

Motion No. M2025-51

Construction Agreement with the Washington State Department of Transportation for the Design-Build Delivery of the I-405 Stride BRT Tukwila International Boulevard Improvement Project

Meeting:	Date:	Type of action:	Staff contact:
Board	10/23/2025	Final action	Terri Mestas, Deputy CEO, Chief Capital Delivery Officer Manan Garg, Executive Director-Capital Program Delivery Rick Capka, Executive Project Director, Bus Rapid Transit Paul Cornish, Strategic Projects Director - Bus Rapid Transit

Proposed action

Authorizes the chief executive officer to execute a construction agreement with the Washington State Department of Transportation for the design build delivery of the Tukwila International Boulevard Bus Rapid Transit project as part of the I-405 Bus Rapid Transit project in the amount of \$168,740,000 with a six percent contingency of \$10,124,400 for a total authorized agreement amount not to exceed \$178,864,400.

Key features summary

- The proposed SR518, Tukwila International Boulevard Station Bus Rapid Transit Project will create a new Bus Rapid Transit (BRT) inline freeway station on SR 518 south of the existing Tukwila International Boulevard Link light rail station and connections to the existing TIBS light rail station and communities to the south of SR 518.
- The Agreement calls for WSDOT to procure and administer a WSDOT design build contract to deliver the Sound Transit transit project and related highway modifications at Sound Transit's expense; and allows WSDOT to include in the design build contract construction of WSDOT fish passage culvert correction at WSDOT's expense.
- This project includes the new inline freeway BRT station platforms, pedestrian bridge to access the new Stride bus rapid transit station, and related state highway modifications.
- The scope of the transit project includes:
 - In-line freeway BRT station platforms in the center of SR 518
 - Eastbound and Westbound Bus-only lanes on SR 518
 - Pedestrian bridges connecting the BRT station platforms to the TIBS Light Rail Station to the north, and connecting to SR 99/Tukwila International Boulevard
 - The vertical construction includes stairway and elevator access from the new inline freeway BRT station to pedestrian bridges
 - BRT wayfinding signing foundations for nonmotorized users

- Utilities and other station amenities
- Highway elements related to the project include:
 - SR 518 roadway modifications to accommodate the BRT station including roadway widening, restriping and repaving
 - New bridge structures / retaining walls for SR 518 and SR 99 ramps / roadways
 - Storm water treatment and detention facilities as needed
- The Agreement identifies a WSDOT scope that will be included in the design build contract, but will not be a part of the transit project and will not be reimbursed by Sound Transit, that includes design and construction of a new fish barrier correction structure under SR 518 to accommodate future WSDOT Gilliam Stream Improvement Project within the vicinity of the transit project.
- The construction agreement amount includes Sound Transit's reimbursement of WSDOT's costs associated with the transit project and highway modifications, including the design build contract costs, incentives, taxes, proposer stipends, and all WSDOT design, construction, construction management, and WSDOT staff overhead associated with the design-build project. WSDOT will manage this effort. Sound Transit will pay actual costs incurred not to exceed the authorized amount in this agreement.
- WSDOT has completed project development, preliminary engineering and preparation of procurement under other agreements, in close coordination with Sound Transit, the Cities of Tukwila and Sea-Tac and the Port of Seattle for completion of 15 percent design for detailed project requirements.
- The \$168,739,104 WSDOT agreement amount includes \$5,424,338 (approximately four percent of estimated construction) that WSDOT manages and may use for additional costs related to the highway modification scopes in the design build contract, including change orders up to \$500,000 for highway modification scope of work that do not require Sound Transit approval up to a total aggregate amount of \$5,424,338. This action also authorizes an additional six percent of the estimated project costs (\$10,124,400) as contingency that Sound Transit may use in the event the total project costs for Sound Transit funded components exceed the \$168,739,104 estimated project costs.
- The project schedule allows sufficient time for Sound Transit to install station elements, such as shelters and passenger information systems before opening for transit service.

Background

The Tukwila International Boulevard Inline Station is part of the overall I-405 BRT project identified in the voter-approved ST3 Plan. The I-405 BRT project will establish a BRT system from the Lynnwood Transit Center to the Burien Transit Center via I-5, I-405, and SR 518. The project includes new and upgraded transit centers, inline stations, new park-and-ride capacity (deferred), and non-motorized access improvements to the stations. I-405 BRT connects to the regional transit system at three Link light rail stations and the SR 522/NE 145th BRT.

