

Resolution No. R2021-06

Selecting the Project to be Built for the Stride Bus Rapid Transit Maintenance Base

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	08/12/2021 08/26/2021	Recommend to Board Final action	Don Billen, PEPD Executive Director Bernard van de Kamp, Director-HCT Corridor Development Paul Cornish, Project Director-HCT Development

Proposed action

Selects the project to be built for the Stride Bus Rapid Transit Maintenance Base project supporting the I-405 and SR522/145th Bus Rapid Transit projects.

Key features summary

- This action defines and selects the Stride Bus Rapid Transit Maintenance Base project to be built to support bus rapid transit (BRT) service on the I-405 and SR 522/145th corridors.
- The Bus Rapid Transit Maintenance Base will enable Sound Transit to maintain and operate its bus rapid transit vehicle fleet and a portion of the ST Express fleet.
- The three BRT lines will operate independently of each other but also connect to provide seamless transfers for riders. The Bus Base is required to be in place in order to receive buses that will be used on all three BRT lines.
- The components of the project will include the following:
 - Accommodation for up to 120 buses, approximately 80 articulated hybrid diesel buses and 40 double-decker buses. Of the articulated buses, approximately ten will be Battery Electric Buses to operate on the SR 522/145th BRT line.
 - The 120 buses are a combination of the Bus Rapid Transit fleet as well as capacity for up to 40 ST Express buses.
 - The inclusion of capacity for ST Express buses will partially address Sound Transit and the region's long-term need for additional bus base capacity. Infrastructure to support the ten Battery Electric Buses that will operate on the SR 522/145th line.
 - Accommodations for future conversion to an all Battery Electric fleet.
 - Maintenance and operations facilities with light maintenance facilities, parking for buses, parking for employee/visitor vehicles (approx. 250), aboveground fuel facilities, and a bus wash building, offices for employees, security booth, lighting, perimeter fencing and landscaping and storm water management.
 - Street access to 20th Avenue Southeast to 214th Street Southeast to SR 527 to I-405 and SR 522.

- The Board action is needed to select the project to be built in order to proceed with design and construction of the Bus Rapid Transit Maintenance Base. Future related actions for the Bus Rapid Transit Maintenance Base include action to baseline the schedule, scope and budget for the project and action to deliver the project.
- The project to be built action will allow design work to continue on the project as well as work on environmental and land use permits. In addition, the acquisition of property rights can continue.

Background

This project establishes the operations and maintenance facility necessary to support BRT operations on I-405 and SR 522 and up to 40 ST Express Buses. The ST3 Plan identified a representative site for the Bus Rapid Transit Maintenance Base. This site was the starting point for the project refinement phase.

Through the Project Refinement phase of the BRT Program, over 30 additional sites were evaluated using criteria described below.

Identification of a Bus Rapid Transit Maintenance Base site has been a three-step process. The current effort builds upon early bus base planning work initiated in 2011 to evaluate sites for bus bases to serve the entire Sound Transit district. In that process, ST staff identified sites throughout the Sound Transit district, based on then-current ST Express bus routes that served the three-county region. The second step in 2015 involved the evaluation of bus base sites for inclusion in the ST3 Plan. In particular, ST evaluated the sites based on their ability to support the I-405 and SR 522 BRT projects. Proximity to the I-405/SR 522 corridors was a key criterion. In the spirit of the Sound Transit/City of Bothell Partnering Agreement both agencies worked together to identify sites for consideration.

One important criterion for site selection was that the facility needed to be located near the I-405 and SR 522 corridors to reduce distance traveled to and from the start and end of service and a bus base. This eliminated many of the sites considered in 2011 and resulted in a fresh look for sites in this area.

