

BRT Program

*Schedule Update and
Construction Funding Agreement with the
Washington State Department of
Transportation*

Board of Directors

01/27/22



Why we are here

- Update on the BRT Program Schedule
- Review the NE 85th Street Interchange and Stride Station
- Seek Board approval of the design-build funding agreement with WSDOT
- Realignment consistency: Today's NE 85th action is affordable and will not impact other projects. It is also consistent with the Affordable and Target schedule (2026)

Program Schedule Update

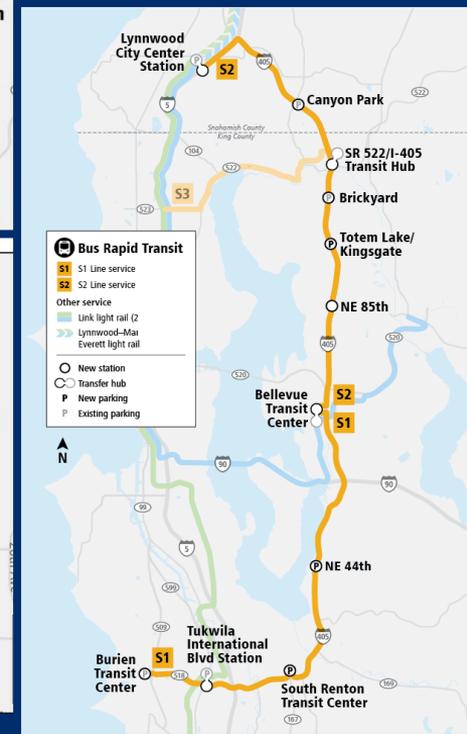
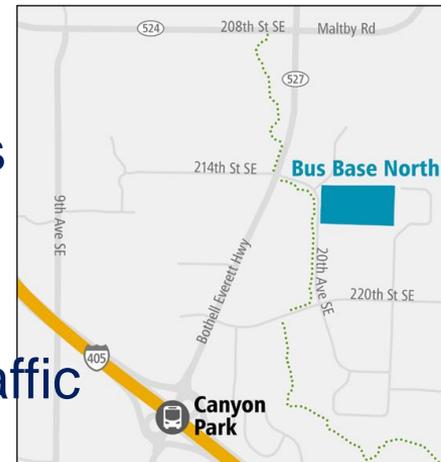
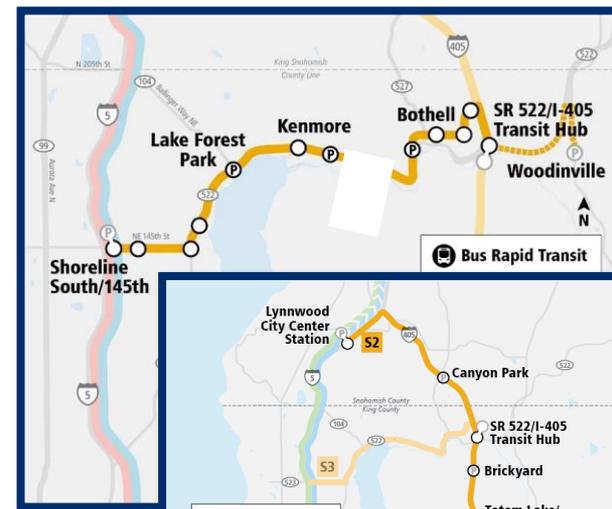
Stride Bus Rapid Transit

Program features:

- ~45 miles of service over three lines
- 23 stations
- Connections to Link and local transit services
- Maintenance and operations base

Unique delivery attributes:

- Over a dozen partner jurisdictions
- Complex permitting
- New systems/mode
- Constructing with active transit/traffic



Stride Program Realignment Schedule (8/2021)

Realignment Target and Affordable 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)

Today's NE 85th action is affordable and will not impact other projects

Stride Program – Recent Actions

Numerous actions taken after realignment (Q3&Q4 2021):

- Project to be built decisions
- Initial right of way acquisitions
- Third party funding agreements
- Final design initiated
- Early construction continuing
- Adopted 2022 budget enables continued progress

Schedule Challenges

The Stride BRT schedule faces challenges, consistent with March 2021 and August 2021 briefings

- Realignment delayed decisions and constrained resources
- Ramp-up of team and partners

| | Realignment | Current Trend |
|------------------|-------------|---------------|
| Bus Base North | 2025 | 2026 |
| S1 (I-405 South) | 2026 | 2027 |
| S2 (I-405 North) | 2027 | 2027/2028 |
| S3 (SR-522) | 2026 | 2027 |

Still early in the program - Board will be updated regularly

Stride Program – Next Steps

Aggressively pursuing schedule

- Identifying strategies to accelerate schedule – informed by design
- Sound Transit policies and procedures – risk/speed
- Partners: review and permitting – regulatory flexibility

Partnering on key Program elements:

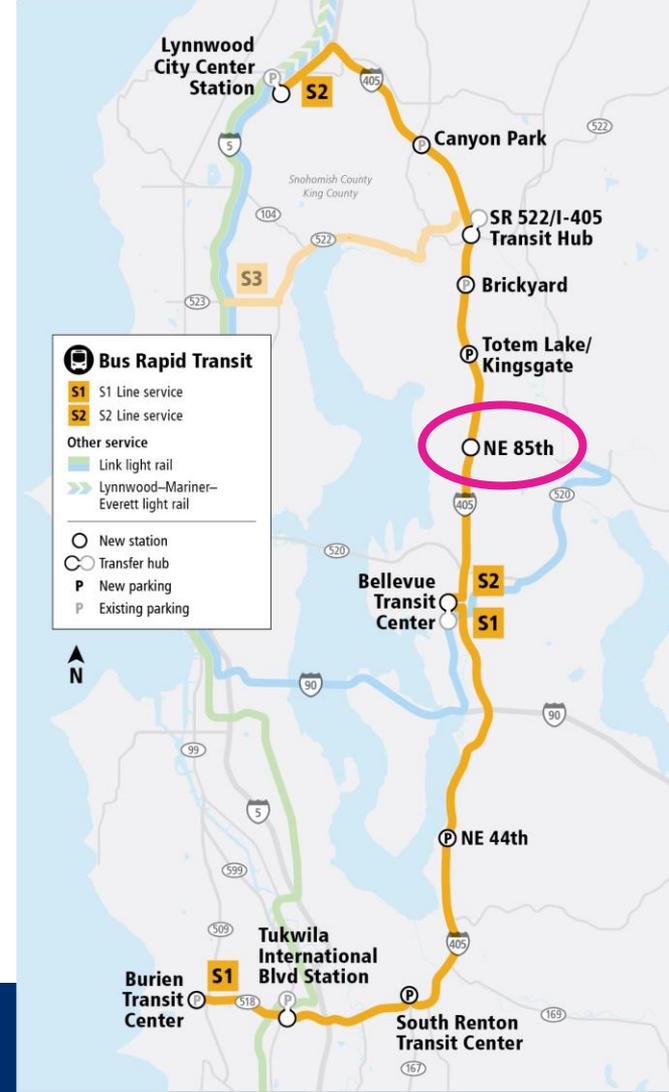
- NE 85th St. project considered today to allow for 2026 delivery
- NE 85th St. Kirkland arterial improvements
- Brickyard-Canyon Park agreement (subject to Legislature approval of State funding share)

NE 85th Street Stride Station

Construction Funding Agreement with the
Washington State Dept. of Transportation

NE 85th Interchange

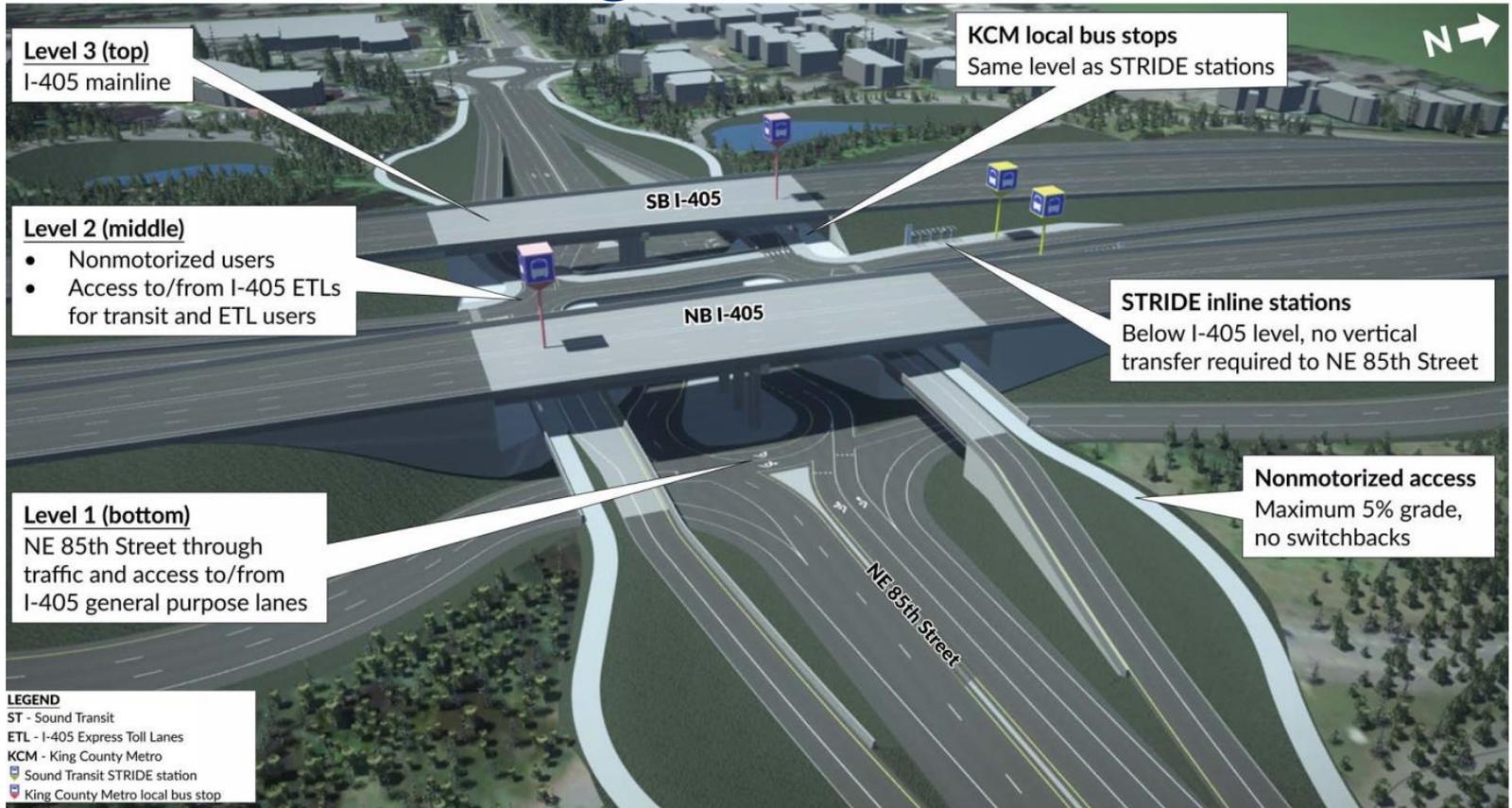
- Review the NE 85th Street Interchange and Stride Station
- Discuss design-build construction funding agreement with WSDOT
- Seek Board action today to authorize the contract



Current Configuration



Revised Interchange and Stride Station



Funding Amount

- \$271,000,000: includes WSDOT controlled contingency of \$9M (4%) and a Sound Transit controlled Contingency of \$16.3M (6%)
- Total authorization amount not to exceed: **\$287,260,000**
- Current cost of the I-405 BRT project is \$1,039M and is affordable within the agency's plan by 2026. The NE 85th project estimate of \$287,260,000 is included in this amount.
- Consistent with Affordable and Target schedules - 2026

STRIDE

Funding Agreement Key Features

- Sound Transit and WSDOT partnered to develop the design-build Request for Proposals (RFP).
- The RFP is specific and well defined. It allows for creativity from the design builder and guards against scope creep.
- The agreement includes construction, construction management, proposers' stipends, taxes, and all costs associated with the project.
- WSDOT will manage this contract.
- Approximately \$260M of project costs will be reimbursed to Sound Transit as land bank credits, including fish passage corrections.

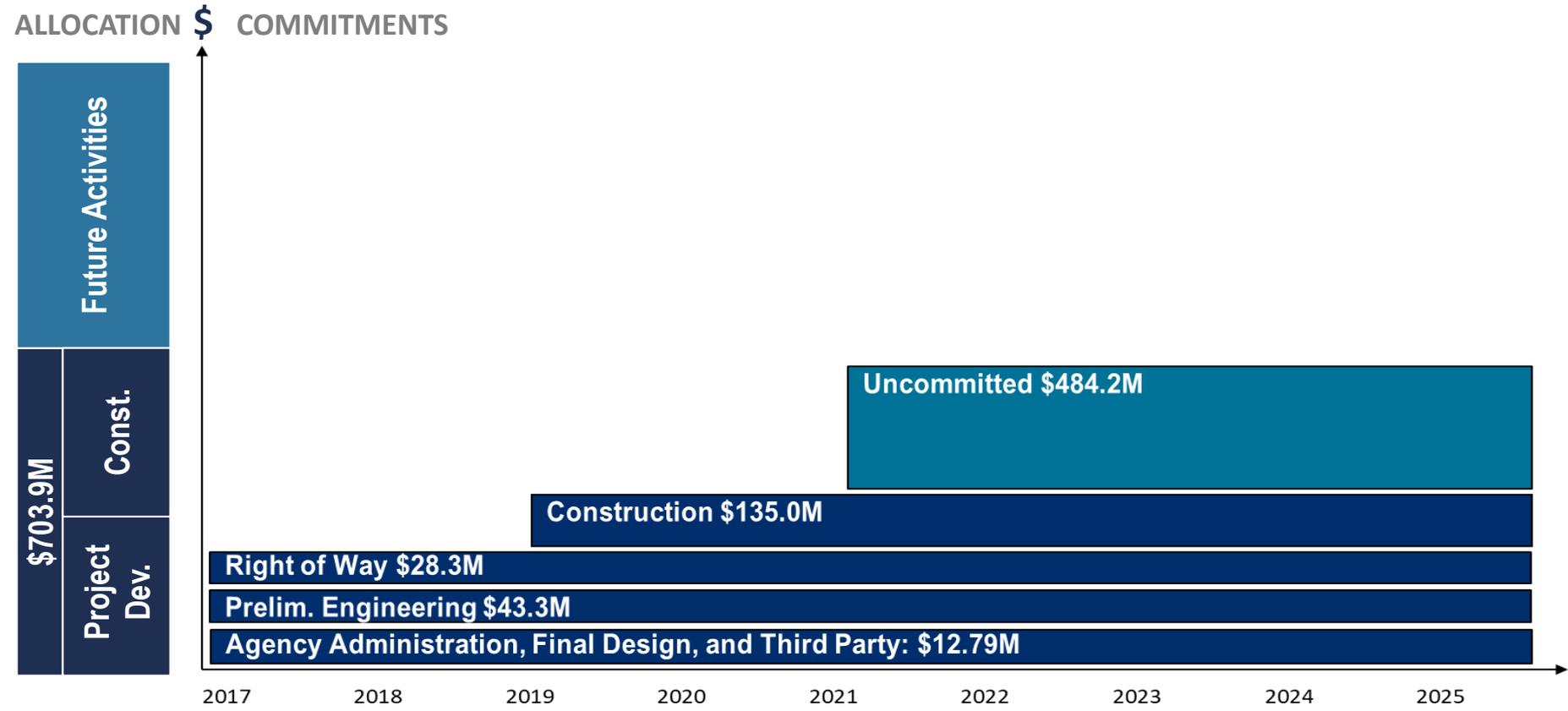
Stride BRT Project Sequencing

- NE 85th BRT Station project is sequenced to precede other I-405 improvements: Brickyard-Bothell-Canyon Park and later Tukwila in-line station.
- Delayed Board approval would require resequencing of the NE 85th St. project and likely push delivery into 2027.