The BRT Tukwila International Boulevard Station project will include two planned in-line platforms in the center of SR 518 at Tukwila International Boulevard. A planned pedestrian bridge over SR 518 would connect the BRT station to the mezzanine level of the Link light rail station to the north, and a second bridge to the community to the south of SR 518. From the BRT station, access to the pedestrian bridges would be provided by stairs and elevators.

Motion No. M2021-51 Authorized the chief executive officer to execute a Task Order with the WSDOT to provide professional services for project development for the Tukwila International Boulevard Inline Station for the I-405 Bus Rapid Transit Project.

Sound Transit issued a State Environmental Policy Act (SEPA) Determination of Non-Significance on September 30, 2020, addressing the potential environmental impacts of the I-405 BRT project, including the Tukwila International Boulevard Inline Station (TIBS). WSDOT, in coordination with FHWA, issued a categorical exclusion (CE) in accordance with its rules for the National Environmental Policy Act (NEPA) in August 2024. The TIBS Project was awarded funding under the United States Department of Transportation Neighborhood Access and Equity (NAE) Program, part of a Connecting Communities grant, administered by the Federal Transit Administration (FTA). FTA adopted the FHWA NEPA documentation in November 2024.

In January 2024, the Project was put on hold due to WSDOT's discovery of a failing culvert under SR 518. The Board was briefed on January 25, 2024. Sound Transit implemented an Interim Station (Interim TIBS) at the TIBS Light Rail Station bus loop, where existing KCM bus platforms are located in order to meet and not delay BRT Open for Service dates.

July 2024, WSDOT culvert failed and in October of 2024 WSDOT made repair and Sound Transit authorized the TIBS Design Build Project development resumed. In December 2024, ST awarded Reconnecting Communities Grant (FTA), a portion designated for Inline TIBS.

This agreement sets out the roles and responsibilities of both WSDOT and Sound Transit for the delivery of this project, and to allow the transit project elements to remain eligible for the grant funding such as including FTA federal provisions in the design build contract. WSDOT will procure and administer the design-build contract in accordance with all WSDOT standard processes and procedures

Sound Transit shall have all responsibility for and control of the transit project WSDOT acknowledges that for all aspects of administration and delivery of the eligible transit project, WSDOT is considered Sound Transit's contractor. Sound Transit will pay all actual costs for the Transit and Highway Elements, including the design-build contract, WSDOT staff and consultant oversight, third party contracts such as utilities, permits, and local authority reviews, build contract, WSDOT staff and consultant oversight, third party contracts such as utilities, permits, and local authority reviews.

In addition, only construction-related costs of the transit project are eligible for the Grant funding. Therefore, WSDOT must assure that all transit project construction-related costs are invoiced and submitted to Sound Transit identified as construction costs only.

Sound Transit has partnered with WSDOT to develop the Request for Proposals to solicit qualified firms to submit proposals. Sound Transit will have full access to all design and construction management documents and may attend meetings and activities related to the transit-related elements of the project. For the highway modifications element of the contract, a WSDOT controlled contingency of four percent of the estimated project construction costs of \$5.4 million is included in the amount requested in this action. In administering the design build contract, WSDOT may issue individual change orders related to the highway modification elements of the contract for amounts less than \$500,000 without Sound Transit approval, up to the maximum aggregate amount of this contingency.

Sound Transit will review and provide comments on all design submittals for the transit project elements, and must concur with any transit-related contract change orders. This action also authorizes an additional six percent Sound Transit controlled contingency that could be used by Sound Transit after the WSDOT contingency is exhausted, if unexpected transit-related events increase the total cost of the project.

The parties also agree to include in the design build contract for the TIBS project, a separate WSDOT scope of work for delivery of a fish passage culvert correction project in the vicinity of the TIBS BRT project. This will minimize the impacts to the traveling public on SR 518 (vehicles, trucks and existing transit). WSDOT is fully responsible for the separate fish passage project, that may not delay Sound Transit's project. WSDOT will pay all expenses related to the fish passage work, including design, construction, and oversight costs.

Project status

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction

Conceptual Engineering/Environmental Review and Preliminary Engineering is complete. Projected Contractor Procurement: Q4 2025.

Current project status, performance metrics, and additional information are located on page 19 of the July 2025 System Expansion Monthly Status Report.

Fiscal information

The baseline budget for the I-405 BRT project is \$1,321,000,000. This action is funded by the current project budget and there is sufficient budget projected to fund the remaining work. The current project is included in the existing Long Range Financial Plan.

Within the \$1,025,522,646 construction phase, \$179,000,000 has been allocated to the TIBS - BT122 line item. The proposed action would commit \$178,864,400 (which includes a 6% contingency of \$10,124,400) to this line item and leave a phase balance of \$125,819,718.

