



Memorandum

DATE: July 30, 2019

TO: Kamuron Gurol, Sound Transit Corridor Development Director
Luke Lamon, Sound Transit Government and Community Relations
Manager

FROM: Nytasha Walters, City of Shoreline Transportation Services Manager
Jim Hammond, City of Shoreline Government Relations Manager

RE: Funding partnership between Sound Transit and Shoreline for the
construction of 145th Street/I-5 interchange improvements

CC: Kathy Leotta, Sound Transit Project Manager

Many thanks to you and your team for helping us reach an exciting milestone for the 145th Street/I-5 interchange improvements. Our multi-agency coordination team recently identified a roundabout with a metered Business Access & Transit “BAT” lane (bus and right turn lane) as an improvement for the 5th Avenue and 145th Street intersection that is supported by all of the participating agencies: the Washington State Department of Transportation (WSDOT); Sound Transit (ST); King County Metro; Seattle; and Shoreline. We are deeply appreciative of the time and effort that you and the rest of your SR 522/145th Bus Rapid Transit (BRT) team have put into this effort.

In order to ensure that interchange improvements are made before light rail and BRT service is operational in 2024, the City of Shoreline is keenly interested in developing a project delivery and funding partnership for this project. To support this objective, the City of Shoreline has developed a cost and funding comparison of the Sound Transit SR 522/145 BRT BAT Lane proposed improvements and the Hybrid I-5 Interchange with Metered BAT Lane (partially referenced above).

Shoreline’s funding partnership strategy for its 145th Street/I-5 Interchange Project includes securing a grant from the Transportation Improvement Board (TIB). This grant application is due by August 16. TIB has expressed an interest in partially funding the proposed 145th Street/I-5 interchange improvements if they receive an assurance from Sound Transit that your agency is supportive of the proposed project. As a funding partner, TIB will require a verified dollar amount of your funding commitment toward the Shoreline Interchange Project.

The following is a description of the cost comparison and funding strategy for 1) the Sound Transit SR 522/145th BRT BAT lane and 2) a hybrid Shoreline Interchange Project with Metered BAT Lane which combines the portion of the two projects near the interchange. This comparison is followed by next steps to establish a funding and project delivery partnership, and an overview of the TIB request for an ST assurance of project support. A draft letter of support from ST to TIB is also attached for your consideration.

The Interchange - BRT funding picture

1. The SR 522/145th BRT BAT Lane. This estimate provides costs for building a BAT lane, retaining walls, and sidewalk along westbound 145th Street from east of 5th Ave NE to west of 12th Ave NE and mitigation for impacts to Littles Creek . This footprint does not extend to the 15th Ave NE intersection as improvements for this intersection could be made separate from the 145th Street/5th Ave NE intersection and interchange improvements. Sound Transit is presumed to provide all the funding for this concept.
2. The Hybrid I-5 Interchange with Metered BAT Lane. This estimate provides costs for the Shoreline Interchange Project including design, ROW, and construction of roundabouts and re-purposing of the existing bridge deck. These improvements are necessary to meet level of service and safety goals and also provide benefits to the Sound Transit light rail and BRT projects. This is the project presented in the TIB grant application for consideration. The costs of the hybrid also include Sound Transit costs for a metered BAT lane, retaining walls, and sidewalk along westbound 145th Street from east of 5th Ave NE to west of Littles Creek . The funding for this improvement concept is broken down into actual and potential funding sources that show full funding of the project, including a proposed Sound Transit contribution partially complementing a TIB grant for which Shoreline will be applying (TIB maximum award is \$6M).

Savings to Sound Transit. As presented in Table 1, a comparison of the two concepts demonstrates a significant costs savings to Sound Transit, should it decide to partner on the hybrid concept. The current BRT project plan would construct a BAT lane from east of 5th Ave NE to west of 12th Ave NE at an estimated cost of \$33 million dollars. It is our understanding that under the roundabout scenario, a shorter BAT segment would suffice at a cost of \$8 million dollars. Accordingly, the cost to Sound Transit would be \$8 million for reduced BAT lane, plus \$14.5 million for the Shoreline Interchange Project.

Under this approach, Sound Transit's estimated capital investment in/around the interchange would be reduced from \$33 million to \$22.5 million with a net savings of approximately \$10 million for Sound Transit.