ST staff identified sites using the following screening criteria; then evaluated the sites even if they did not meet all the screening criteria:

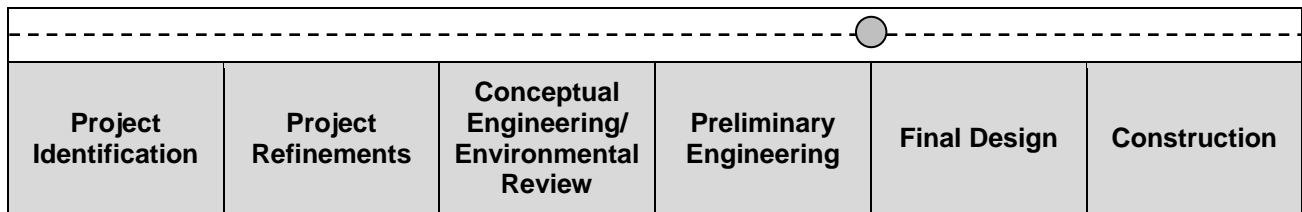
- 12+ acres, the minimum size to accommodate coach requirements
- Proximity to I-405 and SR 522 to minimize deadhead/non-revenue service
- No or minimal critical areas (wetlands or streams) to minimize effects on environmentally sensitive areas
- Minimal displacements of businesses or homes
- Compatible zoning to facilitate permitting
- Flat to avoid or minimize excavation and other site preparation work
- Located within the Sound Transit district boundary

ST staff identified and evaluated over 30 sites in the Bothell, Woodinville, and Kirkland area. Many of the sites lacked sufficient size, contained more than minimal critical areas (wetlands and/or streams), were located outside of the Sound Transit district, or have incompatible uses such as sports fields. The Bothell site best met the selection criteria, which considered size, location, zoning and other criteria for the development of a maintenance base. During the ST3 project refinement phase, staff determined that it also feasible to increase the capacity from 80 to 120 Buses, which would accommodate up to 40 ST Express Buses and partially address Sound Transit's and the region's long-term need for additional bus base capacity.

Sound Transit issued a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) for the Bus Rapid Transit Maintenance Base project on August 10, 2020. Sound Transit issued a SEPA Addendum to the DNS on August 5, 2021, to share additional analysis with interested parties related to traffic and roadway conditions.

The Bus Rapid Transit Maintenance Base is critical for the implementation of the BRT lines. The Bus Rapid Transit (BRT) Program consists of three lines: (S1) I-405 BRT south, (S2) I-405 BRT north and (S3) SR 522/145th BRT, and the Bus Rapid Transit Maintenance Base. Additional components of the BRT Program include bus operators, on vehicle systems, and the overall systems to tie all these components together, which will include passenger information, and a fare payment system.

Project status



Projected completion date for Bus Base North project: 2025

Project scope, schedule and budget summary are located on page 189 of the May 2021 Agency Progress Report.

Fiscal information

Although there is no current fiscal action associated with this proposed action, the eventual design and construction of the selected improvements will have fiscal impacts. Those impacts will be addressed during future actions as they are presented.

The current cost estimate for the Bus Rapid Transit Maintenance Base is \$290 million in 2019 constant year dollars. The current cost estimate reflects observations by the Triunity team, who when reviewing the most recent costs estimate, identified the site’s soil conditions potentially increasing construction costs. The current cost estimate was included in the program realignment financial analysis and this action will not impact the Affordable Schedule for any other system expansion project.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Sound Transit is committed to proactively seeking public input during all stages of the project. The I-405 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. Sound Transit has collaborated with elected officials, partner staff and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the BRT Maintenance Base 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 cause a one month delay in the revenue service date for Stride bus rapid transit.

Prior Board/Committee actions

Resolution No. R2020-21: amended the Adopted 2020 Budget for the Bus Base North project to support a property acquisition by (a) increasing the 2020 annual budget from \$1,530,000 to \$16,530,000 and (b) transferring \$12,600,000 from the Construction Services phase to the Right of Way phase while maintaining the authorized project allocation of \$48,676,000.

Resolution No. R2017-26: Authorized the chief executive officer to acquire certain real property interests, contingent on receipt of any necessary federal approvals, 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 potential transit center and park-and-ride and operations and maintenance facility sites for the I-405 Bus Rapid Transit Project.

Resolution No. R2017-25: Amending the I-405 Bus Rapid Transit project by (a) increasing the adopted 2017 Annual Budget from \$650,000 to \$45,650,000 and (b) increasing the authorized project allocation to date in the amount of \$45,000,000 for a total project allocation to date of \$45,650,000.

Environmental review – KH 8/4/21

Legal review – AJP 8/9/21



Resolution No. R2021-06

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the project to be built for the Bus Rapid Transit Maintenance Base project supporting the I-405 and SR 522/145th Bus Rapid Transit projects.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030;

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region;

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region;

WHEREAS, the ST3 Plan included Bus Rapid Transit (BRT) on the I-405 and SR 522/NE 145th corridors and a Bus Rapid Transit Maintenance Base and operation of the BRT lines;

WHEREAS, the ST2 Plan identified the need for a ST Express Bus base, and the Bus Rapid Transit Maintenance Base can efficiently provide a portion of this capacity in a combined facility to serve the north end of the Sound Transit district;

WHEREAS, the three BRT lines (S1 on I-405 south, S2 on I-405 north and S3 on SR 522/NE 145th) will operate independently of each other but also connect to provide seamless transfers for riders to the other BRT lines, to ST Express bus service, to other transit service and to light rail. The Bus Rapid Transit Maintenance Base is critical to the operation of the BRT lines and to receipt of the up to 80 bus fleet that will serve the BRT lines;

WHEREAS, During the ST3 project refinement phase, staff determined that it also feasible to increase the capacity from 80 to 120 Buses, which would accommodate up to 40 ST Express Buses and partially address Sound Transit's and the region's long-term need for additional bus base capacity;

WHEREAS, other components of the BRT system include bus operators, on-vehicle systems and the overall systems to tie these components together which will include passenger information, security, fleet management and a fare payment system;

WHEREAS, over 30 sites were evaluated for the Bus Rapid Transit Maintenance Base, starting from work initiated in 2011 to evaluate sites for bus bases to serve the entire Sound Transit district. Then, as part of ST3, sites were evaluated based on their ability to support the I-405 and SR 522/145th BRT lines. The Bothell site was chosen because it best met the selection criteria, which considered size, location, zoning and other criteria for the development of a maintenance base;

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) and Environmental Checklist was issued by Sound Transit on August 10, 2020 for the project. Sound Transit issued a SEPA Addendum to the DNS on August 5, 2021, to share additional analysis with interested parties related to traffic and roadway conditions;

WHEREAS, the System Expansion Committee and Board were briefed on the BRT program in March 2020 and in February and March 2021 on the status of the program;

WHEREAS, the Board's action to select the Bus Rapid Transit Maintenance Base project to be built identified in this resolution is informed by review of the SEPA analysis, comments from the public and city of Bothell, agencies, tribes and organizations and other information;

WHEREAS, the Bus Rapid Transit Maintenance Base and BRT will help meet growing transit and mobility demands by providing an essential vehicle storage and maintenance and operations facility to support the I-405 and SR 522/145th Stride BRT lines and thereby enable fast, reliable all-day transit access to major employment and activity centers in King and Snohomish counties; and

WHEREAS, after due consideration of the environmental, social, economic and other relevant factors, including public and agency comment and environmental review, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the Bus Rapid Transit Maintenance Base project described below.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The Bus Rapid Transit Maintenance Base project to be built is the concept as generally described in the SEPA Environmental Checklist and DNS. It will be located in the City of Bothell on the east side of 20th Avenue Southeast just south of 214th St SE. The site is 12.5 acres and is located in the Canyon Park subarea of Bothell and the Canyon Park business park.

Section 2: The proposed project would involve construction and operation of the following site features:

- Maintenance and operations building
- Parking for 120 buses, including accommodation of ST Express buses.
- Parking for employee vehicles
- Fueling facility
- Above ground fuel storage
- BRT Operations and Control Center
- Accommodations for future conversion of the BRT fleet to battery electric propulsion
- Infrastructure to support the ten battery electric buses that will operate on the SR 522/NE 145th BRT line
- Bus wash facility
- Employee offices
- Security booth
- Perimeter fencing and landscaping
- Access to I-405 and SR 522 from 20th Avenue Southeast, 214th Street Southeast and SR 527

Section 3: The project to be built action will allow design work to continue on the project as well as work on environmental and land use permits. In addition, the acquisition of property rights can continue.

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

Kent Keel
Board Chair

Attest:

Kathryn Flores
Board Administrator