

Motion No. M2024-15

Authorize Stride Program Station Access Allowance Funding

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	03/14/2024 03/28/2024	Recommend to Board Final action	Ron Lewis, DECM Executive Director Bernard van de Kamp, Stride BRT Program Executive Alex Krieg, Director – Access, Integration & Station Area Planning

Proposed action

Authorizes the chief executive officer to execute funding agreements at the not-to-exceed amounts and with the local jurisdictions identified in Attachment A and Attachment B to come from the budgeted station access allowance funding included as part of the Stride Program.

Key features summary

- ST3 includes station access allowances to support high-quality passenger access and bus-rail transit integration. The Stride Program, as a component of the ST3 Plan, has a station access allowance.
 - The I-405 BRT project, composed of the S1 and S2 lines, has a \$12.48 million station access allowance.
 - The SR 522/NE 145th BRT project, composed of the S3 line, has a \$7.44 million station access allowance.
- This action commits \$11,570,000 of the I-405 BRT project's station access allowance and \$6,893,000 of the SR 522/NE 145th BRT project's station access allowance in support of the design and construction phases of access improvements identified in Attachment A (S1 and S2) and Attachment B (S3).
- Sound Transit will make capped contributions at the not-to-exceed amounts and to local jurisdictions identified in Attachment A and Attachment B. Attachment A and Attachment B also identified three projects that will use station access allowance funding but will be delivered by the Stride Program due to proximity to Stride construction activities and for more efficient project implementation.
- The amounts remaining between the available station access allowance funding and the funding committed in this action may be used to provide additional funding to the projects identified or to support emergent access improvements as the Stride Program progresses and new access needs or opportunities are identified. Any commitment of the remaining funds may require a separate Board action.
- Following Board action, Sound Transit will enter into funding agreements with the local jurisdictions identified in Attachment A and Attachment B as they are ready to implement the projects identified. Progress milestones (design, environmental review, construction) will be incorporated as the basis for incrementally authorizing funding. These milestones will also consider the status of the permitting

process for Stride Program elements with the local jurisdictions. Access allowance funding in support of construction may be delayed until permitting-related disputes that impact the Stride Program's scope, schedule or budget are resolved.

Background

The Sound Transit 3 System Plan included dedicated funding – known as station access allowances – to ensure high-quality passenger access and transit integration at new stations. As an ST3 project, the Stride Program (composed of the I-405 BRT project and the SR 522/NE 145th BRT project) has two project-level station access allowances. This funding resource is managed programmatically by Sound Transit's Access, Integration & Station Area Planning program, which has staff matrixed to support capital project development.

As summarized in a May 2023 briefing to the System Expansion Committee, the process for administering station access allowance funds happens concurrently with overall capital project development and in collaboration with Sound Transit project teams and key project partners, particularly local jurisdictions, transit agencies, and the Washington State Department of Transportation (WSDOT).

Throughout the Stride Program's project development process, Sound Transit worked collaboratively with local jurisdiction, transit agency, WSDOT, and other stakeholder partners on various station area planning activities, including the development of candidate station access allowance projects. As these candidate projects were identified, Sound Transit evaluated them against a set of common criteria used to determine high-performing access improvements, including their ability to grow transit ridership, increase connectivity and network access, advance social equity, improve safety and human health, and optimize the passenger experience.

The process to evaluate and prioritize candidate station access allowance projects was done iteratively and in partnership with local jurisdiction staff, both individually and through the Inter-Agency Group forum that has and continues to meet as the Stride Program is implemented. After a prioritized list of candidate station access allowance projects was developed, Sound Transit staff worked closely to confirm project scope and develop cost estimates for these improvements to ensure a shared understanding and confidence that the amount committed will be sufficient to implement the project. Given the relatively small scale of many of the projects identified in Attachment A and Attachment B, Sound Transit's funding commitment is intended to fully fund the projects; however, there are some projects that will include external funding to deliver these improvements.

Sound Transit's station access allowance funding contributions are intended to fund both the design and construction phases of the projects identified in Attachment A and Attachment B. System Access policies and programs were evaluated programmatically in the Regional Transit Long Range Plan Update Final Supplemental Environmental Impact Statement (November 2014). Except for the projects delivered by the Stride Program, the local jurisdictions identified will be the State Environmental Policy Act (SEPA) lead agency for project-level environmental review of the project. The local jurisdictions will complete environmental review prior to Sound Transit funding construction phases. All projects identified in Attachment A and Attachment B are anticipated to be completed by the Stride Program's Open for Service baseline milestones.

