

Stride Bus Rapid Transit Update and Near Term Look-Ahead

Citizen's Oversight Panel

August 18, 2021



Why we are here

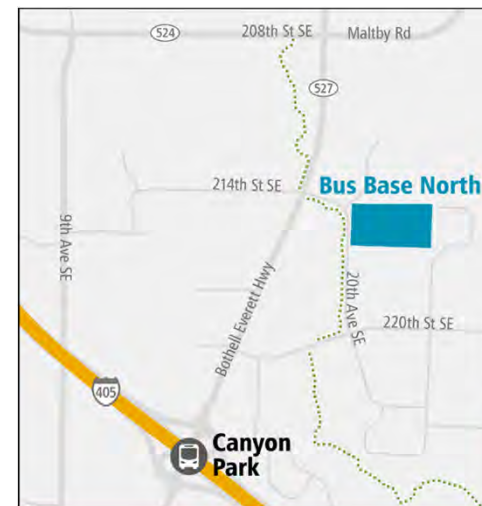
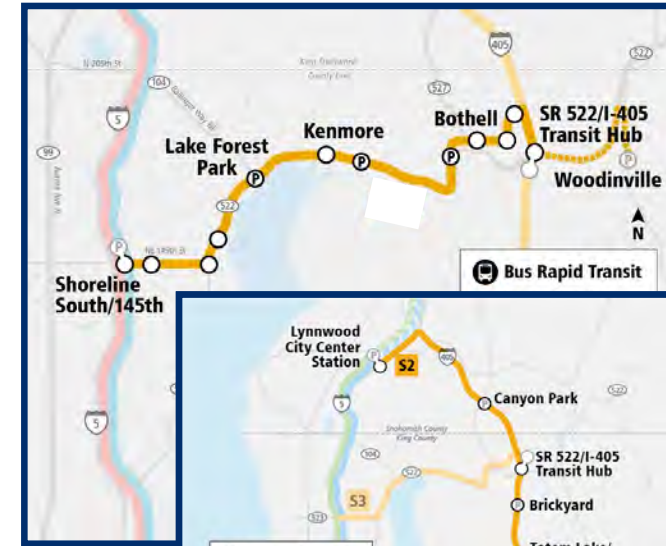
- BRT program readiness
- Potential cost reduction strategies
- BRT Maintenance Facility: Project to be Built
- Near term look ahead: actions through October

Program Readiness

Stride Program

Bus Rapid Transit

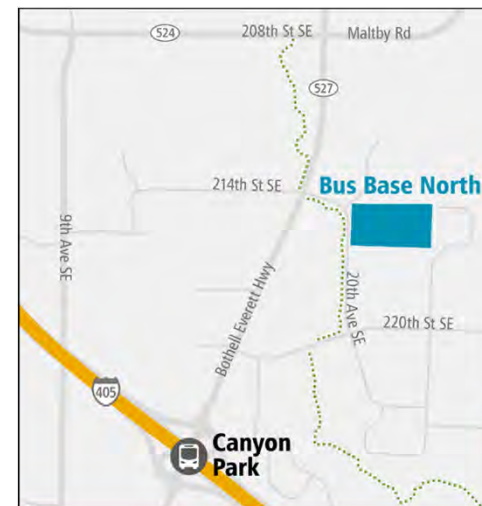
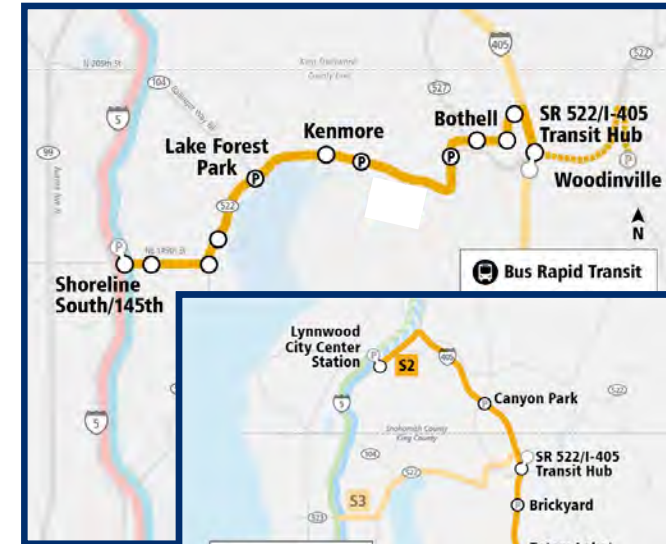
- S1: I-405 Burien to Bellevue
- S2: I-405 Bellevue to Lynnwood
- S3: SR 522 Bothell to Shoreline
- BRT Maintenance Base (“Bus Base North”)



Stride Program Readiness

Formal project definition

- Environmental complete
- Scope refined through preliminary engineering
- Selecting Project(s) to be Built decisions needed to advance program



Stride Program Readiness - continued

Board Realignment Direction: Aggressive schedule

- 2025: Bus Base North
- 2026: I-405 South (S1), NE 85th (part of S2), and SR 522 BRT (S3)
- 2027: I-405 North (S2)
- 2034: Parking, except for Kingsgate (2035) and Lake Forest Park (2044)

Numerous pending actions needed

***Potential Cost Reduction
Strategies and Project
Definition***

Stride: Cost Estimate Comparison

In millions, 2019\$

	2019	2020	2021 updated after TriUnity review
I-405 BRT (S1 & S2)	\$1,088	\$1,039	No change
SR 522/NE 145th (S3)	\$658	\$544	No change
Bus Base North	\$208	\$238	\$290

Stride

Realignment:

- Current estimates and schedule are consistent with the Realignment Affordable Schedule
- Limited additional cost savings opportunities beyond those already incorporated into project development
- Value engineering will continue during final design as a cost containment and efficiency strategy

I-405 Stride

Realignment:

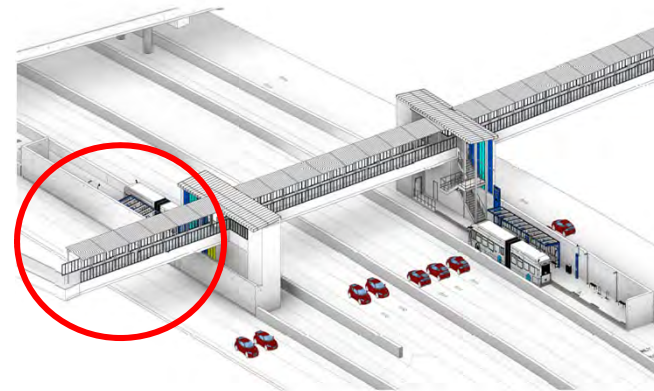
- Parking deferral reduces near term program costs by ~\$125-150m
 - Kingsgate (2035): 400 stall expansion - structure
 - North Renton (2034): 200 stalls - surface
 - South Renton (2034): 700 stalls – structure

I-405 Stride

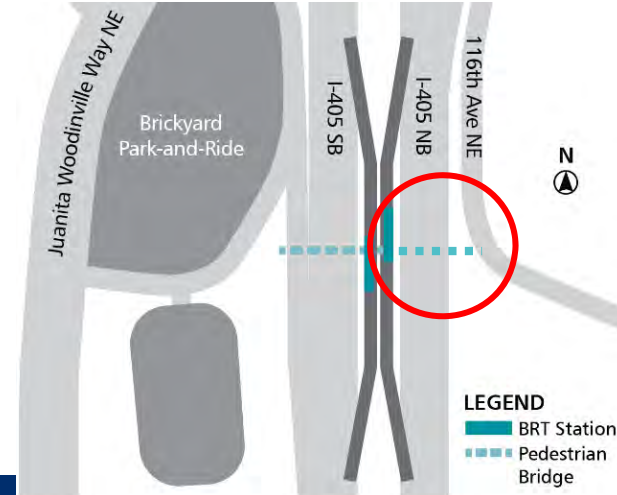
Potential cost reductions:

- Tukwila Station: retain connection to existing light rail station immediately to the north and eliminate connection to the south
 - ~\$5m potential savings
- Brickyard Station: retain connection to existing park and ride to the west and eliminate connection to east
 - ~\$10-15m potential savings

Tukwila International Boulevard Station



Brickyard Station



SR 522 Stride

Project Development Refinements

- Reduced project costs by over \$100m (-17%)
 - Reduced extent of BAT lanes
 - Optimized intersections
 - Partnerships

Realignment:

- Parking deferred to 2034/2044 reduces near term costs by ~\$150-175m
 - Lake Forest Park (2044): 300 stall structure
 - Kenmore (2034): 300 stall structure
 - Bothell (2034): 300 stall structure

Stride bus base

	2019	2020	2021 updated after Triunity review
BRT bus base north	\$208m	\$238m	\$290m

