



Resolution No. R2019-07

Amends the Adopted 2019 Project Budget and Authorized Project Allocation for the I-405 Bus Rapid Transit Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	03/14/2019 03/28/2019	Recommend to Board Final Action	Don Billen, PEPD Executive Director Bernard van de Kamp – East Corridor Development Director Paul Cornish, Project Director, PEPD

Proposed action

Amends the adopted budget for the I-405 Bus Rapid Transit project by (a) increasing the authorized project allocation to date by \$7,300,000 from \$243,443,000 to \$250,743,000 and (b) increasing the adopted 2019 annual project allocation by \$7,300,000 from \$94,475,000 to \$101,775,000.

Key features summary

- This action increases the adopted budget to provide funds to acquire property located at NE 44th Street in Renton for a park-and-ride for the I-405 Bus Rapid Transit Project.
- The action to acquire the property for the NE 44th Street Park-and-Ride is being sought through a separate Board action (Resolution No. R2019-08). Sound Transit wishes to buy the property now because of the imminent threat of development.

Background

The I-405 Master Plan (2002) identified bus rapid transit as the preferred high capacity transit mode along I-405. Building on that Plan, the I-405 Bus Rapid Transit (BRT) Project will provide BRT service within the I-405 corridor, operating primarily in managed lanes for 37 miles Lynnwood-to-Bellevue, and Bellevue-to-Burien. I-405 BRT Project development will involve planning and preliminary design of BRT elements, including routes, 11 pairs of BRT stations, and parking facilities.

The Master Plan identified a BRT station at NE 44th Street. The voter-approved ST3 plan (November 2016) funded the I-405 Bus Rapid Transit Project including a new inline BRT station at the I-405/NE 44th Street interchange (NE 44th Street BRT Station) and an associated parking facility, the NE 44th Street Park-and-Ride.

The entire I-405 BRT ST3 representative project was evaluated for approximately 12 months to arrive at a proposed refined project. Conceptual engineering and environmental review for the I-405 BRT Project will take place in 2019-2020, followed by selection of the project to be built anticipated in mid-2020 by the Sound Transit Board of Directors prior to initiating preliminary engineering. Components of the BRT program may be delivered earlier using conventional or alternative delivery methods. These components will be brought to the Sound Transit Board of Directors for review and approval.

Use of the property as a new park-and-ride was evaluated in WSDOT's environmental documentation for the Tukwila to I-90 Vicinity Express Toll Lane Project in 2018. While environmental review and

conceptual engineering are underway for the I-405 Bus Rapid Transit (BRT) project, Sound Transit determined that the 44th Street components have independent utility and can be advanced separately.

This action includes funds to acquire property in Renton. The Board is being asked to consider a separate action, Resolution No. R2019-08, to authorize the acquisition of this property.

Project status

Project Identification	Project Refinements	Conceptual Engineering/ Environmental Review	Preliminary Engineering	Final Design	Construction
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Projected completion date for conceptual engineering and environmental review (I-405 BRT Project): 1Q 2020

Project scope, schedule and budget summary are located on page 172 of the December 2018 Agency Progress Report.

Fiscal information

This proposed action fund early property acquisitions and associated costs will increase the authorized project allocation to date of the project in the amount of \$7,300,000 to \$250,743,000 and increase the 2019 annual budget in the amount of \$7,300,000 to \$101,775,000.

I-405 Bus Rapid Transit

(in thousands)

Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2019 Annual Project Budget	Budget Revision	Revised 2019 Annual Project Budget	Authorized Project Allocation to Date (Current)	Allocation Change	Authorized Project Allocation to Date (New)
Agency Administration	\$3,835	\$	\$3,835	\$13,673	\$	\$13,673
Preliminary Engineering	12,649		12,649	36,730		36,730
Final Design				3,750		3,750
Third Party Agreements	278		278	1,000		1,000
Right of Way	49,313	7,300	56,613	58,050	7,300	65,350
Construction	28,400		28,400	130,240		130,240
Construction Services						
Vehicles						
Contingency						
Total	\$94,475	\$7,300	\$101,775	\$243,443	\$7,300	\$250,743

Notes:
Amounts are expressed in Year of Expenditure.