Project status

○					
Project Identification	Project Refinements	Conceptual Engineering/ Environmental Review	Preliminary Engineering	Final Design	Construction

The Open for Service baseline milestone for the I-405 BRT project is Q3 2028 for the S1 Line and Q2 2029 for the S2 Line. The proposed Open for Service baseline milestone for the SR 522/NE 145th St BRT project is Q2 2028.

Project scope, schedule, and budget summary for the I-405 BRT project are located on page 130 of the January 2024 Agency Progress Report. Project scope, schedule, and budget summary for the SR 522/NE 145th St BRT project are located on page 139 of the January 2024 Agency Progress Report.

Fiscal information

This action is within the authorized project allocation for the following projects and sufficient monies remain after approval of this action to fund the remaining project work. The current project budgets are included in the existing Long Range Financial Plan.

The action to enter into funding agreements with multiple jurisdictions for \$18,463,000 will provide station access allowance services for design and construction that encompasses two system expansion projects as follows:

- I-405 Bus Rapid Transit for an amount not to exceed \$11,570,000; and
- SR522 / NE 145th Bus Rapid Transit for an amount not to exceed \$6,893,000.

I-405 Bus Rapid Transit

The baseline budget for the I-405 BRT is \$1,269,000,000. Within that amount \$965,208,000 has been set aside in the construction phase. Within the construction phase, \$12,480,000 has been allocated to the budget line item for non-motorized access improvements. The action would commit \$11,570,000 to this line item and leave a budget balance of \$910,000.

I-405 Bus Rapid Transit Project

(in thousands)

Project Phase	Authorized Project Allocation	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Administration	\$55,220	\$21,956	\$0	\$21,956	\$33,264
Preliminary Engineering	43,012	42,353	-	42,353	659
Final Design	30,112	13,502	-	13,502	16,610
Third Party Agreements	5,810	1,608	-	1,608	4,202
Right of Way	53,500	33,831	-	33,831	19,669
Construction	965,208	626,894	11,570	638,464	326,744
Construction Services	26,418	2,485	-	2,485	23,933
Vehicles	89,720	77,069	-	77,069	12,651
Total Current Budget	\$1,269,000	\$819,697	\$11,570	\$831,267	\$437,733

Phase Detail

Construction

Non-motorized Access Improvements	\$12,480	\$0	\$11,570	\$11,570	\$910
Other Construction	952,728	626,894	-	626,894	325,834
Total Phase	\$965,208	\$626,894	\$11,570	\$638,464	\$326,744

Agreement Detail	Board Approvals to Date	Proposed Action	Proposed Total for Board Approval	Current Approved Contract Status
Contract Amount	\$0	\$11,570	\$11,570	\$0
Contingency	-	-	-	-
Total Contract	\$0	\$11,570	\$11,570	\$0
Percent Contingency	0%	0%	0%	0%

Notes:

Amounts are expressed in Year of Expenditure \$000s.

* Board Approvals = Commitment and PO Contingency Remaining as of 1/31/2024.

For detailed project information, see page 114 of 194 of the 2024 Financial Plan & Proposed Budget Book.

SR522 / NE 145th Bus Rapid Transit

The baseline budget for the SR 522 / NE 145th BRT is \$581,500,000. Within that amount \$313,010,000 has been set aside in the construction phase. Within the construction phase, \$7,440,000 has been allocated to the budget line item for non-motorized access improvements. The action would commit \$6,893,000 to this line item and leave a budget balance of \$547,000.

SR 522/NE 145th Bus Rapid Transit Project
(in thousands)

Project Phase	Authorized Project Allocation	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Administration	\$53,110	\$17,768	\$0	\$17,768	\$35,342
Preliminary Engineering	15,420	15,331	-	15,331	89
Final Design	44,500	33,432	-	33,432	11,068
Third Party Agreements	6,770	2,052	-	2,052	4,718
Right of Way	85,620	10,254	-	10,254	75,366
Construction	313,010	40,640	6,893	47,533	265,477
Construction Services	27,750	-	-	-	27,750
Vehicles	35,320	32,963	-	32,963	2,357
Total Current Budget	\$581,500	\$152,440	\$6,893	\$159,333	\$422,167

Phase Detail					
Construction					
Non-motorized Access Improvements	\$7,440	\$0	\$6,893	\$6,893	\$547
Other Construction	305,570	40,640	-	40,640	264,930
Total Phase	\$313,010	\$40,640	\$6,893	\$47,533	\$265,477

Agreement Detail	Board Approvals to Date	Proposed Action	Proposed Total for Board Approval	Current Approved Contract Status
Contract Amount	\$0	\$6,893	\$6,893	\$0
Contingency	-	-	-	-
Total Contract	\$0	\$6,893	\$6,893	\$0
Percent Contingency	0%	0%	0%	0%

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For detailed project information, see page 115 of 194 of the 2024 Financial Plan & Proposed Budget.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

The Stride Program has regularly engaged the public on the development of the S1, S2, and S3 lines and early phases of public outreach were important to understanding the needs, opportunities, and challenges associated with passenger access to future Stride stations. This input informed the identification of candidate access projects. Subsequently, Sound Transit has worked closely with local jurisdiction staff to finalize a recommended list of projects to fund and deliver to address these needs, opportunities, and challenges.

Time constraints

A one-month delay would not create a significant impact, but some jurisdictions are prepared to begin implementation of these improvements upon Board action and so a delay may also affect project implementation.

Prior Board/Committee actions

Resolution No. 2023-18: Adopted the I-405 Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by \$402,618,123 from \$866,381,877 to \$1,269,000,000, (b) decreasing the annual allocated budget by \$45,806,704 from \$167,827,704 to

\$122,021,000, and (c) establishing the project open for service dates of Q3 2028 for the S1 Line and Q2 2029 for the S2 Line.

Resolution No. R2023-19: Adopted the SR 522/NE 145th Street Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by \$330,851,655 from \$250,648,345 to \$581,500,000, (b) decreasing the annual allocated budget by \$21,653,035 from \$82,341,035 to \$60,688,000, and (c) establishing the project open for service date of Q2 2028 for the S3 Line.

Environmental review – KH 2/28/24

Legal review – DLM 3/8/24

Motion No. M2024-15

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute funding agreements at the not-to-exceed amounts and with the local jurisdictions identified in Attachment A and Attachment B to come from the budgeted station access allowance funding included as part of the Stride Program.

Background

The Sound Transit 3 System Plan included dedicated funding – known as station access allowances – to ensure high-quality passenger access and transit integration at new stations. As an ST3 project, the Stride Program (composed of the I-405 BRT project and the SR 522/NE 145th BRT project) has two project-level station access allowances. This funding resource is managed programmatically by Sound Transit's Access, Integration & Station Area Planning program, which has staff matrixed to support capital project development.

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ST3 includes station access allowances to support high-quality passenger access and bus-rail transit integration. The Stride Program, as a component of the ST3 Plan, has a station access allowance.

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Sound Transit will make capped contributions at the not-to-exceed amounts and to local jurisdictions identified in Attachment A and Attachment B. Attachment A and Attachment B also identified three projects that will use station access allowance funding but will be delivered by the Stride Program due to proximity to Stride construction activities and for more efficient project implementation.

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Following Board action, Sound Transit will enter into funding agreements with the local jurisdictions identified in Attachment A and Attachment B as they are ready to implement the projects identified. Progress milestones (design, environmental review, construction) will be incorporated as the basis for incrementally authorizing funding. These milestones will also consider the status of the permitting process for Stride Program elements with the local jurisdictions. Access allowance funding in support of construction may be delayed until permitting-related disputes that impact the Stride Program's scope, schedule or budget are resolved.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute funding agreements at the not-to-exceed amounts and with the local jurisdictions identified in Attachment A and Attachment B to come from the budgeted station access allowance funding included as part of the Stride Program.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dow Constantine
Board Chair

Attest:

Kathryn Flores
Board Administrator

Motion No. M2024-15
Attachment A

Attachment A identifies the jurisdictions, projects, and amounts to be funded in the I-405 Stride Bus Rapid Transit corridor to be funding by the Stride Program’s Station Access Allowance.

