

**Fiscal Year 2023 Community Project Funding Request Form
Johnston Group Client Worksheet**

This form is to gather required information for Fiscal Year 2023 Community Project Funding requests (formerly known as earmarks).

Eligibility Criteria - Only the following entities may apply for funding under the Community-Focused Grant Program:

- State, local and tribal governments
 - Publicly owned entities (e.g. ports, universities, PUDs, etc.)
 - Certain non-profit entities with a quasi-government purpose (e.g. Special Districts)
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Selection Guidance - Based on guidance from the Appropriations Committee, each Member of Congress may only submit 10 requests for Community Project Funding. It is expected that the most competitive projects will have strong community support, capture the geographic and demographic makeup of the district, and achieve at least one of following goals:

- Create sustained job growth and/or economic opportunity
- Address imminent threats to public health, safety or the environment
- Promote equity and inclusion for underserved populations
- Respond to unmet community needs
- Fulfill unmet federal obligations, including treaty and trust responsibilities to Native American tribes

The Johnston Group would like to have approved forms for each Community Project Request completed before March 25. Please contact Jake (206-240-3133 or jake@johnstongr.com) for any help to complete the form.

ADMINISTRATIVE

1. Project Title (name of the project or program to be funded)

The City of Shoreline 148th Street Non-Motorized Bridge Project (“148th Bridge Project”)

2. Name of requesting entity or organization

City of Shoreline, WA

3. What priority is this request out of how many submitted by the requesting entity (e.g. 1st of 3)?

1st of 1

4. Project Point of Contact from Requesting Entity

James Hammond
Intergovernmental Relations Manager, City of Shoreline
17500 Midvale Ave. N., Shoreline, WA 98133
jhammond@shorelinewa.gov
206-391-2654

5. Head of Organization from Requesting Entity

Debbie Tarry
City Manager, City of Shoreline
17500 Midvale Ave. N., Shoreline, WA 98133
dtarry@shorelinewa.gov
(206) 801-2211

6. Location of requesting entity or organization

Shoreline, King County, Washington

7. Geographies served by project

The Cities of Shoreline and Seattle, the Sound Transit district (through enhanced use of regional transit system), north King County and South Snohomish County (through enhanced access to light rail)

8. Eligibility of requesting entity or organization (select one)

- State, local, or tribal government
- Publicly owned entity (e.g. port, university, PUD, etc)
- Non-profit entity with a quasi-governmental purpose (e.g. Special District)

BUDGET

9. Amount requested

\$2,500,000

10. What percentage of the total project is the requested amount?

The total project cost is approximately \$38 million making the request approximately 6.6% of the total project cost. The requested federal funding will complete the project.

11. Detailed breakdown of the total cost of the project or program that includes all prior funding sources (both public and private) and any amounts that remain unfunded

Project Costs:

PE Phases 1 & 2: \$3,735,327

ROW Phase 2: \$2,975,660

Construction Phase 1: \$7,718,260

Construction Phase 2: \$23,319,555

Total Project Costs: \$37,748,802

Funding Sources:

PE Phases 1 & 2. \$3,735,327. Fully funded.

\$2,055,000 (FHWA - STP).

\$1,180,327 (Local – Sound Transit System Access).

\$500,000 (Local – City).

ROW Phase 2 (there is no ROW for Phase 1). **\$2,975,660. Fully funded.**

\$2,500,000 (federal - TAP).

\$475,660 (local – City).

Construction Phase 1. \$7,718,260 Fully funded.

\$2,519,673 (local – Sound Transit System Access).

\$4,750,000 (local - King County Parks Levy).

\$448,587 (local – City).

Construction Phase 2. \$23,319,555. Funding Plan:

\$7,000,000 – secured – State Transportation Package

\$5,480,000 – pending FHWA-STP

\$2,500,000 – this request (federal Community Project Funding)

\$8,339,555 – secured—local funding.

12. Total amount of federal funds previously awarded to this project or program

Total of \$4,555,000. This includes \$2.055 million in FHWA STP for PE Phase. \$2.5 million Transportation Alternative (TAP) grant for ROW Phase.

13. Detailed breakdown of how the requested funds would be spent

This request supports construction of Phase 2 of the Project, including the westside landing, the span itself, and a shared-use path connecting to 1st Avenue NE and the broader ped/bike network. Phase 2 completes the project; Phase 1 will construct the bridge piers and eastside landing, which connects directly to the light rail station. Phase 1 will be completed by 2024, before light rail trains are in service.

The 148th Bridge Project follows the multi-year, robust public outreach work of the City's 145th Street Station Subarea Plan which has resulted in zoning for higher-density near the station with mandatory provisions for affordable housing, as well as several other station access projects.

Requested funds are for Phase 2 construction. Phase 2 construction will be completed no later than 2025/26. Requested funds will be obligated by September, 2023.

14. Once completed, will the project or program require continued funding to maintain operation? If so, where will that funding come from?

No. The City of Shoreline will maintain the bridge with operational budgets once the project is constructed.

PROJECT DETAILS

15. Detailed description of the project or program to be funded including data and/or evidence that demonstrates the public benefit

The City of Shoreline 148th Bridge Project is a vital key to unlocking the full potential of a new high-density residential community. It will lie in the heart of a new affordable transit- and pedestrian-oriented neighborhood, an area that is currently divided by I-5. It is an area in transition: Historically zoned for single-family residences, the neighborhood was rezoned in 2016 to foster development of a high-density residential community. The rezone includes mandatory provisions for affordable housing, including 20% of units in multifamily apartment buildings. The new neighborhood is projected to create, over time, more than 13,000 housing units for over 32,000 residents, along with more than 11,000 jobs.

The 148th Bridge Project will also provide a vital new connection over I-5, improve safety, reduce travel times, bring climate and economic benefits, and improve access to regional transit at the future Shoreline South/148th Station by bringing an additional 70 acres of up-zoned land into walking distance from the station. Crossing I-5 at N 148th Street, it will accommodate pedestrians and bicyclists. This bridge represents a

sustainable, cost-effective transportation investment that will bring thousands of households within walking distance of central Puget Sound's regional transit system, supporting the region's multibillion-dollar investment.

16. Problem / Issue Statement – 200 words. Describe the problem or issue to be addressed through this request. Be as detailed as possible and explain why the problem or issue cannot be addressed without a federal appropriation.

In 2016, Shoreline completed a multi-year community-led effort to redesign the neighborhoods around its two light rail stations, which are scheduled to open for service in 2024. This included rezoning areas within the vicinity of light rail to accommodate multi-family housing with mandatory affordable housing requirements, as part of a larger transit-oriented community, thereby leveraging the region's multi-billion-dollar light rail investment.

Unfortunately, I-5 splits the rezoned neighborhood around 148th Street in half, which forces pedestrian or bicycle commuters, including transit-dependent residents, to travel a significant additional distance along congested roadways to access the light rail station. To address this challenge, and to unlock the full development potential of the new neighborhood, Shoreline is developing the 148th Street Bridge Project. This project will bring 70 additional acres of rezoned land into walking distance of the new light rail station, which will directly enable thousands of new housing units to access light rail without the need for a car and dramatically increase use of light rail with all of the commensurate climate and economic benefits that provides to the region.

17. Request Description, Purpose and Activities to be Funded – 250 words. Describe the services and products that will be provided and the reasons for your request in non-technical language. This question is aimed at understanding the reason for your request. Positive community impacts should be included in response to the question below.

This request supports construction of Phase 2 of the 148th Bridge Project, including the westside landing, the span itself, and a shared-use path connecting to 1st Avenue NE and the broader ped/bike network. Phase 2 completes the project; Phase 1 will construct the bridge piers and eastside landing, which connects directly to the light rail station. Phase 1 will be completed by 2024, before light rail trains are in service.

The 148th Bridge Project follows the multi-year, robust public outreach work of the City's 145th Street Station Subarea Plan which has resulted in zoning for higher-density housing near the station with mandatory provisions for affordable housing, as well as several other station access projects.

This project will provide direct access for pedestrians and bicyclists to a light rail and BRT system that connects to regional employment, educational, commercial, and recreational opportunities. It will also enhance the regional Bike Network providing an

east-west connection between three regional bike/ped corridors: the Interurban Trail, future Trail Along the Rail, and the Burke Gilman Trail.

The 148th Bridge Project will also bring climate benefits by encouraging a mode shift to walking, biking, and transit by linking new, fast-developing TOD neighborhoods, currently split by I-5, to the region's multi-billion transportation investment. The project will increase transit access to neighborhoods in Shoreline and north Seattle with significant disadvantaged populations, and the mandatory affordability requirements in the new station area will ensure that residents from a broad range of income levels are able to benefit from this investment.

18. Project Goals and Results – 250 words. Describe measurable goals and expected results and describe how the request will be evaluated and performance tracked.

Funding for the 148th Project is the City of Shoreline's top transportation priority because of the pressing need to complete this project to facilitate resident access to the regional light rail system, which opens in 2024. The project will facilitate the development of thousands of new housing units for the North King County region and, through mandatory affordability requirements, increase the stock of affordable and senior housing. This project has secured support from the State of Washington via the "Move Ahead Washington" transportation package, the Puget Sound Regional Council, Sound Transit, King County, as well as substantial City revenues. The funding requested would be the final funding necessary to bring the project to completion.

Success will be measured by attainment of full funding and the ability to construct this important connection to the new light rail station at 148th and Interstate 5.

19. Justification for why this project represents a good use of taxpayer dollars and earmark support.

With billions of dollars already committed to support the creation of light rail in our community, we must ensure that residents can access the system. This Shoreline project will directly enable thousands of new housing units with a significant portion set aside for affordable housing and senior housing. This project will support housing development, economic development in the rezoned neighborhood, increase access to the transit station, reduce greenhouse gasses, support reducing congestion and improving freight mobility from increased utilization of transit services.

20. Economic / Community Impact. Briefly describe the economic and/or community impact of this effort. For many requests the economic impact can be expressed in terms of the total number of jobs created and/or maintained directly and indirectly, or investment stimulated. For these, please list the type of jobs and where the jobs are located. Other requests will yield community impacts other than job creation or maintenance. For these, please provide specific and detailed descriptions of community impact.

The 148th Bridge Project represents a sustainable, cost-effective transportation investment that will bring thousands of households within walking distance of central Puget Sound's regional transit system, supporting the region's multibillion-dollar investment.

The bridge location lies in the center of an area in transition. Historically zoned for single-family residences, the neighborhood was rezoned in 2016 to foster development of a high-density residential community. The rezone includes mandatory provisions for affordable housing, including 20% of units in multifamily apartment buildings. The entire new urban neighborhood, over time, is expected to provide 13,000 new housing units, home to 32,000 residents, and create 11,000 new jobs.

Census data indicates that over 80% of employed Shoreline residents travel outside the City for employment, with the majority travelling to regional growth centers in Seattle. It is believed these trends will continue. Access to Seattle's growth centers along the light rail service lines will be critical for employment, educational, commercial, and recreational opportunities.

Over one third of the population within 0.25 miles of the project are considered disadvantaged, with over half of the households qualifying as low income, over one third of K-12 students receiving free or reduced lunch, as well as over one third identifying as one or more races other than White/Caucasian, and 7% of households living below the poverty line. Access to the Shoreline South/148th Station (light rail service begins in 2024) from the westside of I-5 is significantly restricted by I-5. Disadvantaged populations are typically more highly dependent on transit as their primary mode of transportation.

This project significantly reduces travel time and improves direct, safe, secure, and comfortable access to regional transit for Seattle and Shoreline residents living on the west side of I-5 and travel to educational and employment opportunities along light rail and BRT service lines that can be accessed via the 148th Bridge to the Shoreline South/148th Station.

21. Will this project have a revenue-generating component that would have community and state economic benefit? If so, please describe and quantify

No. This project does not have a revenue-generating component.

22. Detailed timeline and anticipated completion date for the project or program

Phase 1 of this project is scheduled to go to bid later this year and be constructed in 2023/2024.

Phase 2 is on the following schedule:

Preliminary plans are expected to be complete June 2022.

NEPA DCE expected April/May 2022.

ROW acquisition to begin Q1 2023.

Requested funding (for construction) to be obligated by Q3 2023

ROW acquisition to be complete Q1-Q2 2024.

Construction to be completed by 2025/2026.

23. Federal agency that would administer this funding

U.S. Department of Transportation

24. List any public or private entities that have been identified as project sponsors in prior funding requests and/or that will help determine how the requested funds will be spent

This project will be managed by the City of Shoreline. As it will cross Interstate 5 and connect directly to Light Rail, both the Washington State Department of Transportation and Sound Transit will be involved.

25. List of community stakeholders that support this request

- Washington State Legislature—32nd District delegation
- Washington State Department of Transportation
- King County Councilmember Rod Dembowski
- City of Kenmore
- City of Lake Forest Park
- City of Woodinville
- North Urban Human Services Alliance
- Low Income Housing Institute
- Phillippi Presbyterian Church of Seattle
- Transportation Choices Coalition
- Sierra Club
- Cascade Bicycle Club
- Feet First
- Windermere Real Estate
- Shea Properties
- Evergreen Point Group
- Founding Shoreline City Councilmember Cheryl Lee

26. Are there any known or anticipated community concerns associated with this project or program (e.g. conflict with land use, neighborhood concerns, etc.) that could prevent it from moving forward?

None.