

Stride BRT

Pre-baseline briefing & M2023-50

Board of Directors

06/22/23



Why we are here

- Briefing of Program status in advance of planned July Board baseline action
- Motion No. M2023-50: S2 Brickyard-SR 527 Construction Funding Agreement update

Scope & Background

Projects to be Built: Q3 2021

S1 Line Bellevue–Burien

ST Express (existing) 57 MIN

Project to be built 38-42 MIN

S2 Line Lynnwood–Bellevue

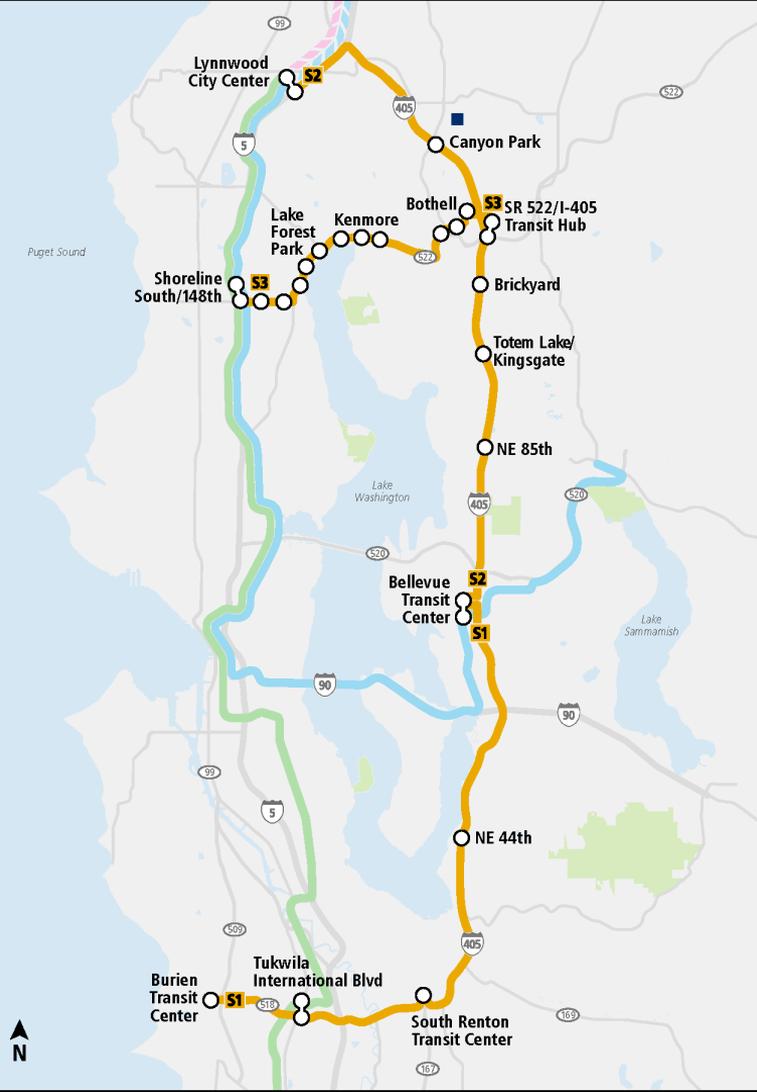
ST Express (existing) 57 MIN

Project to be built 33-38 MIN

S3 Line Shoreline–Bothell

No improvements 54-59 MIN

Project to be built 35-39 MIN



Stride: Program refinements

ST3 Representative Projects to Present

I-405 (S1 and S2):

- In-line stations to maximize use of Express Toll Lanes: speed and reliability
- Higher quality access: transit integration, ped/bike

SR 522 (S3):

- Extension to improve connection with S2
- Optimized stations
- Reduced ROW impacts and community-sensitive design

Bus Base North:

- Sized to accommodate ST Express (Snohomish Co. fleet)
- Battery electric bus charging infrastructure
- Land use compatibility: transfer of development rights

AM peak hour travel times to Bellevue

North Line – Lynnwood to Bellevue



South Line – Burien to Bellevue



Program refinements - continued

Fleet:

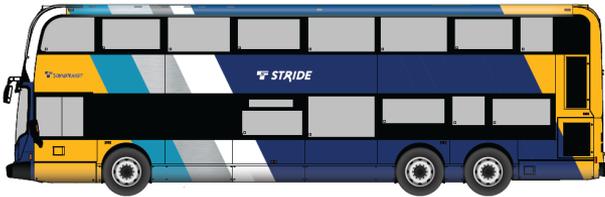
- Battery electric buses: S1&S2 (I-405) and S3 (SR 522)
- Charging infrastructure: Bus Base North

Program:

- Permanent layovers with BEB chargers
- Refined design and operating systems requirements
- Contracted service provider

Parking:

- Delayed per Board's Realignment (~2,200 stalls planned)
- Proposed interim surface facility at South Renton Transit Center (~200 stalls)



Program status

Capital program:

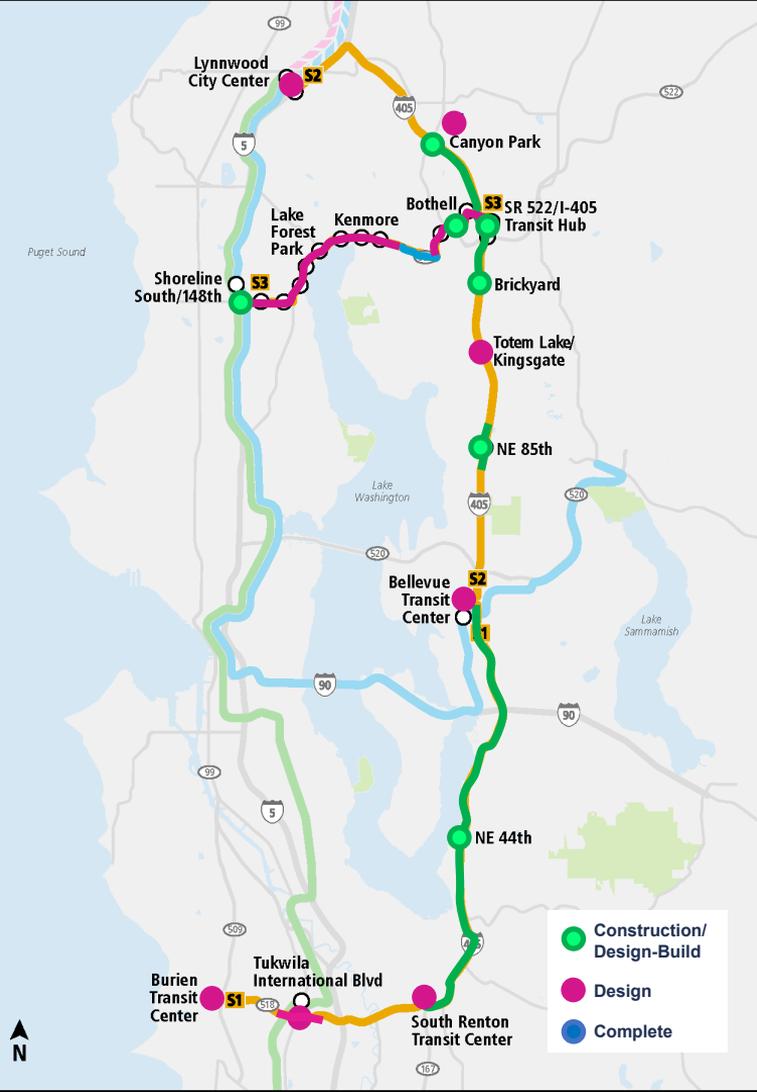
- Final design nearing 90%
- Right of way acquisition authority

Partnerships (WSDOT & others)

- Underway (\$590m+)
- Construction complete (~\$30m)

Active procurements:

- Systems
- Stations, shelters, furnishings, systems



Program progress

Board actions accelerated implementation and reduced risk:

- Early property acquisitions: South Renton Transit Center and Bus Base North sites
- Early construction: Bothell-Kenmore BAT lanes project, SRTC remediation
- Partnerships: WSDOT I-405 projects, Shoreline, Kirkland, UW-Bothell/Cascadia College