Table 1. Comparison of Costs and Funding Options for the Interchange Project



* Shoreline can pursue additional grant sources, such as a WSDOT regional mobility grant to offset Sound Transit's funding contribution.

Developing an Interlocal Agreement to Support a Project Delivery and Funding Partnership

The City of Shoreline recognizes that a project delivery and funding partnership agreement with Sound Transit will be of benefit to help ensure that construction of the proposed improvements occur before light rail opens in 2024. If the estimated costs and proposed funding approach are agreeable to Sound Transit, the City of Shoreline will draft a term sheet with the objective of demonstrating both agencies commitment to negotiate in good faith a project delivery and funding agreement for 145th Street/5th Ave NE intersection area improvements as part of the commitment to the Hybrid I-5 Interchange with Metered BAT Lane approach to costs.

Request: Sound Transit commitment needed for Shoreline pursuit of TIB Grant funding

As noted previously, Shoreline intends to seek \$6.0 million from TIB for the Interchange Project. In order to be eligible for funding, TIB requires that the project be fully funded. Accordingly, Shoreline is requesting that Sound Transit draft a letter to TIB stating that they are supportive of the project and it will commit to providing \$14.5 million in funding for Shoreline Interchange Project. This commitment can be contingent on TIB awarding the funds. In other words, if Shoreline does not secure \$6.0 million for this project from TIB, Sound Transit would not be committed to provide those funds. A draft letter of support is attached for your consideration.

We look forward to keeping this partnership moving forward. Our work together truly represents the highest level of constructive and collaborative interagency cooperation. Please don't hesitate to let us know if you have any questions.

DRAFT SOUND TRANSIT SUPPORT LETTER FOR TIB GRANT APPLICATION

Mr. Ashley Probart
Executive Director
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

Dear Mr. Ashley Probart:

On behalf of Sound Transit, I am writing in support of the City of Shoreline SR 523 (N/NE 145th Street) & I-5 Interchange Project and their application to the Transportation Improvement Board Urban Program. This project is currently under design, with a total project cost of approximately \$25 million. The City will be requesting funding to complete the Right-of-Way and Construction phases of the project.

The 145th Street/I-5 interchange, as it is today, creates a bottleneck that interferes with safe and effective connections along this corridor for all users. SR 523 is a regional travel corridor linking I-5 with SR 99 and SR 522, and it provides a critical link for freight, commuters, transit, bicyclists, and pedestrians. It provides access to the regional transit system that connects or will soon connect to our regional growth centers, including Lynnwood, Bothell Canyon Park, Northgate, the University of Washington, downtown Seattle and, within a few years, downtown Bellevue and Redmond.

The number of commuters accessing these growth centers is projected to increase significantly with the new bus rapid transit and light rail services, which will be operating in this corridor by 2024. Currently, mobility along the corridor is negatively impacted by congestion at the SR523/I-5 Interchange. Improving this interchange will substantially improve mobility for all users, including freight and transit.

The City of Shoreline has built a strong regional partnership for this project with its local elected leaders; Shoreline state and federal legislative delegations; north Lake Washington cities of Lake Forest Park, Kenmore, Bothell, and Woodinville; the City of Seattle; King County; regional transit agencies, including King County Metro and Sound Transit; the Puget Sound Regional Council; the Washington State Department of Transportation (WSDOT); and a number of citizen advocacy organizations.

As the SR 523 (N/NE 145th Street) & I-5 Interchange Project progressed from the conceptual phase to the design phase, the City of Shoreline was asked by WSDOT to evaluate roundabouts as an alternative approach for the interchange improvements in addition to the originally proposed preferred design option. I understand that the City's traffic modeling results as well as national empirical research have demonstrated that roundabouts are safer and perform better for all modes of transportation at a lower cost than the initial standard proposed improvements.

<Sound Transit adds description of how the SR 522/145th BRT project intersects with the proposed 145th and I-5 interchange improvements. Sound Transit states commitment to contribute \$14.5 M in funds towards the Shoreline interchange project, if the Sound Transit Board selects and awards \$6M to the proposed project as requested in the Shoreline application to be submitted in August 2019.>

Sound Transit strongly supports this important regional project as a model that improves the safety and mobility of everyone traveling through the corridor. I urge the Transportation Improvement Board to consider this grant application and wholeheartedly add my support for this project.

Sincerely,