



Motion No. M2021-69

Funding Agreement with University of Washington for Early Construction of University of Washington Bothell Bus Rapid Transit Station

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	11/10/2021	Recommend to Board	Don Billen, Executive Director, PEPD
Board	11/18/2021	Final action	Bernard van de Kamp, East Corridor Development Director, PEPD Paul Cornish, Strategic Projects Director - Bus Rapid Transit

Proposed action

Authorizes the chief executive officer to execute an agreement with University of Washington for construction of a Bus Rapid Transit Station at the University of Washington Bothell campus in the amount of \$1,022,000, with a 10 percent contingency of \$102,200, for a total authorized agreement amount not to exceed \$1,124,200.

Key features summary

- A Sound Transit Bus Rapid Transit (BRT) station will be located on University of Washington (UW) property on Beardslee Boulevard serving the University of Washington – Bothell (UWB) campus and surrounding community.
- UW is entering into a long term lease to design, build and operate dormitories and mixed use development at the UW Bothell campus, with entrance on Beardslee Boulevard.
- This agreement with University of Washington will secure land rights to locate and operate a transit facility intended for a BRT station on University property adjacent to Beardslee Boulevard and within the footprint of the new development at the Bothell campus, and will allow for the UW Lessee to build the BRT station at the same time as the dormitory development.
- Building the BRT station and supporting elements in conjunction with the construction of the UW Bothell development is expected to save project costs and avoid redundant work and disruptions, and complete the BRT station within Sound Transit’s schedule.
- Sound Transit will pay for the construction of the station platform and necessary supporting elements that fall within the UW Bothell development planned construction area, including:
 - Eastbound station platform with necessary conduits, utility hookups, and hand holes for future connections to water, power, data, and station fit up elements
 - Reinforced concrete bus pad
 - Pedestrian island between future eastbound and westbound stations

- Crosswalk and underground conduits between eastbound platform and pedestrian island to connect to future westbound station and pedestrian-activated HAWK signal to cross Beardslee Boulevard between BRT stations
- Reconstruction of a portion of a UW Bothell multi-use trail that is displaced by the BRT station
- Under the agreement, Sound Transit will provide design for the Sound Transit work and pay a total amount of \$1,022,000. Sound Transit will retain a 10 percent contingency of \$102,200 if required for unanticipated additional work resulting from Sound Transit initiated design or scope changes.
- The University of Washington has entered into a Ground Lease with the developer of the dormitory and mixed use development, and is expected to assign the portion of the Sound Transit agreement for construction of the Sound Transit BRT facilities to the Lessee.
- After construction, Sound Transit will accept, own and operate the BRT Station; the University of Washington will retain ownership of the land and grant permanent and temporary easements to Sound Transit for the BRT station; and the road crossing elements of the work will be accepted, owned and operated by the City of Bothell.

Background

The SR 522/NE 145th BRT Project establishes BRT service along the corridor, primarily operating in business access and transit (BAT) or bus queue bypass lanes for 9 miles between Shoreline and Bothell, with separate, connecting service options to Woodinville. Funding for the SR522/NE 145th BRT project was approved by voters in the ST3 Plan. The Board adopted schedule for the project is 2026.

Project development involved planning and preliminary design of BRT elements, including routing, roadway and sidewalk improvements; 12 BRT station pairs between the termini; and parking facilities. The analysis during the Preliminary Engineering phase confirmed the station locations and identified speed and reliability project elements.

Sound Transit issued a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) for the SR 522/NE 145th BRT Project on March 25, 2021.

The SR 522/NE 145th BRT project calls for a pair of stations to be sited along Beardslee Boulevard in Bothell at the entrance to the University of Washington – Bothell and Cascadia College (CC). The planned location for the eastbound station lies on UW property adjacent to Beardslee Boulevard, within the footprint of the UW Bothell dormitory and mixed-use development serving its Bothell campus. This project is anticipated to reorient the front entrance of campus to connect to Sound Transit’s BRT service and will include new student housing and related facilities, landscaping, and an additional eastbound travel lane on Beardslee Boulevard. This development is currently scheduled to be completed in 2024.

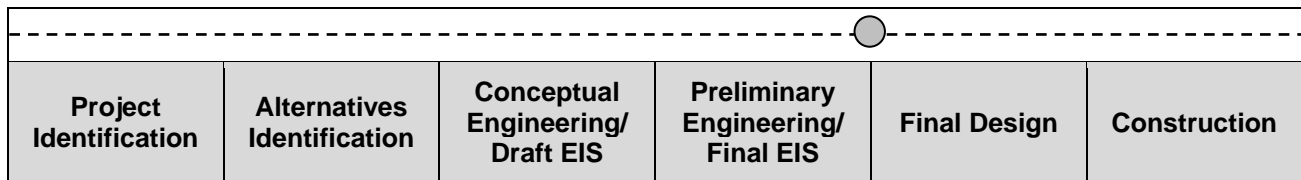
Sound Transit, the University of Washington, and the City of Bothell identified this as an opportunity to coordinate construction efforts between the two projects. Combining the construction will avoid destroying new construction and additional disruption to the community, and will place underground utility service, platform and road crossing elements on the eastbound BRT station at the UW Bothell campus. The two project teams worked to coordinate their respective designs. Sound Transit will provide final design for the Station and the road crossing. The University is expected to assign the construction portion of this agreement that addresses construction of Sound Transit’s project and payment by Sound Transit for the construction, to its Lessee that will be building the dormitory development.

Construction under this agreement will include the Sound Transit BRT station platform itself, an in-lane concrete bus pad and pedestrian road crossing elements including a mid-block pedestrian island that will connect to the future westbound BRT station, and conduits and utility connections within the station platform and under the eastbound lanes of Beardslee, terminating at the pedestrian island. These connections will support station lighting, water for maintenance, and data for systems elements at both eastbound and westbound stations. They will also support future operations of a pedestrian-activated HAWK signal to be installed by Sound Transit. The Sound Transit payment includes all costs related to construction and permitting, and Sound Transit’s share of landscaping, lighting, drainage, and utility undergrounding costs associated with the BRT station.

The University of Washington agrees to grant, a permanent easement for the location, operation and maintenance of the Sound Transit BRT Station transit facility, and temporary easements for completing construction of the station and operation and maintenance. All Sound Transit project elements constructed within and across the street will be accepted by and turned over to City of Bothell.

The University of Washington published a Request for Proposals for this development, and chose a qualified developer through a competitive procurement process. The resulting Ground Lease contains requirements for use of prevailing wages, bonding, insurance and assurances of quality that will also apply to the Sound Transit work performed in conjunction with the UW development.

Project status



Projected completion date for SR 522/NE 145th St BRT project: 2026

Project scope, schedule and budget summary are located on page 176 of the Sept 2021 Agency Progress Report.

Fiscal information

This action is within the authorized project allocation and sufficient monies remain after approval of this action to fund the remaining work in the construction phase.

The authorized project allocation for the SR 522 Bus Rapid Transit project is \$148,570,000. Within that amount, \$33,700,000 has been allocated to the construction phase. The action would commit \$1,124,200 and leave a budget balance of \$7,617,000 in the construction phase.

The current cost estimate for the SR 522-NE 145th St BRT project is \$544 million in 2019 dollars and is affordable within the Agency’s Finance Plan. This action is in alignment with the program master schedule and current authorized project allocation, and it does not impact the affordability of any other system expansion project.

Sound Transit’s funding contribution of up to \$1,124,200 for the project, which is affordable within the Agency’s Finance Plan. Staff are managing the SR 522/145th BRT project toward a 2026 delivery, consistent with both Affordable and Target Schedules. This action is in alignment with Resolution 2021-05 and does not impact the affordability of any other system expansion project.

SR 522 Bus Rapid Transit Project
(in thousands)

Project Phase	Authorized Project Allocation	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$9,051	\$6,862	\$	\$6,862	\$2,189
Preliminary Engineering	16,912	15,361		15,361	1,551
Final Design	19,795	699		699	19,096
Third Party Agreements	16,444	759		759	15,685
Right of Way	52,081	984		984	51,097
Construction	33,700	24,959	1,124	26,083	7,617
Construction Services	587				587
Vehicles					
Total Current Budget	\$148,570	\$49,624	\$1,124	\$50,748	\$97,822
Phase Detail					
Construction					
UW Bothell - Design and Constr	\$8,741	\$	\$1,124	\$1,124	\$7,617
Other	24,959	24,959		24,959	
Total Phase	\$33,700	\$24,959	\$1,124	\$26,083	\$7,617

Agreement Detail	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
University of Washington				
Agreement Amount			\$1,022	\$1,022
Contingency			102	102
Total Contract			1,124	1,124
Percent Contingency	0%	0%	10%	10%

Notes:

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

* Board Approvals = Commitment and PO Contingency Remaining as of 10/31/21

For detailed project information, see page 149 of the 2021 Financial Plan & Adopted Budget.

Disadvantaged and small business participation

The University of Washington published a Request for Proposals for this development, and chose a qualified developer through a competitive procurement process, which required the following commitments:

The University is committed to providing maximum opportunity for participation in contracting by Business Equity Enterprises (BEE). On their construction projects the University strives to achieve 20% BEE participation, which is inclusive of 15% of the 20 specifically being awarded to women and minority-owned firms.

Public involvement

We are committed to proactively seeking public input during all stages of the project. The SR 522/145th BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We have collaborated with elected officials, partner staff and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell and the University of Washington on the SR 522/145th BRT project. During the COVID-19 pandemic, Sound Transit

leveraged virtual platforms to provide project updates to the public, and facilitate briefings and meetings with neighborhood associations, IAG members, and stakeholders.

Time constraints

A one-month delay would not create a significant impact to the project schedule.

Prior Board/Committee actions

Resolution No. R2021-09: Authorized the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the SR 522/NE 145th Bus Rapid Transit Project.

Resolution No. R2021-07: Selected the route, roadway improvements, and station locations for the State Route 522 (SR 522/NE 145th Bus Rapid Transit Project

Motion No. M2020-18: Authorized the chief executive officer to execute a contract modification with David Evans and Associates, Inc. to exercise a contract option for preliminary engineering services for the SR 522/NE 145th Bus Rapid Transit project in the amount of \$6,271,586 with a 10 percent contingency of \$627,159 totaling \$6,898,745, for a new total authorized contract amount not to exceed \$14,905,671.

Motion No. M2019-34: Authorized the chief executive officer to execute a contract modification with David Evans and Associates, Inc. to provide Conceptual Engineering and Environmental Review services for the SR 522/NE 145th Bus Rapid Transit project in the amount of \$4,934,304, with a 10% contingency of \$493,430 totaling \$5,427,734 for a new total authorized amount not to exceed \$8,006,925.

Environmental review – KH 11/4/21

Legal review – JSA 11/5/21



Motion No. M2021-69

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute an agreement with University of Washington for construction of a Bus Rapid Transit Station at the University of Washington Bothell campus in the amount of \$1,022,000, with a 10 percent contingency of \$102,200, for a total authorized agreement amount not to exceed \$1,124,200.

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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 an agreement with University of Washington for construction of a Bus Rapid Transit Station at the University of Washington Bothell campus in the amount of \$1,022,000, with a 10 percent contingency of \$102,200, for a total authorized agreement amount not to exceed \$1,124,200.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 18, 2021.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator