



## Resolution No. R2019-22

### Budget Amendment for the I-405 Bus Rapid Transit Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	08/08/2019 08/22/2019	Recommend to Board Final Action	Don Billen, Executive Director – PEPD <b>Karen Kitsis, Deputy Executive Director, PEPD</b> <b>Bernard van de Kamp, HCT East Corridor Development Director</b> <b>Paul T. Cornish, Project Director HCT Development, BRT</b>

### Proposed action

Amending the Adopted 2019 Budget for the I-405 Bus Rapid Transit project by a) increasing the authorized project allocation to date by \$7,500,000 from \$250,743,000 to \$258,243,000 and b) increasing the adopted 2019 annual project allocation by \$1,000,000 from \$101,775,000 to \$102,775,000.

### Key features summary

- This action amends the adopted budget to provide funds for project development of the Brickyard In-line Bus Rapid Transit (BRT) station. This will allow project development of the Brickyard In-line station to begin this fall.
- Sound Transit is partnering with WSDOT to deliver the I-405 BRT project since a large portion of the project will be located within WSDOT right-of-way.
- During the 2019 legislative session, the State approved funding for WSDOT to construct Express Toll Lanes (ETLs) from SR 527 (Canyon Park) to SR 522. The funding for the ETLs presents an opportunity for the I-405 BRT to travel in the ETLs from SR 527 to 128th Ave NE in Kirkland continuing on to Bellevue. This will save significant travel time for the I-405 BRT and greatly improve reliability.
- Based on work completed at a series of workshops with stakeholders, the planned I-405 BRT ramp stops at the Brickyard Park and Ride would need to be located in the center of I-405, rather than upgrading the existing on/off ramps bus stops at Brickyard to the BRT station standard. Due to the distance required for the BRT buses to safely execute the needed number of lane changes, without the Brickyard In-line stop, the I-405 BRT would not be in a position to utilize the Express Toll Lanes between SR 527 and SR 522.
- This request provides funding for project development services. Staff will return to the Board to seek direction after the Brickyard In-line BRT station design is further advanced and the construction estimate is further developed.

## Background

The voter-approved ST3 Plan identified an I-405 BRT station to serve the Brickyard Park and Ride as part of the overall I-405 BRT project.

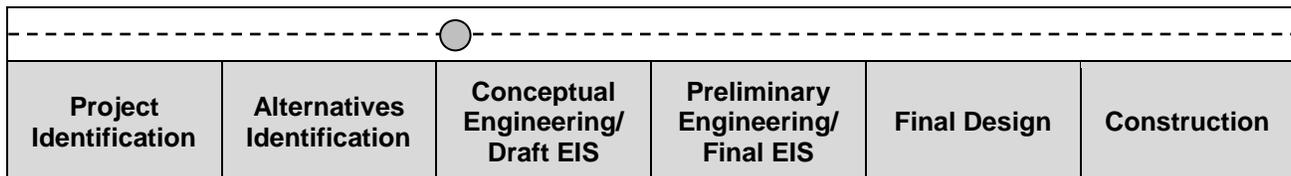
The I-405 BRT project will establish a BRT system from the Lynnwood Transit Center to Burien Transit Center via I-5, I-405, and SR 518. The project consists of several elements, including new and upgraded transit centers, freeway BRT stations, new park-and-ride capacity, and non-motorized access improvements to the stations. The I-405 BRT connects to the regional transit system at three Link light rail stations and the SR 522/NE 145th BRT.

The project refinement phase of the I-405 BRT recommended upgrading the existing on/off ramps bus stops at Canyon Park, NE 195th and Brickyard to the BRT station standard. This was consistent with the ST3 plan, where the I-405 BRT buses would travel in I-405 general purpose lanes between I-5 and 128th Ave NE in Kirkland and use the exiting ramp stops.

During the 2019 legislative session, the State approved funding to construct the second Express Toll Lanes (ETLs) from SR 527 (Canyon Park) to south of SR 522 (to approximately NE 160th Street, which currently provides access to the Brickyard Park and Ride in Bothell). The funding for the ETLs presents an opportunity for the I-405 BRT to travel in the ETLs from SR 527 to 128th Ave NE in Kirkland continuing on to Bellevue. This will save significant travel time for the I-405 BRT and greatly improve reliability.

Given this development, Sound Transit, WSDOT, the Cities of Bothell, Kirkland, and Woodinville, King County Metro Transit, UW Bothell/Cascadia College and Community Transit held a series of workshops to determine how to best take advantage of this opportunity. It became clear that in order for the I-405 BRT to use the recently funded ETLs, the planned I-405 BRT ramp stops at the Brickyard Park and Ride will need to be located into the center of I-405. Due to weaving and merge distance, the I-405 BRT cannot take advantage of the ETLs from Canyon Park to Kirkland without an in-line stop at this location.

## Project status



Projected completion date for Conceptual Engineer/Environmental Review, Preliminary Engineering and Contractor Project: 1Q 2022

Project scope, schedule and budget summary are located on page 155 of the June 2019 Agency Progress Report.

## Fiscal information

This proposed action to fund the project development of the Brickyard In-line BRT station, by increasing the authorized project allocation for the I-405 BRT project by \$7,500,000 within the preliminary engineering phase from \$250,743,000 to \$258,243,000. In addition, the 2019 annual project budget will also be increased by \$1,000,000 from \$101,775,000 to \$102,775,000.

### I-405 Bus Rapid Transit

(in thousands)

Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2019 Annual Allocation	Allocation Change	Revised 2019 Annual Project Allocation	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	1,000	13,649	36,730	7,500	44,230
Final Design				3,750		3,750
Third Party Agreements	278		278	1,000		1,000
Right of Way	56,613		56,613	65,350		65,350
Construction	28,400		28,400	130,240		130,240
Construction Services						
Vehicles						
Contingency						
<b>Total</b>	<b>\$101,775</b>	<b>\$1,000</b>	<b>\$102,775</b>	<b>\$250,743</b>	<b>\$7,500</b>	<b>\$258,243</b>

Notes:

Amounts are expressed in Year of Expenditure.

## Public involvement

Not applicable for this action.

## Time constraints

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

## Prior Board/Committee actions

Resolution No. R2019-07: Amended 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.

Resolution No. R2017-25: Amended 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 8/1/19

**Legal review** – AJP 8/2/19





## Resolution No. R2019-22

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2019 Budget for the I-405 Bus Rapid Transit project by a) increasing the authorized project allocation to date by \$7,500,000 from \$250,743,000 to \$258,243,000 and b) increasing the adopted 2019 annual project allocation by \$1,000,000 from \$101,775,000 to \$102,775,000.

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, during the 2019 legislative session, the State approved funding for WSDOT to construct Express Toll Lanes (ETLs) from SR 527 (Canyon Park) to SR 522, which presents an opportunity for the I-405 BRT to travel in the ETLs from SR 527 to 128th Ave NE in Kirkland continuing on to Bellevue that would result in significant travel time savings for the I-405 BRT and greatly improve reliability; and

WHEREAS, based on work completed at a series of workshops with stakeholders, the planned I-405 BRT ramp stops at the Brickyard Park and Ride would need to be located in the center of I-405, rather than upgrading the existing on/off ramps bus stops at Brickyard to the BRT station standard; and

WHEREAS, additional funding is required to provide project development of the Brickyard In-line Bus Rapid Transit (BRT) station; and

WHEREAS, Board direction will be sought after the Brickyard Station in-line BRT Station design is further advanced and a construction estimate is further developed.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Adopted 2019 Budget for the I-405 Bus Rapid Transit project is amended by a) increasing the authorized project allocation to date by \$7,500,000 from \$250,743,000 to \$258,243,000 and b) increasing the adopted 2019 annual project allocation by \$1,000,000 from \$101,775,000 to \$102,775,000.

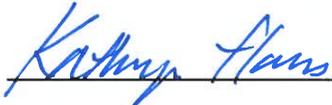
ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 22, 2019.



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John Marchione  
Board Chair

**Attest:**



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Kathryn Flores  
Board Administrator