

Resolution No. R2021-07

Selecting the Project to be Built for the SR 522/NE 145th Bus Rapid Transit Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	09/09/2021	Recommend to Board	Don Billen, PEPD Executive Director
Board	09/23/2021	Final action	Bernard van de Kamp, Program Executive Paul Cornish, Project Director-HCT Development

Proposed action

Selects the route, roadway improvements, and station locations for the State Route 522/NE 145th Bus Rapid Transit Project.

Key features summary

- This action defines and selects the routing, roadway improvements, station locations and associated infrastructure to be built between Shoreline South/148th light rail station at Interstate 5 (I-5) and a new transit hub in Bothell at the SR 522 and I-1405 interchange where the line will meet I-405 BRT (S2). This route will operate along portions of SR 522 State Route 523 (NE 145th) and select local arterial streets.
- Main components of the project to be built:
 - Nine mile corridor
 - In Business Access and Transit (BAT) lanes on SR 522
 - In BAT lanes, general purpose lanes and in bus queue bypass lanes on SR 523/NE 145th Street and in Bothell
 - One line of service (S3) with the following connections:
 - Light rail connection at western terminus at Shoreline South/148th Light Rail Station
 - BRT S2 line connection at eastern terminus at the I-405/SR 522 Interchange Transit Hub in Bothell
 - ST Express connection to Woodinville service at the I-405/SR 522 Interchange Transit Hub in Bothell
 - BRT stations include:
 - Double length platforms at most stations to enhance integration with partner transit agencies
 - Elevated platforms at most stations to improve speed and reliability
 - Real time rider information
 - BRT branding
 - Rain and wind protection

- Off-board fare payment
- 12 station pairs between termini across 5 cities
 - NE 145th Street at 15th Avenue NE
 - NE 145th Street at 30th Avenue NE
 - SR 522 at NE 153rd Street
 - SR 522 at NE 165th Street
 - SR 522 at Ballinger Way
 - SR 522 at 61st Avenue NE
 - SR 522 at 68th Avenue NE
 - SR 522 at 73rd Avenue NE/Kenmore Park-and-Ride
 - 98th Avenue NE at NE 182nd Street
 - NE 185th Street at 104th Avenue NE
 - Beardslee Boulevard at University of Washington Bothell/Cascadia College
 - Beardslee Boulevard at NE 195th Street
- Roadway improvements, including sidewalk improvements where roadways widened
 - Shoreline/Seattle
 - NE 145th Street Business Access and Transit (BAT) lane westbound from 8th Avenue NE to 6th Avenue NE
 - Transit queue bypass lanes at 15th Ave NE , eastbound and westbound on NE 145th Street between 12th Avenue NE and 17th Avenue NE
 - Reconfiguration of existing lanes on NE 145th Street between 31st Avenue NE and SR 522 to provide for an eastbound bus only left turn lane onto northbound SR 522
 - Lake Forest Park
 - Eastbound/Northbound BAT lane between NE 145th Street and 41st Avenue NE (tying into existing BAT lane)
 - Bothell
 - Intersection and roadway improvements to improve project speed and reliability along 98th Avenue NE, NE 185th Street, and Beardslee Boulevard (Delivered by the City of Bothell)
 - Eastbound bus lane on SR 522 approaching 98th Avenue NE (Delivered by the City of Bothell)
 - The following parking components are part of the SR 522/NE 145th BRT project, but delivery is deferred, per the Board's realignment process which concluded on August 5, 2021. For parking that have been delayed, the chief executive officer is directed to identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations as part of the annual program review.
 - New parking at the Lake Forest Park Town Center (2044)

- Additional parking at the Kenmore Park-and-Ride lot, potentially delivered by King County Metro (2034)
- New parking in Downtown Bothell (2034)