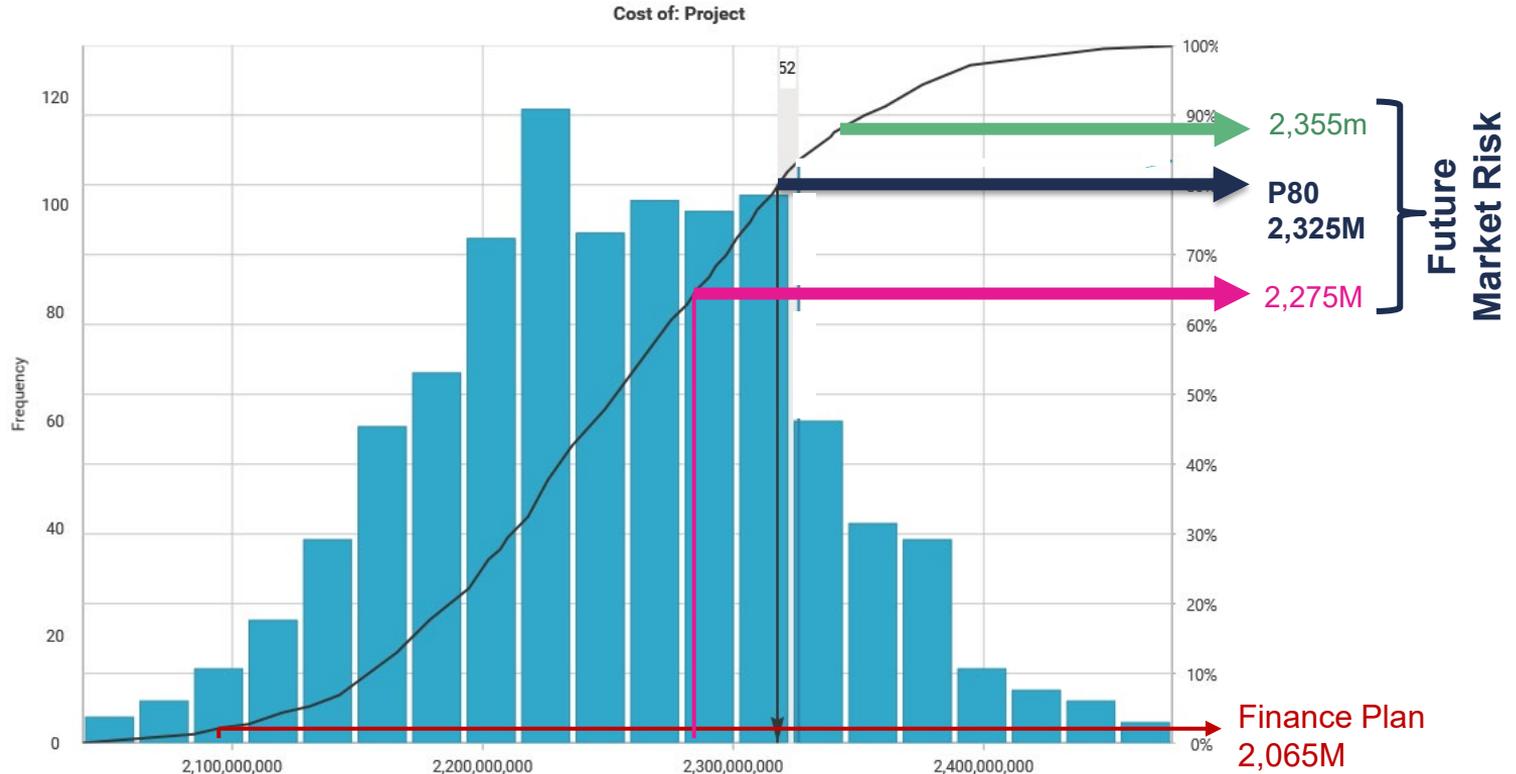
Independent utility improvements yield immediate benefits:

- Bothell-Kenmore BAT lane completed in service Summer 2022

BRT improvements on state highways earn land bank credits:

- Approximately \$600-700m credit will reduce financial cost of future Sound Transit projects and lease obligations

Stride Baseline Quantitative Risk Assessment



Cost Estimate - Draft

	DRAFT Range (YOE\$)		
Finance Plan Assumption	\$2,065m		
			
Stride BRT Program Total	\$2,275m	\$2,325	\$2,355
\$ over Finance Plan	\$210m	\$260m	\$290m
% over Finance Plan	10%	13%	14%
Delayed Parking Program separated from Stride Program	\$342m (2022\$)		

Cost - continued

Cost drivers

Cost differential

- Construction market conditions and quantities (~\$75-100m)
- Bus Base North: design requirements, stormwater management, communication & security, utilities, ventilation, other (~\$40-50m)
- Fleet cost increase: Added cost for electrification (~\$30-55m), potentially offset by grants, lower operating costs, and clean fuel standard revenue

Unanticipated regulatory requirements:

- Fish barrier corrections in State ROW = land bank credits (~\$40-60m)

Parking Program

- Delayed (Realignment) and separated from the Stride BRT program
- Proposed interim parking at South Renton Transit Center: budget deducted from future structured parking budget