Small business/DBE participation, apprenticeship utilization, and Title IV compliance

Not applicable to this action.

Public involvement

Sound Transit is committed to pro-actively seeking public feedback during all stages of the I-405 BRT Project. The Sound Transit project team has participated in WSDOT led meetings for the I-405 Renton to Bellevue Widening and Express Toll Lanes Project. In summer 2018, Sound Transit held a public meeting in downtown Renton to provide information on the I-405 BRT Project, including the NE 44th Street BRT improvements. The in-person public meeting was supplemented with an online open house.

Sound Transit has met with neighborhoods near the future NE 44th Street BRT Park-and-Ride, including the Kenndale and Lacrosse Neighborhood Associations.

Sound Transit has provided information on the proposed improvements to the I-405 BRT Elected Leadership Group, I-405 BRT Interagency Group, and SR 167/I-405 Executive Advisory Group. In January 2019, we held an online open house so participants could view project updates and provide information on non-motorized access barriers. Project staff also providing ongoing coordination through briefings, emails and phone correspondence.

In compliance with state law regarding public notification, Sound Transit mailed certified letters to property owners of record affected by this actions on March 1, 2019. Legal notices of this proposed Board action will be published in the Seattle Times newspaper on March 15, 2019, and March 22, 2019.

Time constraints

A one-month delay would not significantly impact the timing of this project.

Prior Board/Committee actions

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.

Resolution No. R2018-44: Adopted an annual budget for the period from January 1 through December 31, 2019, adopted the 2019 Transit Improvement Plan, and permitted system wide allocation of financial benefits of certain grants.

Environmental review – KH 3/8/19

Legal review – JW 3/7/19



Resolution No. R2019-07

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the adopted budget for the I-405 Bus Rapid Transit project by (a) increasing the authorized project allocation to date by \$7,300,000 from \$243,443,000 to \$250,743,000 and (b) increasing the adopted 2019 annual project allocation by \$7,300,000 from \$94,475,000 to \$101,775,000.

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; and

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; and

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; and

WHEREAS, the I-405 Master Plan (2002) identified bus rapid transit as the preferred high capacity transit mode along I-405. Building on that Plan, the I-405 Bus Rapid Transit (BRT) Project will provide BRT service within the I-405 corridor, operating primarily in managed lanes for 37 miles Lynnwood-to-Bellevue, and Bellevue-to-Burien. I-405 BRT Project development will involve planning and preliminary design of BRT elements, including routes, 11 pairs of BRT stations, and parking facilities; and

WHEREAS, the Master Plan identified a BRT station at NE 44th Street. The voter-approved ST3 plan (November 2016) funded the I-405 Bus Rapid Transit Project including a new inline BRT station at the I-405/NE 44th Street interchange (NE 44th Street BRT Station) and an associated parking facility, the NE 44th Street Park-and-Ride; and

WHEREAS, the entire I-405 BRT ST3 representative project was evaluated for approximately 12 months to arrive at a proposed refined project. Conceptual engineering and environmental review for the I-405 BRT Project will take place in 2019-2020, followed by selection of the project to be built anticipated in mid-2020 by the Sound Transit Board of Directors prior to initiating preliminary engineering. Components of the BRT program may be delivered earlier using conventional or alternative delivery methods. These components will be brought to the Sound Transit Board of Directors for review and approval; and

WHEREAS, the use of the property as a new park-and-ride was evaluated in WSDOT's environmental documentation for the Tukwila to I-90 Vicinity Express Toll Lane Project in 2018. While environmental review and conceptual engineering are underway for the I-405 Bus Rapid Transit (BRT) project, Sound Transit determined that the 44th Street components have independent utility and can be advanced separately.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the adopted budget for the I-405 Bus Rapid Transit project is amended by (a) increasing the authorized project allocation to date by \$7,300,000 from \$243,443,000 to \$250,743,000 and (b) increasing the adopted 2019 annual project allocation by \$7,300,000 from \$94,475,000 to \$101,775,000.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 28, 2019.



John Marchione
Board Chair

Attest:



Kathryn Flores
Board Administrator