Potential Cost Savings Measures

- Reduce capacity of bus base to accommodate Stride coaches only: ~\$30m
 - Limits total capacity to 80 coaches instead of 120
 - Eliminates ability to house Snohomish County ST Express coaches



BRT Maintenance Facility
(“Bus Base North”)

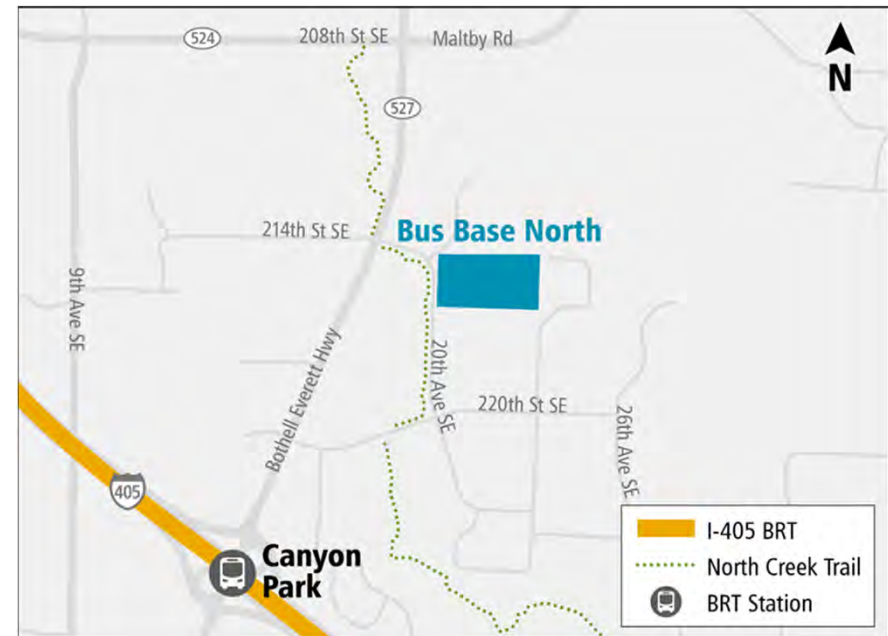
Bus Rapid Transit Maintenance Base

Background

- Approved by voters as part of ST3
- Critical to the operation of Bus Rapid Transit on I-405 and SR 522/145th
- August 2020: State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) issued

Bus Rapid Transit Maintenance Base Description

- Property located in City of Bothell, Canyon Park subarea
- Accommodation for up to 120 buses
- Accommodations for conversion to Battery Electric fleet
- Facility includes:
 - Maintenance for buses
 - Parking for employee vehicles
 - Above-ground fuel facilities
 - Bus wash building
 - Fencing and landscaping
 - Security booth, lighting, and stormwater management.



BRT Maintenance Base

BRT bus base	<u>2019</u>	<u>2020</u>	<u>Third Party Review</u>
In millions, 2019\$	\$208	\$238	\$290

What has changed since 2019?

- Assumption of systems costs formerly in I-405 BRT estimate
- Independent review observations of soil conditions



Next Steps

- August: Consider selection of the project to be built recommendation
- 3Q 2021 - Initiate final design
- 4Q 2022 - Complete acquisition of property rights and obtain environmental permits
- Late 2022 - Board action on project baseline
- 4Q 2023 - Obtain Conditional Use Permit from City of Bothell

Program Schedule

Stride Schedule

March 2021: Program was trending toward 2026/27

- Paused actions: delayed and limited resources

Now: Additional five months delay, now trending towards 2027

- Identifying strategies to accelerate schedule
- Design and construction methods and duration
- Sound Transit policies and procedures
- Partners: review and permitting

Numerous Committee and Board actions are needed over the coming months

Pending Project Actions

Stride BRT

August Committee and Board Actions

- Bus Base North: Project to be built
- General Engineering Consultant: Increase capacity to originally planned

Stride

September Committee and Board Actions

I-405 BRT (S1 & S2):

- Project to be built
- Tukwila International Blvd Station: WSDOT Project Development Task Order

SR 522 BRT (S3):

- Project to be built
- Right of way acquisition – initial group
- UW Bothell funding agreement

Stride

October Committee and Board Actions

SR 522 BRT (S3):

- Shoreline funding agreement: Interchange Transit Project
- Bothell funding agreement: Stride Improvements

Thank you.