Background

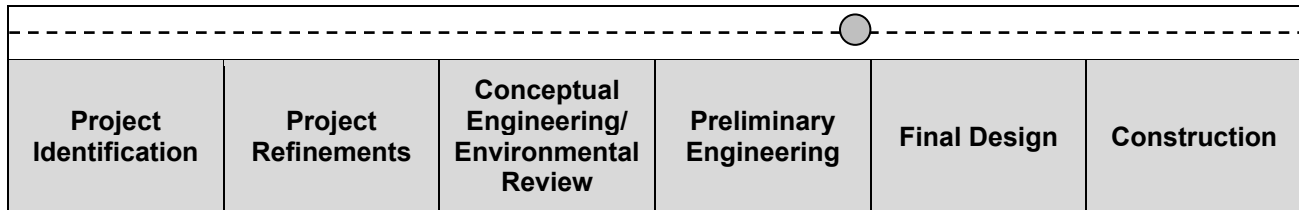
The SR 522/NE 145th BRT Project establishes BRT service along the corridor, primarily operating in business access and transit (BAT) or bus queue bypass lanes for 9 miles between Shoreline and Bothell, with separate, connecting service options to Woodinville. Funding for the SR522/NE 145th BRT project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

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 project team is currently developing the plans to a 30 percent level for all project elements except parking structures that were only designed to the 10 percent level. This will complete Phase 3 of Project Development scheduled for Fall 2021.

Project status



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

Project scope, schedule and budget summary are located on page 182 of the July 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 SR 522/NE 145th Bus Rapid Transit is \$544 million in 2019 constant year dollars. 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.

Public involvement

Sound Transit is committed to proactively engaging and empowering communities along the SR 522/NE 145th BRT Project corridor. The overarching goals for the stakeholder involvement program are to create public trust and build relationships through transparent communication, meaningful involvement, and responsiveness to comments. Project engagement along the corridor includes local and elected leaders, agency partners, businesses, residents, and other stakeholders to help shape the program.

Sound Transit's open, inclusive, and ongoing stakeholder involvement program includes a variety of tools and techniques to inform and engage the public.

The BRT project's Community Engagement and Communications Plan describes the public participation opportunities that will continue to be conducted throughout project development, including public meetings, property owner engagement, charrettes, briefings, project website, online open houses, printed materials, project hotline, and dedicated outreach staff to engage the public. In 2021, the SR 522/NE 145th BRT project held one online open house and a series of live virtual town halls along corridor cities, and issued the SEPA checklist and DNS for public comment. During the COVID-19 pandemic, Sound Transit leveraged virtual platforms to provide project updates to potentially impacted property owners, members of the general public, and facilitated briefings and meetings with neighborhood associations, IAG members, and stakeholders throughout the area.

In addition to Sound Transit staff who will be leading this effort, consultant resources will continue to be required to ensure the extensive level of outreach associated with the project is completed successfully and in accordance with project milestones.

Time constraints

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

Prior Board/Committee actions

Motion No. M2021-45: Authorized the chief executive officer to execute a modification to the five-year contract with three one-year options to extend with Jacobs Project Management Co to expand the initial capacity for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$102,000,000, for a new total authorized contract amount not to exceed \$104,000,000.

Motion No. M2020-78: Authorized the chief executive officer to execute a Partnering Agreement with the City of Shoreline for SR 522/NE 145th Bus Rapid Transit project.

Motion No. M2020-67: Authorized the chief executive officer to execute a five-year contract with three one-year options to extend with Jacobs Project Management Co. to provide on-call general engineering consultant services for the Stride Bus Rapid Transit program for an initial total authorized contract amount not to exceed \$2,000,000.

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. M2020-03: Authorized the chief executive officer to execute a Partnering Agreement with the City of Lake Forest Park for SR 522/NE 145th Bus Rapid Transit project.

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.

Motion No. M2018-126: Authorized the chief executive officer to execute a Partnering Agreement with the City of Kenmore for SR 522/NE 145th Bus Rapid Transit project.

Motion No. M2018-61: Authorized the chief executive officer to execute a Partnering Agreement with the City of Bothell for the SR 522 and I-405 Bus Rapid Transit projects.

