

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion and Update of the 145 <sup>th</sup> Street Corridor and Interchange Projects		
<b>DEPARTMENT:</b>	Public Works		
<b>PRESENTED BY:</b>	Tricia Juhnke, Public Works Director		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

In 2016, the City completed the 145<sup>th</sup> Street Multi-Modal Corridor study to improve safety and congestion along the regionally significant corridor from Aurora Avenue N to Bothell Way N.E. Since then, the City has moved forward with design of the 145<sup>th</sup> Street Interchange and 145<sup>th</sup> Street Corridor projects, including securing funding through a variety of partners. Tonight’s discussion and presentation are intended to update the City Council on the status of the project, past and future milestones including design completion, property acquisition, advertising for construction, and the project budget.

**RESOURCE/FINANCIAL IMPACT:**

There is no direct financial impact from tonight’s Council discussion. All project phases (design, right-of-way, and construction) for the 145<sup>th</sup> Street Corridor Project (Phase 1) and the 145<sup>th</sup> Street Interchange Project are fully funded. The tables in the Resource/Financial Impact Section starting on page 6 of this staff report summarize the revenues and expenditures for both projects. The project financials need to be managed separately due to funding requirements but are being combined into a single project for construction bidding and securing of a contractor.

The project cost estimates include a standard 10% construction contingency and the required 1% for the Arts. In addition to the project costs for both projects, the combined project will deliver \$6.3 million in utility relocations which will be reimbursed by the associated utilities (SPU, SCL, Lumen, Comcast). Public Works management has also incorporated a 5% management reserve (not included in the project cost tables) which will be utilized only at the discretion of the City Engineer. If needed, the additional reserve would be funded by Connecting Washington funds receive by the City. The total combined project is approximately \$75M.

**RECOMMENDATION**

This staff report is for Council discussion purposes and no action is required. Staff recommends that Council ask questions regarding the projects.

Approved By:           City Manager **BE**   City Attorney **MK**

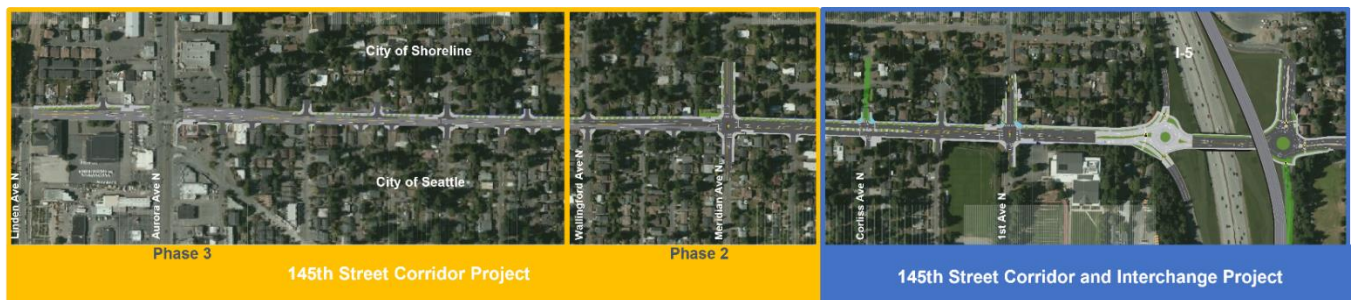
## BACKGROUND

The 145<sup>th</sup> Street Corridor, from Aurora Avenue N to Bothell Way NE, has been a regionally significant route for transit and vehicles for many decades. As traffic volumes along the corridor and on Interstate-5 (I-5) have increased, the corridor has become increasingly congested, causing long delays and lowering levels of service at intersections. With the start of Sound Transit Link Light Rail service to the Shoreline South/148<sup>th</sup> Station and redevelopment in the 148<sup>th</sup> Station Subarea, the 145<sup>th</sup> Street Corridor and I-5 Interchange needs to handle more traffic and accommodate more transit connections. Also, the 145<sup>th</sup> Street Corridor's pedestrian facilities are generally not compliant with the Americans with Disabilities Act (ADA) and no cycling facilities are present along the corridor.

Beginning in 2014, the City prepared an analysis of conditions and planned traffic growth along the 145<sup>th</sup> Street Corridor and then proceeded to design based on that analysis to improve the corridor between Aurora Avenue N and 5<sup>th</sup> Avenue NE, including the Interchange at I-5. Following completion of the [145<sup>th</sup> Street Multi-Modal Corridor Study](#) in 2016, the interchange and corridor were separated into two separate projects, with the corridor eventually being further separated into several phases.

Staff sought consulting services for design of the 145<sup>th</sup> Street Corridor Project and the Interchange Project under one Request for Qualifications with the stipulation that one consultant could be chosen for both, or the projects could be awarded separately. Based on analysis of the statements of qualifications received from a number of consulting teams, staff recommended separating the 145<sup>th</sup> Street Corridor and Interchange into two separate design contracts, awarding the design contract for the 145<sup>th</sup> Street Corridor Project to CH2M Hill (now Jacobs Engineers, Inc.) and awarding the design contract for the 145<sup>th</sup> Street Interchange Project to H.W. Lochner, Inc., based on their qualifications for the respective projects.

The phasing of the projects is shown below, with the 145<sup>th</sup> Street Corridor Project being divided into three phases progressing from east to west. This was driven by the timing of grant funding application cycles and the need to acquire additional funding for the second and third phases of the Project. Phase 1 of the 145<sup>th</sup> Street Corridor Project and the Interchange Project are the funded projects that are moving to construction.

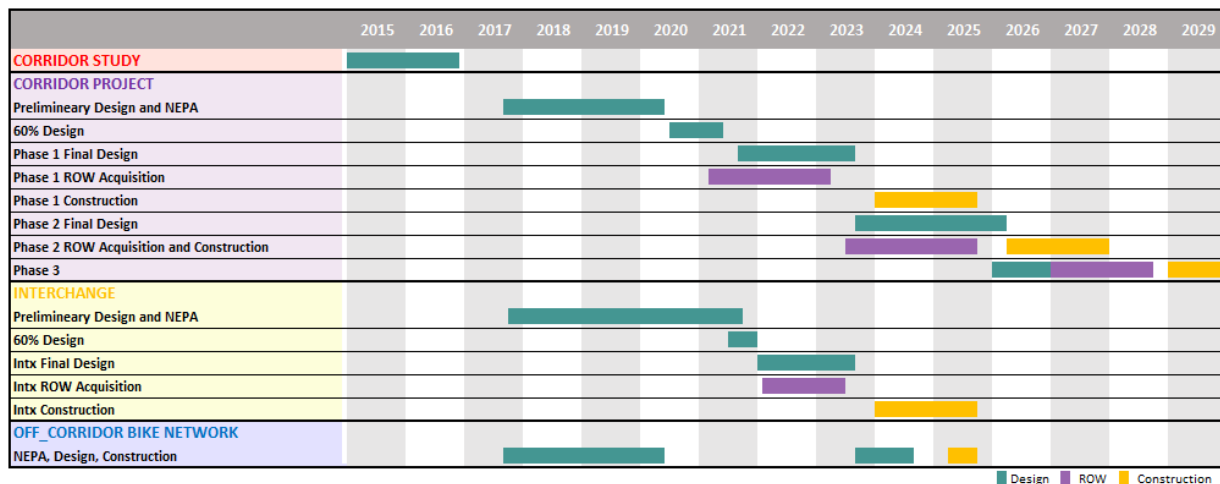


Staff last provided the Council with an extensive update on the 145<sup>th</sup> Corridor and Interchange Projects on May 9, 2022. The staff report for that Council discussion can be found at the following link:

## DISCUSSION

### Schedule

Phase 1 of the 145<sup>th</sup> Street Corridor Project and the 145<sup>th</sup> Street Interchange Project have been combined into a single construction package with the anticipated timing for construction contract advertisement in September 2023. This is a change from the May 2022 briefing at which time staff assumed the advertisement would be in early 2023. This change in advertisement date was unavoidable and based on longer than anticipated review periods required by the Washington State Department of Transportation (WSDOT) and the Seattle Department of Transportation (SDOT) and several right-of-way challenges. Construction is now anticipated to begin in early 2024. A revised project schedule is shown below:



Construction completion is now scheduled for Fall 2025. With this revised schedule, construction will not be completed prior to Sound Transit’s currently anticipated start date for the Lynnwood Link Extension (LLE), which is expected to be July 2024. A potential schedule change by Sound Transit could result in the start of LLE operations being delayed until early 2025. The Sound Transit Board is currently scheduled to make a decision about the LLE schedule in October 2023.

At this point the most critical item on the schedule is to request to obligate funding for federal funding by July 15, 2023. Not meeting this date could result in the loss of \$9.84M in federal funds which are critical to proceeding with the project. In order to meet this date, property acquisition needs to be completed in mid-May to submit to WSDOT for Right-of-Way (ROW) Certification. More information on the status of the ROW acquisition is included later in this staff report.

### Project Budgets

While the two projects are being constructed under one contract, the financial tracking remains separate to align with the various funding sources. Summaries of the two

projects funding is included in the finance/resource section of this staff report. There are a few key items regarding budget worth noting:

1. The 145<sup>th</sup> Street Corridor Project was very successful at finding supplemental funding sources such as Transportation Improvement Board (TIB), Surface Transportation Program (STP), and Congestion Management & Air Quality Improvement Program (CMAQ), thus reducing the use of Washington State Connecting Washington funding for construction of Phase 1 of the project.
2. The latest cost estimates for the 145<sup>th</sup> Street Interchange Project exceed the initial funding sources for the project. Connecting Washington revenue will be used to fill this gap and fully fund the project.
3. There are still risks associated with the projects that could impact the project budgets. Staff is conducting a risk assessment to identify risks and develop and implement strategies to minimize or mitigate risks where feasible.
4. There is also concern on the bid climate and potential cost escalation. Staff has determined that a fall 2023 advertisement should result in better/lower bid prices but escalation is difficult to predict. Higher than estimated bid prices could impact the overall project budget.

### **Partnerships and Agreements**

This project has required coordination and negotiation of agreements with an unusually large number of utilities, including SDOT, Seattle City Light (SCL), and Seattle Public Utilities (SPU). Design is nearly complete for this utility work but still requires review and approval by the City of Seattle through their Street Improvement Permit (SIP). Several key agreements for utility relocation are still under development and will be coming before Council for approval in the next couple of months. These agreements include the City of Seattle's financial responsibility for utility relocation and improvements. Staff is also working closely with other partners such as Sound Transit and WSDOT for both design and construction coordination.

### **Right-of-Way Acquisition**

As mentioned previously, certification of the ROW is a critical task to the obligation of funding for construction. ROW acquisition for Phase 1 of the 145<sup>th</sup> Street Corridor Project has been completed and submitted to WSDOT for ROW Certification. For the 145<sup>th</sup> Street Interchange Project, acquisition still needs to be completed on three parcels.

On tonight's consent calendar, Council was asked to authorize acquisition of the property located at 14050 1<sup>st</sup> Avenue NE. This authorization will allow consultants and staff to finalize the acquisition of this property. The second property that needs to be finalized is with SPU for property located at 145<sup>th</sup> and 5<sup>th</sup> Avenue NE. SPU and the City have come to terms for the sale of the property, however, the acquisition must go before the Seattle City Council for approval before the sale can be finalized. The final remaining property is part of the 3<sup>rd</sup> Avenue NE access tract that serves four parcels. There is an unclear title dating back to the 1970s that must be cleared up to complete the transaction. Staff is working through a variety of legal alternatives in order to clear the title issues. All affected property owners have agreed to the settlement amount and understand the need and purpose of this approach.

Since all of these issues will not be fully resolved by mid-May, the City's consultant is preparing a Conditional Certification for WSDOT approvals that will allow for ROW Certification on condition of the acquisition issues being resolved either prior to advertisement or prior to the start of construction. This Conditional Certification is necessary in order to submit approval to obligate funds by July 15, 2023.

### **145th Corridor Phases 2, 3, and Off Corridor Bike Network**

Staff has submitted an application to the US Department of Transportation for \$25 million in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. If successful, this grant would provide funding to complete Phase 2, Phase 3 and the Off Corridor Bike Network; along with the remaining funding for the 148<sup>th</sup> Non-Motorized Bridge Project. The City would still need to provide a local funds match for the program which would come from other grants and/or the Roads Capital fund. Staff expects to hear the results of the RAISE grant in late June 2023. Separate from the RAISE grant, the City received STP funding for the acquisition of ROW for Phase 2, which is expected to begin later this year.

### **STAKEHOLDER OUTREACH**

This project has had extensive public outreach starting back in 2014 for the 145<sup>th</sup> Street Corridor Study. Additional outreach was conducted individually by the 145<sup>th</sup> Street Corridor Project and 145<sup>th</sup> Street Interchange Project between 2019-2022. Most recently, the 145<sup>th</sup> Street Corridor and Interchange Project conducted a virtual open house June 1-15, 2022.

As the 145<sup>th</sup> Street Corridor and Interchange Project moves toward construction, outreach will continue including providing information regarding traffic maintenance and detour routes and preparing residents and the public for construction. This will include maintaining the 145<sup>th</sup> Street Corridor Project and 145<sup>th</sup> Street Interchange Project web pages, FAQs, and publishing information in publications such as Currents.

Staff also recognize that roundabouts will be new and unfamiliar to many people and are working with consultants to develop information and outreach strategy to help ensure the successful use of roundabouts when they become operational.

### **COUNCIL GOAL(S) ADDRESSED**

These two projects address the following City Council Goals:

- Council Goal #2: Manage and develop the City's infrastructure, steward the natural environment and address climate impacts.
- Council Goal #3: Prepare for regional mass transit in Shoreline.

### **RESOURCE/FINANCIAL IMPACT**

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financials need to be managed separately due to funding requirements but are being combined into a single project for construction bidding and securing of a contractor.

**Summary of Project Expenditures – 145<sup>th</sup> Street Interchange Project**

<b>Design</b>		
Consultant Design	\$	6,524,000
Consultant Senior Management	\$	669,000
Agency	\$	498,000
State	\$	40,000
<b>Subtotal</b>		<b>\$ 7,731,000</b>
<b>Right of Way</b>		
Property Acquisition	\$	3,301,000
<b>Subtotal</b>		<b>\$ 3,301,000</b>
<b>Construction</b>		
Construction	\$	16,486,000
Contingency (10%)	\$	1,649,000
Lochner PM, Design Support, Misc.	\$	938,000
CM/CA (15.5%)	\$	2,218,000
Agency	\$	256,000
Arts Fund (1%)	\$	165,000
<b>Subtotal</b>		<b>\$ 21,712,000</b>

**Summary of Project Revenues – 145<sup>th</sup> Street Interchange Project**

<b>Design</b>		
STP	\$	3,893,000
TIB	\$	100,000
Sound Transit	\$	3,138,000
Roads Capital	\$	600,000
<b>Subtotal</b>		<b>\$ 7,731,000</b>
<b>Right of Way</b>		
TIB	\$	900,000
Sound Transit	\$	2,401,000
<b>Subtotal</b>		<b>\$ 3,301,000</b>
<b>Construction</b>		
TIB	\$	4,000,000
STP	\$	4,920,000
Sound Transit	\$	4,461,000
Regional Mobility	\$	5,000,000
Connecting Washington	\$	1,441,000
Fee In-Lieu	\$	1,050,000
Roads Cap	\$	840,000
<b>Subtotal</b>		<b>\$ 21,712,000</b>

### Summary of Project Expenditures – 145<sup>th</sup> Street Corridor (Phase 1) Project

<b>Design</b>		
Consultant Design	\$	7,329,000
Consultant Senior Management	\$	669,000
Agency	\$	1,769,000
State	\$	86,000
<b>Subtotal</b>		<b>\$ 9,853,000</b>
<b>Right of Way</b>		
Property Acquisition	\$	11,585,000
Property Demolition	\$	650,000
Consultant	\$	408,000
Agency	\$	204,000
<b>Subtotal</b>		<b>\$ 12,847,000</b>
<b>Construction</b>		
Construction	\$	7,772,000
Contingency (10%)	\$	777,000
Lochner PM, Design Support, Misc.	\$	430,000
CM/CA (15.5%)	\$	1,505,000
Agency	\$	117,000
Arts Fund (1%)	\$	78,000
<b>Subtotal</b>		<b>\$ 10,679,000</b>

### Summary of Project Revenues – 145<sup>th</sup> Street Corridor (Phase 1) Project

<b>Design</b>		
STP	\$	4,235,000
Connecting Washington	\$	4,949,000
Fee-In-Lieu	\$	669,000
<b>Subtotal</b>		<b>\$ 9,853,000</b>
<b>Right of Way</b>		
Connecting Washington	\$	12,847,000
<b>Subtotal</b>		<b>\$ 12,847,000</b>
<b>Construction</b>		
TIB	\$	5,000,000
STP	\$	4,270,000
CMAQ	\$	650,000
Connecting Washington	\$	163,000
Fee In-Lieu	\$	520,000
Roads Cap	\$	76,000
<b>Subtotal</b>		<b>\$ 10,679,000</b>

In addition to the amounts above, the combined project will deliver \$6.3 million in utility relocations which will be reimbursed by the associated utilities (SPU, SCL, Lumen, Comcast). The estimates above include a standard 10% construction contingency and the required 1% for the Arts. Public Works management has also incorporated a 5%

management reserve (not included in the tables above) which will be utilized only at the discretion of the City Engineer. If needed, the additional reserve would be funded by Connecting Washington. The total combined project is approximately \$75M.

### **RECOMMENDATION**

This staff report is for Council discussion purposes and no action is required. Staff recommends that Council ask questions regarding the projects.