S1 – Delivered by Jurisdictions

Jurisdiction	Project Name & Description	Amount
City of Burien	S 152nd St Sidewalk and Bikeway Improvements. Fill all sidewalk gaps and provide continuous bike facilities on S 152nd St between 1st Ave S and the Des Moines Memorial Dr S shared-use path to provide an accessible connection to the Burien Transit Center. Construct sidewalks on the north side of S 152nd St from Village Lane Apartments to Burien Townhomes and on the south side of S 152nd St from Highline Performing Arts Center to Des Moines Memorial Dr S. Add accessible curb ramps at 5th Ln S and 8th Ave S, formalizing the intersection corners.	\$1,610,000
City of Burien	SW 148th St Pedestrian Lighting. Install pedestrian-scale lighting on SW 148th St between the Burien Transit Center and 6th Ave SW to improve connectivity for people walking and rolling in conjunction with the SW 148th St Intersections Improvement Project. Project will space poles 40 to 60 ft apart to provide adequate visibility.	\$715,000
City of SeaTac	32nd Ave S / S 154th St Crossing Improvements. Improve the pedestrian crossing on the western leg of 32nd Ave S and S 154th St by adding Rapid Rectangular Flashing Beacons (RRFB), a high-visibility crosswalk, accessible curb ramps, and a small section of sidewalk, curb, and gutter on the south side of S 154th St. The project gives pedestrians an alternative route to the SR 518 off-ramp crossing and provides access adjacent to RapidRide F Line stations.	\$300,000
City of Tukwila	S 152nd St Pedestrian Connection. Develop pathway connection from Tukwila International Boulevard Station Park-and-Ride to existing multi-use path dead-end at S 152nd St. Project is within the park-and-ride area and includes sidewalk, bicycle facilities, pathways, crosswalk markings, lighting, and a retaining wall to address a slight grade.	\$510,000
City of Tukwila	42nd Ave S Bikeway. Develop a traffic-calmed bikeway along 42nd Ave S between S 150th St and Southcenter Blvd. On the west side of the street, add striped southbound bike lane between Southcenter Blvd and S 150th St. On the east side of the street, add striped bike lane between Southcenter Blvd and S 151st St. Remove on-street parking to widen the sidewalk on the east side of the street between S 151st St and S 150th St, creating create a shared path; add shared lane markings to the roadway.	\$350,000
City of Tukwila	Southcenter Blvd Bikeway Improvements. Improve the existing bike lanes and crosswalks on Southcenter Blvd within a half-mile of Tukwila International Boulevard Station (TIBS). Re-channelize to 11 ft general purpose lanes to accommodate separated (tuff curb and post) bike lanes. Tighten intersection with 40th Ave S to shorten crossing distance. Add bike channelization and upgrade to high-visibility crosswalk markings at Southcenter Blvd/TIBS station entrance and Southcenter Blvd/42nd Ave S intersections.	\$390,000
City of Renton	Hardie Ave SW Protected Bike Lane. Install a two-way protected bike lane (PBL) along the east curb of Hardie Ave SW, connecting the South Renton Transit Center to future east-west biking facilities on SW 7th St. The project will be integrated into intersection improvements to the south at Hardie Ave SW and Rainier Ave S with a bike ramp and curb work and to the north at 7th Ave S and Hardie Ave SW with high-visibility pedestrian crossings and intersection bike channelization.	\$110,000
City of Renton	Lake Washington Blvd N Enhanced Crossing. Install an enhanced crossing of Lake Washington Blvd N at south end of sidewalk to connect to Eastside Rail Corridor. Design includes HAWK signal and street lighting, ADA connection to trail, an on-street walkway, and a bikeway.	\$790,000

S2 – Delivered by Jurisdictions

Jurisdiction	Project Name & Description	Amount
City of Lynnwood	44th Ave W Mixed-Use Trail. Provide non-motorized facilities along 44th Ave W, crossing via the I-5 underpass, to connect to the Lynnwood Park-and-Ride and City Center. Improvements include a mixed-use trail along the east side of 44th Ave W, an enhanced connection to the Interurban Trail, crossing improvements south of the underpass, landscaping, lighting, and a placemaking feature.	\$1,900,000
City of Bothell	Canyon Park On-Ramp Crossing. Install pedestrian crossing improvements at the channelized right turn from eastbound SR 527 to the I-405 southbound on-ramp to improve connections to Canyon Park Station and Park-and-Ride. Project includes upgrading to an RRFB with signage.	\$300,000
City of Bothell	Brickyard Park-and-Ride Driveway Crossing. Improve access and safety near the Brickyard Park-and-Ride at Juanita Way and 115th Ave NE by adding new crossing infrastructure, improving crossings of the park-and-ride driveway, and modifying an existing signal to support pedestrian crossings across Juanita-Woodinville Way. Project includes an RRFB, high-visibility striping and crossing markings, accessible curb ramps, and roadway illumination.	\$560,000
City of Bothell	116th Ave NE / NE 160th St Intersection. Improve pedestrian access to the Brickyard Stride Station with an improved crossing on the east leg of the 116th Ave NE and NE 160th St intersection. Project includes a north-south crosswalk, pedestrian signals and push buttons, improved roadway lighting, and accessible curb ramps.	\$1,680,000
City of Bothell	Brickyard 116th Ave NE Sidewalk. Complete the sidewalk/walkway along 116th Ave NE from proposed Tolt Pipeline Trail Bridge to Stride station at NE 160th St by constructing new facilities, addressing inadequate grading, and incorporating drainage improvements. Project close a gap and expands the non-motorized access area for Brickyard Stride Station.	\$635,000
City of Kirkland	Kingsgate Station Park-and-Ride Crossing. Improve the pedestrian crossing on 116th Ave NE between the Kingsgate Station Park-and-Ride and the covered walkway on 116th Ave NE by adding signal control (HAWK or RRFB) and improving lighting and overall visibility for people walking and rolling.	\$250,000

S1 & S2 – Delivered by Stride Program

Jurisdiction	Project Name & Description	Amount
City of Renton	Lake Ave S Bike Lanes. Paint a two-way bicycle track on north side of Lake Ave S between Shattuck Ave S and the South Renton Transit Center to improve connectivity for people biking to the Transit Center. Modify curbs on south side of Lake Ave S to improve accessibility.	\$220,000
City of Bellevue	Bellevue Transit Center Passenger Improvements. Renovate Bellevue Transit Center platform layout between 108th Ave NE and 110th Ave NE to improve passenger amenities, streamline pedestrian movement, and better accommodate additional passengers and vehicles at all bays. This is a partnership project with King County Metro.	\$1,250,000

Motion No. M2024-15
Attachment B

Attachment B identifies the jurisdictions, projects, and amounts to be funded in the SR 522/NE 145th Street Stride Bus Rapid Transit corridor to be funding by the Stride Program's Station Access Allowance.

S3 – Delivered by Jurisdictions

Jurisdiction	Project Name & Description	Amount
City of Seattle	30th Ave NE Shared Use Path. Install 10-ft shared-use path on the east side of 30th Ave NE between NE 143rd St and NE 145th St, including curb separation and stormwater elements, to connect to the NE 145th St / 30th Ave NE station. Install crossing treatments at NE 143rd St and 30th Ave NE for a future greenway connection.	\$2,000,000
City of Shoreline	30th Ave NE Sidewalks. Install new sidewalks on 30th Ave NE from NE 145th St to NE 147th St to link existing and planned high-density residential and mixed-use development to NE 145th St / 30th Ave NE station. Project includes curb, gutter, sidewalk, and drainage infrastructure to provide a safe connection to nearby neighborhoods.	\$1,265,000
City of Shoreline	28th Ave NE Bikeway. Install new bikeway (sharrows) on 28th Ave NE from NE 145th St to NE 150th St, connecting the bicycle facilities on NE 150th St and NE 145th St. Project fills a gap in the bike network that serves the 30th Ave NE station and uses available right-of-way.	\$33,000
City of Lake Forest Park	Brookside Blvd NE Sidewalk Improvements. Install new sidewalk on north side of Brookside Blvd NE from SR 522 to the marked crosswalk at Blue Heron Park Bridge, connecting to existing walkways along Brookside Blvd NE. Project will improve access to the Lake Forest Park Town Center, Blue Heron Park, and Northshore Fire Station.	\$260,000
City of Kenmore	NE 181st St Sidewalk. Construct sidewalk improvements on south side of NE 181st St from 61st Ave NE to 63rd Ave NE to fill a 1.5-block gap between 61st Ave NE and the east edge of the Vine Church Park-and-Ride and to connect to 63rd Ave NE.	\$1,500,000
City of Bothell	104th Ave NE Pedestrian Improvements. Improve accessibility to NE 185th St / 104th Ave NE station with spot improvements on the west side of 104th Ave NE and Kaysner Way between NE 185th St and SR 522, including ADA-compliant curb ramps and driveway replacements. Relocation of some storm facilities may be required.	\$1,095,000
City of Bothell	104th Ave NE Bike Improvements. Install new bike box and bicycle signal detection on north leg of NE 104th St to improve access to eastbound BRT platform at NE 185th St / 104th Ave NE station.	\$70,000

S3 – Delivered by Stride Program

Jurisdiction	Project Name & Description	Amount
City of Lake Forest Park	Ballinger Way Crossing. Install new ADA curb ramps at the intersection of SR 522 and Ballinger Way to improve accessibility. Widen existing sidewalk on the east side of SR 522, immediately north of Ballinger Way, to connect to station.	\$670,000