

Stride BRT Program

*I-405 BRT North (“S2”) Brickyard to SR 527
Improvement Project
Construction Funding Agreement with the
Washington State Department of
Transportation*

System Expansion Committee 04/14/22



I-405 BRT North (S2): Brickyard to SR 527 Improvement Project

WSDOT:

- Second express toll lane in both directions
- Direct access ramps at SR 522 (Bothell) and SR 527 (Canyon Park)

Sound Transit

- Stride stations at Brickyard, Bothell, and Canyon Park

Today's action: Design-build construction funding agreement with WSDOT for Stride stations



Partnered Investment Benefits

Enables S2 Stride BRT to travel exclusively in Express Toll Lanes between Canyon Park and Bellevue

- Ensures speed and reliability, critical for high capacity transit
- Eliminates weave and exposure to general purpose traffic congestion
- Significant travel time savings

Estimated travel times: Lynnwood to Bellevue

ST Express (existing)

57_{MIN}

I-405 Stride S2 Line*

33-38_{MIN}

In-Line Stride BRT Stations

Brickyard



Canyon Park



Funding Amount

- \$141,192,000, including a 6% Contingency of \$7,942,000
- Total authorization amount not to exceed: **\$141,192,000**
- Affordable within Agency Finance Plan
- Consistent with Affordable and Target schedules



Example Stride freeway station

STRIDE

Funding Agreement Key Features

- Sound Transit has partnered with WSDOT to develop the Request for Proposals (RFP) to solicit qualified firms to submit proposals.
- The RFP is specific and well defined. It allows for creativity from the design builder and guards against scope creep.
- The construction agreement includes construction, construction management, proposers' stipends, taxes, and all costs associated with the project.
- Sound Transit Stride elements account for 20% of the project.
- WSDOT will manage this contract.

Funding Agreement Key Features

- Sound Transit will approve the transit-specific elements' design and any change orders.
- WSDOT will consult with Sound Transit on changes that could impact cost or schedule.
- Fish passage corrections costs to be reimbursed to Sound Transit as Land Bank Credits ~ \$25M.
- The project schedule includes a turn-over date to Sound Transit, prior to the project opening in 2027.

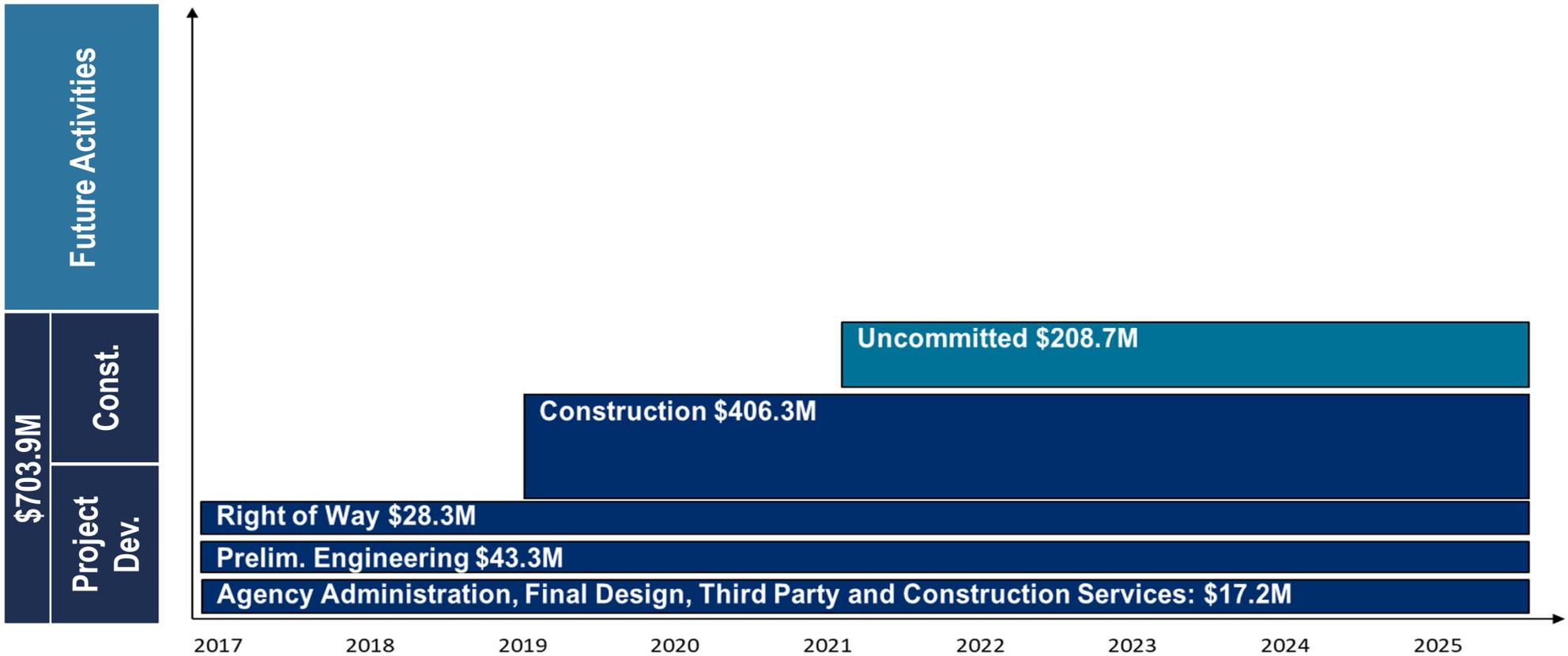
Cost Management

- December 2018– Cost Estimate Validation Process
- June 2020 – Independent Cost Estimate
- November 2020 – Value Engineering Study
- December 2021 – updated independent cost estimate
- Alternative Technical Concepts considered during procurement
- Post Award Practical Solutions Workshop

Illustrative - Not to Scale

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

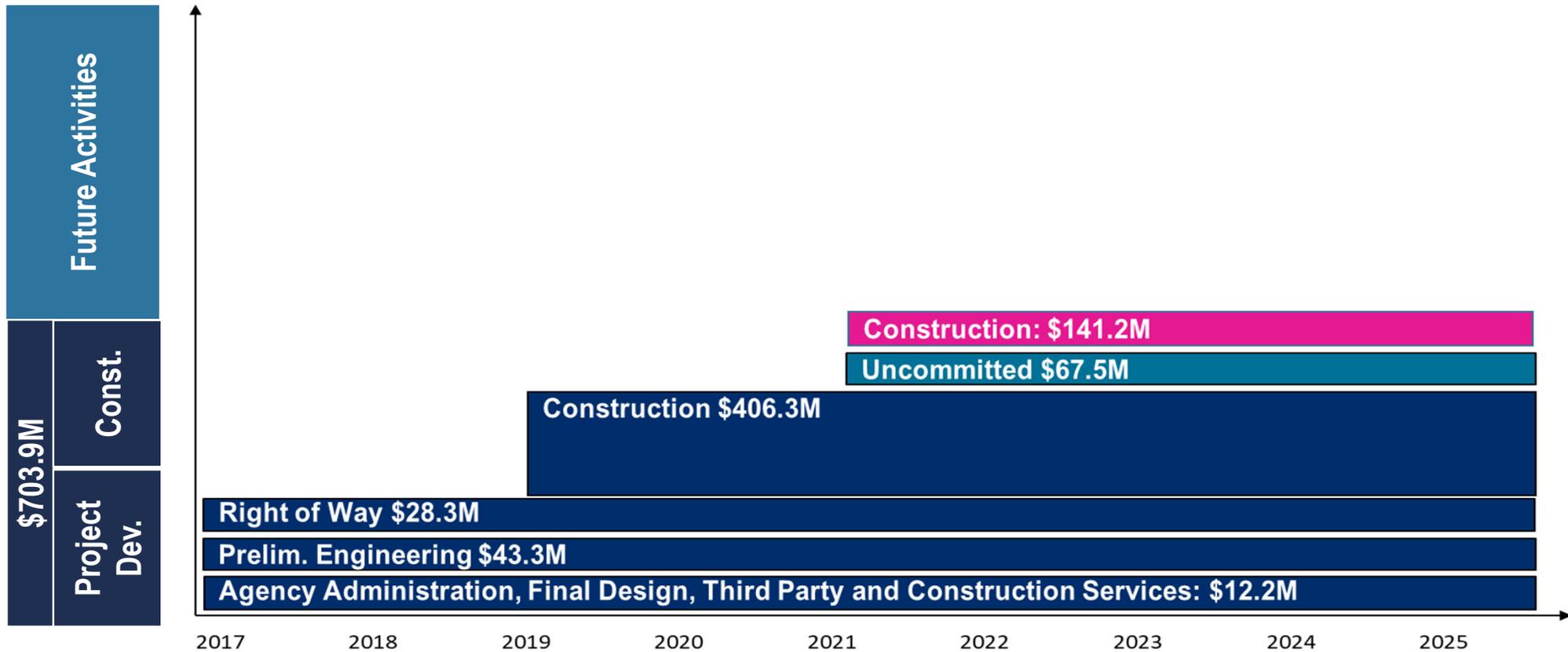
ALLOCATION \$ COMMITMENTS



Illustrative - Not to Scale

I-405 Bus Rapid Transit Project: Board approves \$141.2M with WSDOT

ALLOCATION \$ COMMITMENTS



Thank you.



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