



**SHORELINE CITY COUNCIL**

Mayor Keith Scully  
Deputy Mayor Betsy Robertson  
Councilmember Doris McConnell  
Councilmember Laura Mork  
Councilmember Eben Pobe  
Councilmember John Ramsdell  
Councilmember Chris Roberts

November 21, 2023

Julie Timm, CEO  
Sound Transit

Dear Ms. Timm:

On behalf of the City of Shoreline, I am writing to you, as well as other project partners, to request additional financial support for the City's 145<sup>th</sup> Interchange Project. As you know, Sound Transit and Shoreline have a long history of partnering to achieve our shared regional objectives to provide and improve transportation alternatives in the North King County region. The City's 145<sup>th</sup> Interchange Project will vastly improve transportation connections across and around I-5, including with Sound Transit's Stride and Link services. To that end, our teams have worked together to create a transportation system that supports pedestrians and buses getting to the new Shoreline South/148<sup>th</sup> Station.

Specifically, we are seeking an additional contribution from Sound Transit in the amount of \$2 million. With the project's bid opening last week, the City finds itself with a \$5 million funding gap - \$3.5 million of which represents the difference between the low construction bid and the City engineer's estimate, with the remainder being a pre-bid gap that the City has already committed to address. We do not make this ask lightly, nor without having already undertaken significant effort to address this gap through project approaches and scope reductions. As you may know, the project was estimated to be \$25 million in 2019, compared to a current estimated project cost of \$48 million based on the apparent low bid from last week.

To be clear, we greatly appreciate our partnership with Sound Transit, which began many years ago with planning activities which touched on nearly all of the transportation projects occurring in our community. Your Stride and Link teams helped the City define the Interchange Project and effectively integrate the needs of three major capital projects into a single plan. And the \$10 million funding agreement between Sound Transit and Shoreline represents the very best of intergovernmental coordination and partnership. Our partnership has resulted in the ability to deliver a project that will significantly improve the speed and reliability of BRT service for the region while saving Sound Transit tens of millions of dollars. However, that \$10 million contribution was based on the 2019 assumed project cost of \$25 million, prior to COVID, and before our industry became challenged with uncharacteristic inflation and escalation costs, supply chain issues, and construction bids frequently coming in at 20% above estimates. Today, the project cost has nearly doubled, to \$48 million, yet we are asking Sound Transit to increase its contribution by a relatively modest 20%.

Regardless of Sound Transit's willingness and ability to contribute additional funding, we do not intend to terminate the project. We know that we are carrying forward a project that has major regional importance in addition to its local benefits, and we take seriously the obligation which that entails. If we do this with City of Shoreline funds, it will put at risk our ability to deliver other major transportation improvements. As you may know, we were fortunate to receive a \$20 million federal RAISE Grant and while we are pleased with this, our request was for \$25 million. Also to date, we have transferred about \$4.3 million in state Connecting Washington funding to the project that had originally been slated for use in the 145<sup>th</sup> corridor project instead. Thus, we are effectively deferring some of our future funding challenges to a different phase of our capital program.

We appeal to Sound Transit's sense of collaboration and fairness, given that your agency's contribution to this project has saved (by City estimates) tens of millions of dollars of Sound Transit real estate acquisition costs that would had to have been incurred by Stride to create a transit priority lane along westbound 145<sup>th</sup> Street. Similarly, the Lynnwood Link Extension (LLE) Project has benefitted from the project, as many of the improvements serve as a substitute for traffic mitigation and frontage improvements required by the LLE project's Special Use Permit. With the award of the 145<sup>th</sup> Interchange contract by the end of the year, these requirements of LLE will be considered fully fulfilled and will become the responsibility of the City project.

Thank you for your consideration of this request. Our goal is to award this contract by the end of the year. Delaying the award until early 2024 puts the overall schedule of the project at risk, particularly the planned six-month road closure of 145<sup>th</sup> Street and the need to order essential items that have long lead times. Based on the need to press toward award of the construction contract, we are seeking a near-term response with your intentions. We are similarly asking other project partners such as the Puget Sound Regional Council, the City of Seattle, and WSDOT for opportunities to increase grant awards or contribute additional funding on this same timeline. We currently are scheduled to go to our City Council for contract award for this project in early December, so we are attempting to gain greater clarity regarding this funding issue in the very near term. If you have any questions or would like to discuss this request further, please do not hesitate to contact me at (206) 801-2212.

Sincerely,



John Norris  
Acting City Manager

CC: Shoreline Mayor and Councilmembers  
Bristol Ellington, City Manager  
Tricia Juhnke, Public Works Director  
Liz Kelly, City Engineer  
Jim Hammond, Intergovernmental Relations Program Manager  
Nytasha Walters, Transportation Services Manager  
Juniper Nammi, Shoreline Light Rail Project Manager  
Ron Lewis, Executive Director, Design, Engineering and Construction Management  
Bernard van de Kamp, Stride Bus Rapid Transit Program Executive  
Rick Capka, Stride Bus Rapid Transit Deputy Program Executive

Ariel Taylor, Government & Community Relations Acting Director  
Randy Harlow, Lynnwood Link Extension Executive Project Director  
Josh Pategas, Lynnwood Link Extension Deputy Executive Project Director  
Taylor Carroll, Lynnwood Link Extension Light Rail Development Manager  
Erik Ashlie-Vinke, Government & Community Relations Director – North Corridor