Motion No. M2018-17: Authorized the chief executive officer to execute a contract with David Evans and Associates, Inc. to provide project development services for the SR 522/SR 523 Bus Rapid Transit project in the amount of \$2,500,000, with a 10% contingency of \$250,000, for a total authorized contract amount not to exceed \$2,750,000.

Environmental review – KH 8/31/21

Legal review – AJP 9/3/21



Resolution No. R2021-07

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the project to be built for the SR 522/NE 145th Bus Rapid Transit project.

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 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 local transit service, and to light rail.

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, a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) was issued by Sound Transit on March 25, 2021 for the project.

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

WHEREAS, the Board's action to select the SR 522/NE 145th Bus Rapid Transit project to be built identified in this resolution is informed by review of the SEPA analysis, comments and input from the public; WSDOT; and the cities of Shoreline, Seattle, Lake Forest Park, Kenmore, Bothell; the University of Washington Bothell, Cascadia College, King County Metro, Community Transit, tribes; and other information;

WHEREAS, the SR 522/NE 145th BRT project will help meet growing transit and mobility demands by providing a fast, frequent, and reliable service all-day transit service to major employment and activity centers in King County; 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 SR 522/NE 145th BRT project described below.

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

Section 1: The SR 522/NE 145th BRT project to be built is adopted as follows (as described in the SEPA Environmental Checklist and DNS):

The project would be located along a 9-mile corridor between Shoreline and Bothell, and operated along portions of SR 523 (NE 145th Street), SR 522, and local streets.

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

- One line of service (S3) with the following connections:
 - Light rail connection at western terminus at Shoreline South/148th Light Rail Station
 - BRT S2 line connection at eastern terminus at the I-405/SR 522 Interchange Transit Hub in Bothell
 - ST Express connection to Woodinville service at the I-405/SR 522 Interchange Transit Hub in Bothell
- BRT stations include:
 - Double length platforms at most stations to enhance integration with partner transit agencies
 - Elevated platforms at most stations to improve speed and reliability
 - Real time rider information
 - BRT branding
 - Rain and wind protection
 - Off-board fare payment
- 12 station pairs between termini across 5 cities:
 - NE 145th Street at 15th Avenue NE
 - NE 145th Street at 30th Avenue NE
 - SR 522 at NE 153rd Street
 - SR 522 at NE 165th Street
 - SR 522 at Ballinger Way
 - SR 522 at 61st Avenue NE
 - SR 522 at 68th Avenue NE
 - SR 522 at 73rd Avenue NE/Kenmore Park-and-Ride
 - 98th Avenue NE at NE 182nd Street
 - NE 185th Street at 104th Avenue NE
 - Beardslee Boulevard at University of Washington Bothell/Cascadia College
 - Beardslee Boulevard at NE 195th Street
- Roadway improvements, including sidewalk improvements where roadways are widened:
 - Shoreline/Seattle
 - NE 145th Street Business Access and Transit (BAT) lane westbound from 8th Avenue NE to 6th Avenue NE.
 - Transit queue bypass lanes at 15th Ave NE, eastbound and westbound on NE 145th Street between 12th Avenue NE and 17th Avenue NE.

- Reconfiguration of existing lanes on NE 145th Street between 31st Avenue NE and SR 522 to provide for an eastbound bus only left turn lane onto northbound SR 522.
- Lake Forest Park
 - Eastbound/Northbound BAT lane between NE 145th Street and 41st Avenue NE (tying into existing BAT lane).
- Bothell
 - Intersection and roadway improvements to improve project speed and reliability along 98th Avenue NE, NE 185th Street, and Beardslee Boulevard.
 - Eastbound bus lane on SR 522 approaching 98th Avenue NE.
- The following parking components are part of the SR 522/NE 145th BRT project, but delivery is deferred, per the Board's realignment process which concluded on August 5, 2021. For parking structures that have been delayed, the chief executive officer is directed to identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations as part of the annual program review.
 - New parking at the Lake Forest Park Town Center (2044)
 - Additional parking at the Kenmore Park-and-Ride lot, potentially delivered by King County Metro (2034)
 - New parking in Downtown Bothell (2034)

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 23, 2021.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator