck to be reduced to four vehicle travel lanes (two in each direction). The additional space is repurposed for a 13-foot shared-use pedestrian and bicycle path on the north side of the existing bridge deck. Repurposing the existing bridge while gaining efficiency and safety is a winning outcome.

The proposed improvements will substantially benefit access, mobility, and safety for all modes of transportation. Specific project improvements/benefits include:

- Reducing congestion and improving mobility for buses and vehicles and raising the interchange level of service from poor or failing intersections to intersections operating at acceptable levels.
- Enabling 35,000 vehicles and ultimately over 40,000 transit riders to reliably travel across the corridor to reach the light rail station and other destinations, supporting and sustaining a good quality of life and a booming regional economy.
- Reducing accidents for pedestrians and bicyclists by providing wider space on the bridge deck that is not in conflict with vehicles.
- Maximizing return on investment of the region’s significant investments in Sound Transit light rail.
- Reducing vehicular accidents by reducing the number of conflict points.
- Improving air quality by reducing the number of idling cars — as more drivers switch to other modes of transportation (buses, light rail, bikes, walking), traffic congestion will be reduced.
- Supporting the City’s new transit-oriented development (TOD) around the light rail station.

As indicated in the 145th Street Station Subarea Plan, TODs can reduce rates of greenhouse gas emissions by 2.5 to 3 tons per year for each household, which helps address climate change.

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

The N/NE 145th Street (SR 523) / I-5 interchange will be the route for the majority of users accessing the new light rail station (in many capacities - from vehicles, buses, bicycles, or on foot) who want to access the regional transportation system traveling from the west (including SR-99 and King County Metro RapidRide - Bus Rapid Transit - E Line or the Interurban Trail) and east including SR 522 and the cities of Lake Forest Park, Kenmore, Bothell, and Woodinville (including future SR-522/SR-523 BRT which Sound Transit is currently designing). King County Metro, which has been historically reluctant to utilize this pedestrian unfriendly, congested corridor, intends to provide frequent service when improvements are added and light rail opens.

The interchange is a “logical segment” for overall success of this corridor and the region’s significant investment in transit, moving people and goods, with access to light rail, BRT, and other transit options.

Users traveling through the interchange area to access I-5 or other segments of the SR-523 corridor and beyond to SR-522 (access to destinations such as UW Bothell campus) will benefit from mobility and safety improvements at the interchange.

3. **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 and the I-5 interchange create a significant functional barrier to access Local and Regional Growth Centers, and this will only increase with the opening of the Sound Transit light rail station at 145th Street (SR 523) / I-5 when even more users are traveling through this interchange area. The reconstruction and improvement of the overall corridor will reduce the barriers pedestrians and bicyclists currently face for safe passage.

This project is a critical link from the major corridors of SR 99 (ADT of 40,000 with 7,000 transit riders), I-5 (ADT of 174,000), and SR 522 (ADT of 44,000). Interchange improvements will provide more efficient mobility and create a safe passage to the light rail station and the 145th Street Station Subarea which has been planned and rezoned to add up to approximately 32,000 people, and facilitates the opportunity for up to 13,000 total households and 11,000 total jobs in this area.

In order for this corridor to function effectively in the future with its many connections, an efficiently functioning interchange forms the missing link. The other pieces will lose functionality without the improvements at this interchange and its supported access points.

4. **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 145th Interchange Project will support the region’s economic competitiveness by relieving a transportation bottleneck at the interchange and providing multi-modal options across the corridor. The upgraded interchange will substantially improve overall traffic flow, transit operations, and access to the future light rail station — all of which will allow people, vehicles, and freight to readily access regional growth centers that provide communities with employment, services, goods, and education.
Describe how this project addresses safety and security.

Average daily traffic volumes on the 145th Street corridor range from 27,000 to 31,000 between SR 522 and I-5, and 24,000 to 31,000 vehicles per day between I-5 and Aurora Avenue. Many of the intersections along the corridor are over capacity during the peak commute periods.

The number of collisions along the 145th Street corridor are significant for a facility of this type. A total of 819 collisions were recorded during the period from 2010 to 2014, including one fatality and seven serious injury collisions. Milepost 0.9 at the southbound interchange ramp intersection alone saw five evident and serious injury collisions.

Two roundabouts proposed to replace the signalized intersections on either side of the I-5 interchange bridge deck are expected to significantly reduce injury collisions, lower speeds, and provide a safer environment for pedestrians.

Benefits of the project in utilizing roundabouts as compared to signalized intersection improvements which were also analyzed include:

- Lower travel speeds – Drivers must slow down and yield to traffic before entering a roundabout. Roundabout speeds are typically 15 to 20 mph. The collisions that occur in roundabouts are typically minor and cause few injuries since they occur at such low speeds.
- No light to “beat” – Because traffic is constantly flowing through the intersection, drivers don’t have the incentive to speed up to try and “beat the light” like they might at a traditional intersection.

One-Way Travel – Roads entering a roundabout are gently curved to direct drivers into the intersection and help them travel counterclockwise around the roundabout. The curved roads and one-way direction eliminate the possibility for right-angle and head-on collisions.

Safe Pedestrian Crossings – Crosswalks are set further back from vehicle traffic in roundabouts, allowing drivers more time to react to people in the roadway before merging into or out of the roundabout. Crosswalk signs and rectangular rapid flashing beacons (RRFBs) will be used at roundabouts. Supplementing crosswalk signs with an RRFB has been proven to increase safety and yield rates (driver yielding to pedestrian). Current RRFBs are an improvement on the traditional crosswalk warning light because they use high-intensity LEDs, which are exceptionally noticeable for drivers during both day and night. Their amber color and quick flash pattern make them easily visible when headlight glare, wet roads, or other situations create difficult nighttime lighting conditions. Studies have shown that the RRFB improved driver yield rates anywhere from 18 percent up to as high as 96 percent.

Describe how the project addresses safety and security.

Describe how the project provides opportunities for active transportation that can lead to public health benefits.

The 145th Street and I-5 Interchange project will improve the opportunities for users to walk and bike along the corridor and to access bus and light rail. As previously stated, there are no bike facilities along the corridor and existing sidewalk is substandard and does not meet ADA regulations. The improvements at the 145th Street (SR 523) / I-5 interchange will provide non-motorized users with a 13-foot shared pedestrian/bicycle crossing over I-5 on the overpass bridge deck with separation from vehicle travel. Further pedestrian and bicycle facilities will help connect users on this corridor to the light rail station and future Trail Along the Rail (a shared-use path that will be roughly adjacent to the light rail alignment on the east side of I-5 in Shoreline). Other connections will be to a bicycle network which connects to the Interurban Trail as well as possible future bicycle and pedestrian facilities being considered by the City of Seattle on 5th Avenue NE. All of these connections would substantially improve access, safety, and security for pedestrian and bicycle users, encouraging more use and resulting in 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

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**Air Quality and Climate Change: Roadway Improvement**

1. What is the length of the project?
   
   0.14 miles

2. What is the average daily traffic before and after the project?
   
   
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<th>Proposed Year</th>
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<td>2035</td>
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3. What is the average speed before and after the project?
   
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<tr>
<td>Westbound</td>
<td>3.4 mph</td>
<td>9.2 mph</td>
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4. What is the average daily transit ridership along the corridor?
   
   Unknown

5. How many daily peak period transit trips serve the corridor?
   
   NA

6. What is the expected increase in transit speed due to the BAT/HOV lanes?
   
   NA

7. What is the expected increase in transit ridership due to the BAT/HOV lanes?
   
   NA

8. What is the percentage of freight truck traffic on the facility?
   
   35% (T-3 Truck Route)

9. Will the project result in shorter trips and reduced VMT? If so, please explain.
   
   Shorter trips (less travel time) will result, but not reduced VMT. It is likely however, with better transit provisions and light rail, people will drive less which should reduce 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.).

    Local traffic data.

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**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-22

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Total Request: $4,920,000.00

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**Total Estimated Project Cost and Schedule**

**PE**

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Total: $4,500,000.00
Expected year of completion for this phase: 2022

** Rowe (ROW) **

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Total $2,000,000.00

Expected year of completion for this phase: 2021

** Construction **

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Total $18,500,000.00

Expected year of completion for this phase: 2024

** Summary **

1. Estimated project completion date
   12/2024

2. Total project cost
   $25,000,000.00

** Funding Documentation **

1. Documents
   Financial_Documentation_145th_I5_Interchange.pdf

2. Please enter your description of your financial documentation in the text box below.
   For the Interchange project, we will use $4,580,000 of our Connecting Washington funds to support the project. The $10,000,000 in local funds that are listed as "Reasonably Secured" are Sound Transit funding; we are in the process of obtaining a letter that describes that partnership.

** 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? 6/2017

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? No

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. N/A

7. When are preliminary plans expected to be complete? 06/2022
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).**
   - 12/2020

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?**
   - 5/2020 (early acquisition)

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   - 07/2020

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   - We expect to fully acquire four properties.

5. **What is the zoning in the project area?**
   - Mixed-Use Residential (MUR-70)

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   - Staff will request City Council approval of a condemnation ordinance early in the ROW process so that it is in place before offers are made.

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   - Yes

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

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   - True Cost Estimate July 2020
   - Right of Way Plan July 2020
   - Relocation Plan September 2020
   - ROW Certification December 2020
   - ROW Acquisition October 2021
   - Certification Audit 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**
   - 145th_Interchange_Engineer's_Estimate_190715.pdf

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   - WSDOT General Permit (Unless WSDOT undertakes construction of the project)
   - Seattle Street Use 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).**
   06/2022
7. **When is the project scheduled to go to ad (month and year)?**
   09/2022

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.**
   NA
2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   The City of Shoreline has been working with WSDOT, SDOT, Sound Transit, and King County Metro to develop a practical design approach to improving multi-modal access and mobility on the I-5 interchange. This process included consideration of pedestrian, bicycle, and driver safety; improved LOS; and improved access to the 145th Street Light Rail Station. The process ultimately led to the design of multi-lane roundabouts to replace signalized intersections at the I-5/145th ramp terminals on the west end of the interchange, and the intersection of 145th and 5th Avenue NE of the east end. The proposed roundabout solution will improve vehicular mobility and allows for repurposing of the bridge deck to include a 13-foot non-motorized shared-use path adding pedestrian and bicycle safety and mobility. This solution also comes at a lower cost than the previous improvements which included signalized intersections, new ramps, and a separate pedestrian/bicycle bridge just north of the existing 145th bridge deck.
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.**
   NA
4. **Final documents**
   Interchange_Info.pdf, Shoreline_Comp_Plan.pdf
**Project Description:** This project will implement the design, engineering and environmental phase of the proposed I-5 and NE 145th Street interchange improvements. The NE 145th Street (SR 523) and I-5 interchange is a critical facility on the corridor. A design concept for the interchange has been developed through the 145th Street Corridor RDP. The design concept for the interchange includes reconstructing the existing sidewalks on the SR 523 (NE 145th Street) bridge deck in order to create an additional travel lane. A new northbound ramp on I-5 is also proposed. The ramp would allow vehicles traveling eastbound on SR 523/NE 145th Street (SR 523) to turn right (south) on to 5th Avenue and access northbound I-5.

**Service Impact:** The design and engineering for the re-construction of N/NE 145th Street and I-5 interchange will provide the facilities and technology that improve the speed and reliability of buses, improve sidewalks and lighting, increase vehicular capacity which will result in improved safety, access and mobility for all users.

**Changes from 2018-2023 CIP:** New project

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## LEAP Transportation Document 2017-2 ALL PROJECTS as developed April 20, 2017

### 2017-19 Biennium

**Local Programs Program (Z)**

(Dollars In Thousands)

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### LEAP Transportation Document 2017-2 ALL PROJECTS as developed April 20, 2017
#### 2017-19 Biennium

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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**

<table>
<thead>
<tr>
<th>Project</th>
<th>Available Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 523 – 145th Street</td>
<td>$25,000,000</td>
</tr>
</tbody>
</table>

**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/](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;
Randy Witt, PE
Public Works Director
City of Shoreline
SR 523 – 145th Street
Connecting Washington – Earmark
June 14, 2019

✓ 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
c: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121
## ESTIMATE OF PROBABLE COST

<table>
<thead>
<tr>
<th>NO.</th>
<th>STD ITEM NO.</th>
<th>STANDARD ITEM DESCRIPTION</th>
<th>UNIT OF MEASURE</th>
<th>UNIT PRICE</th>
<th>QUANTITY</th>
<th>TOTAL $ TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>CLEARING AND GRUBBING</td>
<td>ACRE</td>
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<td>105,000</td>
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<td></td>
<td>0050</td>
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<td>0080</td>
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Section Total $1,041,000

### SECTION 2: GRADING

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Section Total $175,600

### SECTION 5: STORM SEWER

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<tr>
<td>SP</td>
<td>RETAINING WALLS</td>
<td>L.S.</td>
<td>$433,700.00</td>
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<td>SP</td>
<td>BRIDGE NORTH SIDEWALK REBUILD/both sides BARRIER &amp; RAILING REBUILD</td>
<td>L.S.</td>
<td>$800,000.00</td>
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<td>5856</td>
<td>BRIDGE APPROACH SLAB</td>
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Section Total $1,472,300

### SECTION 9: SURFACING

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<td>5100</td>
<td>CRUSHED SURFACING BASE COURSE</td>
<td>TON</td>
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<td>CRUSHED SURFACING TOP COURSE</td>
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Section Total $319,600

### SECTION 13: CEMENT CONC PAVEMENT

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<tr>
<td>5825</td>
<td>CEMENT CONCRETE PAVEMENT</td>
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<td>SP</td>
<td>CEMENT CONC. CROSSWALK REFUGE AREA</td>
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<td>PIGMENTED CEMENT CONC. TRUCK APRON</td>
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<tr>
<td>SP</td>
<td>PIGMENTED CEMENT CONC. SPLITTER ISLAND</td>
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<td>2,780</td>
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Section Total $1,057,150

### SECTION 14: HOT MIX ASPHALT

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<td>5767</td>
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<td>4,700</td>
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Section Total $486,500

### SECTION 17: EROSION CONTROL AND ROADSIDE PLANTING

<table>
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<tr>
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<th>STD ITEM NO.</th>
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<tr>
<td>6488</td>
<td>EROSION CONTROL AND WATER POLLUTION PREVENTION</td>
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<td>250,000</td>
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<tr>
<td>SP</td>
<td>LANDSCAPING (5%) (INCLUDES GATEWAY FEATURES)</td>
<td>L.S.</td>
<td>$694,000.00</td>
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Section Total $944,000

### SECTION 18: TRAFFIC

<table>
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<tr>
<th>NO.</th>
<th>STD ITEM NO.</th>
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<tbody>
<tr>
<td>6701</td>
<td>CEMENT CONC. TRAFFIC CURB</td>
<td>L.S.</td>
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<tr>
<td>6890</td>
<td>PERMANENT SIGNING (1%)</td>
<td>S.Y.</td>
<td>$139,000.00</td>
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<td>6904</td>
<td>ILLUMINATION SYSTEM</td>
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<tr>
<td>6912</td>
<td>TRAFFIC SIGNAL SYSTEM MODIFICATIONS</td>
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<td>6971</td>
<td>PROJECT TEMPORARY TRAFFIC CONTROL (10%)</td>
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<td>1,388,000</td>
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Section Total $2,281,000

### SECTION 19: OTHER ITEMS

<table>
<thead>
<tr>
<th>NO.</th>
<th>STD ITEM NO.</th>
<th>STANDARD ITEM DESCRIPTION</th>
<th>UNIT OF MEASURE</th>
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<th>TOTAL $ TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>7006</td>
<td>STRUCTURE EXCAVATION CLASS B INCL. HAUL</td>
<td>C.Y.</td>
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<tr>
<td>7028</td>
<td>SHORING OR EXTRA EXCAVATION CLASS B</td>
<td>S.F.</td>
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<td>1,500</td>
<td>4,500</td>
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<tr>
<td>7038</td>
<td>ROADWAY SURVEYING</td>
<td>L.S.</td>
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<td>7055</td>
<td>CEMENT CONC. SIDEWALK</td>
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<td>$50.00</td>
<td>4,700</td>
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<td>7059</td>
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<td>$70.00</td>
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<td>7728</td>
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<td>7736</td>
<td>SPCC PLAN</td>
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<tr>
<td>7741</td>
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</tbody>
</table>

Section Total $485,000

**This Estimate of Probable Cost has been prepared for the City of Shoreline for the purpose of planning and budgeting. The estimate is based on a conceptual level alternative with limited design and site assessment work.**

---

Cost Breakdown:

- **Design Engineering:** $4,500,000
- **Construction Administration:** $2,000,000
- **Other Items:** $2,500,000
- **Construction Subtotal:** $18,500,000
- **Contingency:** 10% of Construction Subtotal = $1,850,000
- **Inflation (2yr @3%/yr):** 3% of Construction Subtotal = $555,000
- **Mobilization:** 10% of Design Engineering = $450,000
- **Construction:** $18,500,000 + $1,850,000 + $555,000 + $450,000 = $21,355,000
- **Total:** $21,355,000
Current Conditions

- Significant traffic congestion and long queues
- Left turns across NE 145th St to access I-5 cause significant back ups
- 5' to 6' foot sidewalks for pedestrians cyclists
- Sidewalks from substandard to ADA inaccessible
- High number of vehicular and pedestrian accidents at the interchange
145th Interchange Roundabouts

- Two 11-foot lanes in each direction across the overpass.
- Bridge deck to include a 4-foot sidewalk (south side) and 13-foot shared use path (north side).
- Will enable 35,000 vehicles and over 40,000 transit riders to travel safely and reliably.
SR 523/(N/NE 145th Street) and I-5 Interchange

**Key Project Data**

- **Regional Growth Centers Served**: Northgate, Bothell Canyon Park, Downtown Seattle
- **Grant Request**: $4.92 M – STP funds (Construction)
- **Total Project Cost**: $25 M
- **Preferred Year of Funding**: 2023

Legend:
- Local Growth Center
- Regional Growth Center
- Primary Destination
- Shoreline City Limit
- Critical Link

14TH AND SR 522 BUS RAPID TRANSIT

Critical link
An integrated, regional, multi-modal solution

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

145th Corridor Improvements
(City of Shoreline)
- 13-foot sidewalk
- Re-channelization
- Signal 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 Roundabout Concept
An integrated, regional, multi-modal solution

City of Shoreline 145th Corridor Improvements

Draft - not a final design. Project is currently under design.

SR 523 (N/NE 145th Street) & I-5 Interchange Improvements Project
- Two multilane roundabouts
- Two 11 ft lanes in each direction across the overpass
- 13 ft shared use path on north side of 145th
- 4 ft sidewalk on the south side of 145th

Enables 35,000 vehicles and ultimately over 40,000 transit riders to safely and reliably travel throughout the region

ST SR 522/NE 145th BRT

ST Lynnwood Link Shoreline South Station & channelization improvements
Connect with Interurban/Burke-Gilman Trails South Bike Connector

Future Off-Corridor Bike Network
Interurban Trail/Burke-Gilman South Bike Connector

Future Trail Along the Rail
Future 148th Non-Motorized Bridge
Shoreline South / 145th Station

Existing Regional Trail
Potential Seattle Bike Network Connection
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 Polices:**

- **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.
April 22, 2020

Debbie Tarry, City Manager  
City of Shoreline  
17500 Midvale Avenue North  
Shoreline, WA 98133

RE: Sound Transit Contribution to Shoreline Interchange Project

Dear Ms. Tarry:

I am writing to confirm Sound Transit's interest in providing a financial contribution to the City of Shoreline’s SR 523 (N/NE 145th Street) & I-5 Interchange Improvements project (Interchange Project) that includes a design with roundabouts. This contribution would reflect the benefits of the roundabout project design to Sound Transit's riders and to our SR 522 / NE 145th Stride Bus Rapid Transit project.

For several years, the cities of Shoreline and Seattle, WSDOT, King County Metro and Sound Transit have been collaborating on several capital planning and design projects that affect the I-5 Interchange area at NE 145th St (SR 523). These include Shoreline's Connecting Washington capital project on NE 145th St, Sound Transit's Lynnwood Link Extension (LLE) project and our SR 522 Stride BRT project. Other related projects include potential King County Metro service changes, potential land use and zoning changes by the city of Seattle and WSDOT's larger vision study for the corridor.

The multiple projects offer opportunities and challenges for each agency to share data and analysis, align decision-making and collaborate to find cost-effective solutions. Sound Transit believes that the roundabout design for the interchange offers such a solution. The design would improve transit travel time and reliability, offer safer pedestrian and bicycle connections, reduce adjacent property impacts and improve general traffic capacity. We appreciate each agency's cooperation to develop this win-win approach.

We intend our contribution to reflect the value of the project to Sound Transit and to help provide a contribution and potential match for the City’s Surface Transportation Program grant application for the Interchange Project. In support of this grant application, Sound Transit anticipates contributing up to $10 Million to the Interchange Project.

Important elements to note:

- Environmental review and permitting for the Interchange Project must be completed in a time sufficient to support final design and construction and align with 2024 opening of the LLE and Stride BRT projects.
- Sound Transit will not complete project development or construction. We understand that WSDOT Northwest Region has expressed their interest in doing so.
Due to the economic uncertainty created by the impacts of COVID-19, an agency work group is developing the information and data the Sound Transit Board will consider in a realignment process that may be similar to the 2010 process during the Great Recession. The scope and timing of the BRT Project will be considered during the realignment process and any contributions to the Interchange Project will be subject to approval by the Sound Transit Board.

Sound Transit is highly interested in seeing this project completed. We will continue to collaborate with all partners to resolve issues, identify funding options, and complete design and construction.

We hope that this collaborative work across multiple jurisdictions is recognized and the Interchange Project is strongly considered for funding. Partnerships like this will help make Sound Transit's investments in high capacity transit even more successful.

Sincerely,

Don Billen
Executive Director – Planning, Environmental and Project Development
Sound Transit