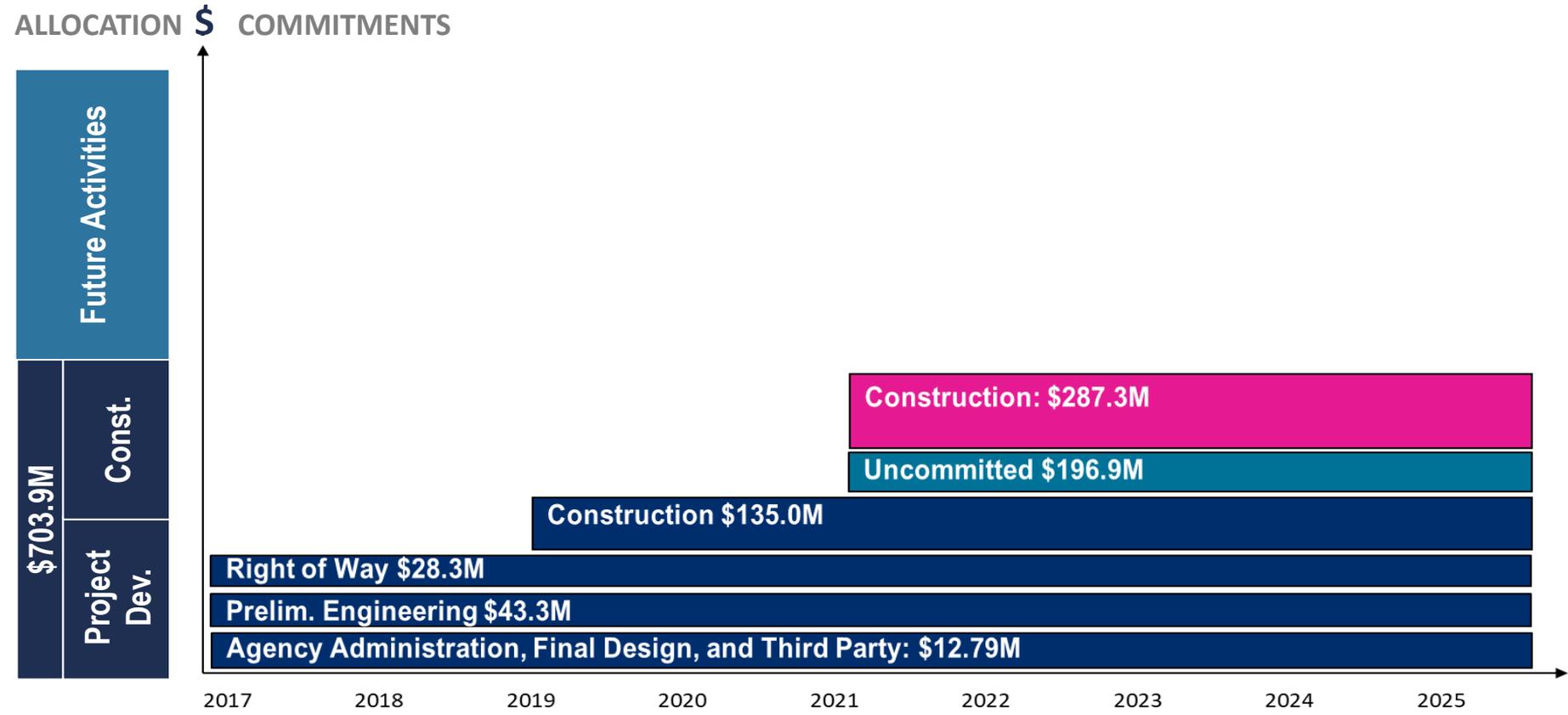
Cost Management

- November 2018 – Cost Estimate Validation Process*
 - June 2019 – Value Engineering Study
 - December 2019 – Cost Estimate Validation Process*
 - June 2020 – updated independent cost estimate
 - October 2021 – refreshed cost estimate
 - Alternative Technical Concepts considered during procurement
 - Post Award Practical Solutions Workshop
- * CEVP was identified by Tri-Unity as a best practice

I-405 Bus Rapid Transit Project: Authorized Project Allocation: \$703.9M



I-405 Bus Rapid Transit Project: Board approves \$287.3M with WSDOT



Thank you.



 [soundtransit.org](https://www.soundtransit.org)