Cost - betterments

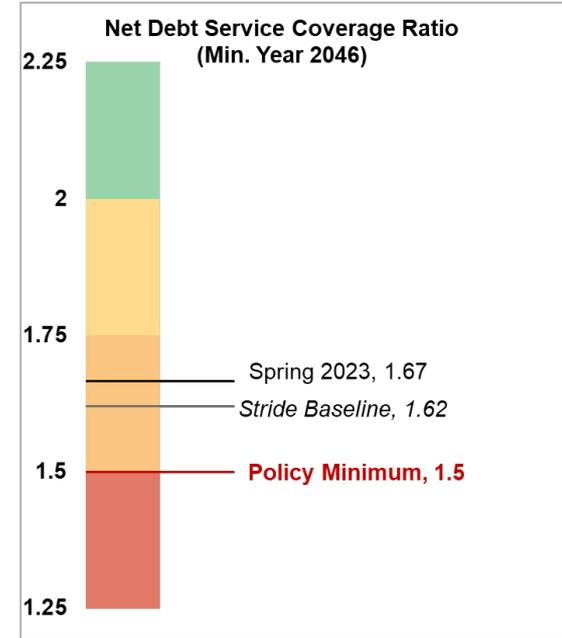
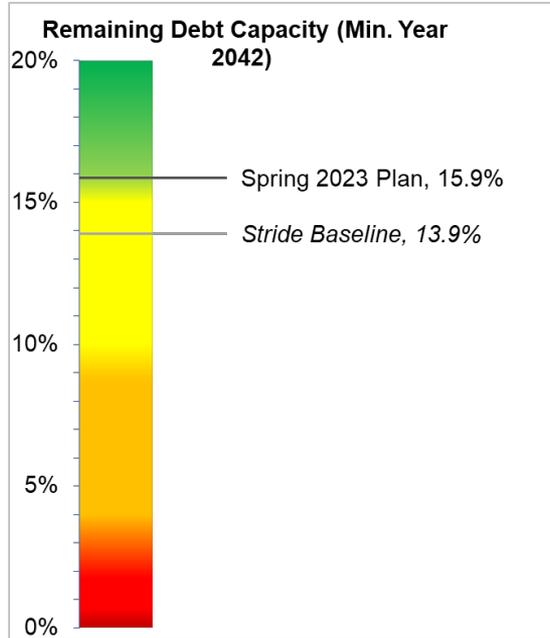
Additional program scope paid for by others:

- South Renton Transit Center – KCM bays, layovers, and support facilities (~\$50m)
- TIBS – private developer pedestrian bridge extension (~\$5-7m)

Financial Analysis

Baseline Budget Impact on Affordability

- \$260M YOY\$ higher than Spring 2023 Financial Plan estimate
- 2.0% decrease in headroom (from 15.9%)
- 0.05 decrease in net debt coverage ratio (from 1.67X)



Schedule - Draft

	Realign. (Q3 2021)	January 2022- April 2023 Trend	Risk Analysis (80%+ Probability) and Proposed Baseline
Bus Base North	2025	2026/2027	Q1 2028
NE 85 th	2026	Q4 2026	Q4 2026
S1 (I-405 South)	2026	Q4 2027	Q3 2028
S2 (I-405 North)	2027	Q4 2028	Q2 2029
S3 (SR-522)	2026	Q4 2027	Q3 2028

Key risks

- BBN: permitting risk (City + Business Park)
- S1: TIBS critical path, betterments
- S2: Brickyard – SR 527 critical path
- S3: ROW and permitting risks



Schedule mitigation

Maximize immediate utility of improvements

ST Express and partners' use of new facilities

- 2025: NE 44th platform
- 2026: NE 85th platform
- 2027: South Renton Transit Center

Potential phased Stride openings

- S1: 2027 opening with temporary stop at TIBS.
Complete TIBS station in 2028

Today's action: Brickyard-SR 527 Agreement Amendment

Sound Transit Board authorized a construction funding agreement with WSDOT in Spring 2022.

Key features include:

- Stations at Canyon Park (SR 527), UW Bothell/SR 522&I-405 Interchange, and Brickyard
- \$141.2M, including 6% contingency
- Joint Sound Transit-WSDOT design-build project: Cost = 20% Sound Transit/80% WSDOT

Status:

- Two proposing design-build teams
- Proposals received 5/30 and under evaluation.
- Cost proposals opened 6/22
- High risk of cost proposals exceeding estimate and available contingency

Recommended action:

- Amend agreement by \$XXm – specific amount to reflect best value proposal

Thank you.



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