I-405 BRT

(in thousands)

Project Phase	Baseline Budget	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$59,324	\$33,932	\$	\$33,932	\$25,392
Preliminary Engineering	43,013	42,879	-	42,879	135
Final Design	31,322	28,607	-	28,607	2,715
Third Party	5,670	1,702	-	1,702	3,968
Right of Way	42,060	34,385	-	34,385	7,675
Construction	1,025,523	720,839	178,864	899,703	125,820
Construction Services	27,468	9,551	-	9,551	17,916
Vehicles	86,620	84,385	-	84,385	2,235
Total	\$1,321,000	\$956,279	\$178,864	\$1,050,759	\$183,621

Phase Detail - Construction

TIBS - BT122	\$179,000	\$	\$178,864	\$178,864	\$136
Other Construction	846,523	720,839	-	720,839	125,684
Total Phase	\$1,025,523	\$720,839	\$178,864	\$899,703	\$125,820

Contract Detail

WSDOT - BT122

	Current Contract	This Action	Revised Contract
Contract Amount	\$	\$168,740	\$168,740
Contingency	-	10,124	10,124
Total Contract Amount	\$	\$178,864	\$178,864

Current Contract Spend Status

\$
-
\$

Notes:

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

For detailed project information, see page 168 of the 2025 Adopted Budget & Financial Plan.

* Board Approvals = Commitment and PO Contingency Remaining as of 8/31/2025.

Disadvantaged and small business participation

WSDOT will procure a design-build contractor for the work under this agreement, that will include consideration of disadvantaged and small business participation.

Public involvement

Sound Transit and WSDOT will continue to jointly lead community outreach. The effort will continue to engage the City of Tukwila, City of Sea-Tac, and the Port of Seattle WSDOT, host neighborhood briefings within the community at large and property owners. This effort will include but is not limited to open houses, workshops, customer surveys, City Councils, Planning and Transportation Commission briefings and ongoing education as needed to support the project outreach efforts.

Time constraints

A one-month delay in Board approval would have a significant impact on the project schedule by delaying WSDOT's Design Build procurement advertisement.

Prior Board/Committee actions

Motion No. M2021-51: Authorized the chief executive officer to execute a Task Order with the Washington State Department of Transportation to provide professional services for project development for the Tukwila International Boulevard Inline Station for the I-405 Bus Rapid Transit Project in the amount of \$5,297,727, with a 10 percent contingency of \$529,773, for a total authorized task order amount not to exceed \$5,827,500

Resolution No. R2021-08: Selected the route and station locations for the I-405 Bus Rapid Transit Project.

Environmental review – KH 9/29/25

Legal review – JSA 10/6/25

Motion No. M2025-51

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a construction agreement with the Washington State Department of Transportation for the design build delivery of the Tukwila International Boulevard Bus Rapid Transit project as part of the I-405 Bus Rapid Transit project in the amount of \$168,740,000 with a six percent contingency of \$10,124,400 for a total authorized agreement amount not to exceed \$178,864,400.

Background

The proposed SR518, Tukwila International Boulevard Station Bus Rapid Transit Project will create a new Bus Rapid Transit (BRT) inline freeway station on SR 518 south of the existing Tukwila International Boulevard Link light rail station and connections to the existing TIBS light rail station and communities to the south of SR 518.

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This project includes the new inline freeway BRT station platforms, pedestrian bridge to access the new Stride bus rapid transit station, and related state highway modifications.

The scope of the transit project includes: An In-line freeway BRT station platforms in the center of SR 518, eastbound and Westbound Bus-only lanes on SR 518, a pedestrian bridges connecting the BRT station platforms to the TIBS Light Rail Station to the north, and connecting to SR 99/Tukwila International Boulevard, the vertical construction includes stairway and elevator access from the new inline freeway BRT station to pedestrian bridges, BRT wayfinding signing foundations for nonmotorized users, and utilities and other station amenities. Highway elements related to the project include: SR 518 roadway modifications to accommodate the BRT station including roadway widening, restriping, and repaving, new bridge structures/retaining walls for SR 518 and SR 99 ramps/roadways, and storm water treatment and detention facilities as needed.

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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 a construction agreement with the Washington State Department of Transportation for the design build delivery of the Tukwila International Boulevard Bus Rapid Transit project as part of the I-405 Bus Rapid Transit project in the amount of \$168,740,000 with a six percent contingency of \$10,124,400 for a total authorized agreement amount not to exceed \$178,864,400.

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

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator

