

## Motion No. M2025-47

### Construction Contract Award for Stride BRT BT 307 Kenmore/Bothell SR 522 Roadwork and Stations

| Meeting:                                 | Date:                    | Type of action:                    | Staff contact:                                                                                                                                                                                                                  |
|------------------------------------------|--------------------------|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| System Expansion Committee<br>Full Board | 09/11/2025<br>09/25/2025 | Recommend to Board<br>Final action | Terri Mestas, Deputy CEO,<br>Capital Delivery<br>Manan Garg, Executive Director,<br>Capital Delivery Department<br><b>Rick Capka, Executive Project<br/>Director, BRT</b><br><b>Calvin Nutt, Construction<br/>Director, BRT</b> |

### Proposed action

Authorizes the chief executive officer to execute a contract with Guy F. Atkinson Construction LLC for construction services for the Stride Kenmore/Bothell SR 522 Roadwork and Stations, components of the Stride Bus Rapid Transit SR522/NE 145th Street project, in the amount of \$44,579,472 with a 15% percent contingency of \$6,686,921 for a total authorized contract amount not to exceed \$51,266,393.

### Key features summary

- This action would authorize a contract to construct the Stride Kenmore/Bothell SR 522 Roadway and Stations project in the City of Kenmore and the City of Bothell along SR 522 and Downtown Bothell along a 4.5-mile alignment.
- Within Kenmore, the project includes six station platforms along SR 522 with associated paving, curbs, sidewalks, structural foundations, utilities, and transit signal priority equipment to the existing traffic signals at intersections along SR 522.
- Within Bothell, the project includes eight station platforms on city streets like the platforms in Kenmore, transit signal priority equipment to the existing traffic signals along the route, new traffic signals at two intersections on NE 185th St, a new mid-block signalized crosswalk across Beardslee Blvd near UW Bothell/Cascadia College, and additional sidewalk improvements.
- A new center queue bypass lane will be installed in Bothell on SR 522, including soldier pile retaining walls, underground electric duct banks, sidewalks, and other utility improvements.
- The work in both cities also includes paving, landscaping and restoration/relocation of the existing stormwater management systems.
- The recommended 15 percent contract contingency is commensurate with the Design Bid Build Contract Model and the nature of the roadway and underground utility work to be completed.
- This action is funded by the current project baseline budget and there is sufficient budget projected to fund the scope of work of this project. The current project is included in the existing Long Range Financial Plan.

- Station shelters, furnishings, and systems work will be completed under a separate contract authorized by Motion No. M2025-20.

## Background

A Bus Rapid Transit (BRT) system is part of Sound Transit's 2016 voter-approved system expansion program ST3. BRT will provide fast, reliable high-capacity transit service every ten minutes at peak for both the I-405, and SR-522/NE 145th Street BRT corridors (and every 15 minutes off-peak for the I-405 BRT), providing connections to light rail service in Bellevue, Tukwila, Shoreline and Lynnwood.

The SR 522/NE 145th Street BRT project will establish 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. Project development began in 2018 and involved planning, environmental studies, and preliminary design of BRT elements, including routing, roadway, and sidewalk improvements; 12 BRT station pairs between the termini (14 total stations); and parking facilities. The analysis during the Preliminary Engineering phase confirmed the station locations and identified speed and reliability project elements.

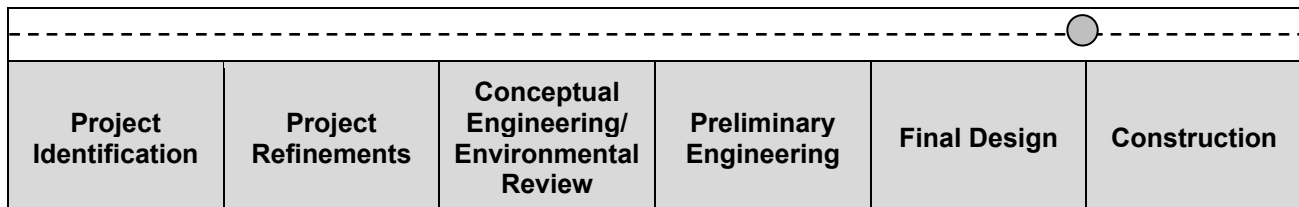
In September 2021, the Board adopted Resolution No. R2021-07 selecting the route and station locations, or Project to be Built, for the SR 522/NE 145th Street BRT Project, which confirmed the station locations and identified speed and reliability improvements. Within this resolution, all parking components of the SR 522/NE 145th Street BRT Project were deferred in accordance with the Sound Transit Board's realignment process in 2021. Additionally, in July 2023 the Board adopted Resolution 2023-19, which baselined the SR 522/NE 145th Street BRT Project cost of \$581,500,000 and open for service date of Q2 2028.

This action would approve a fixed price contract to build the Stride BRT BT 307 Kenmore/Bothell, SR 522 Roadwork and Stations, a 4.5-mile alignment that will be in the Cities of Kenmore and Bothell along SR 522 and Downtown Bothell. This action would allow for the construction of 7 of the 12 station pairs planned for the S3 Stride alignment and complete the connection from SR522 to the I-405 Stride alignment. The Stride Kenmore/Bothell SR 522 Roadway and Stations Project is currently expected to be complete in late 2027, in line with the board-adopted start of service date of Q2 2028.

### Environmental Review

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) is complete. Sound Transit issued a Determination of Nonsignificance (DNS) for the project in March 2021 determining the project does not have a probable significant adverse impact on the environment. A SEPA Addendum was issued in August 2024 which provided additional analysis and information about minor design updates to the proposal. The Addendum confirmed the design updates do not substantially change the analysis of likely project impacts. The project does not require review under the National Environmental Protection Act (NEPA) as there are no federal funding or approvals associated with the proposal.

## Project status



Projected completion date for Construction: Q4 2027

Current project status, performance metrics, and additional information are located on page 19 of the July 2025 System Expansion Monthly Status Report.

## Procurement information

On May 9, 2025, Sound Transit issued an Invitation for Bids, IFB RTA/CN 0168-24 for Stride BRT BT 307 Kenmore/Bothell, SR 522 Roadwork and Stations. Sound Transit received two (2) responsive bids on July 30, 2025. The award of the contract is based on the lowest Total Bid Price as submitted in a responsive bid, by a responsible bidder.

The bids ranged from \$44,579,472 to \$47,069,282. Guy F. Atkinson Construction LLC is the lowest responsive and responsible bidder. This is a fixed price contract. All bids were below the independent cost estimate (ICE) amount of \$51,356,087.68.

## Fiscal information

This action is funded by the current project budget and there is sufficient budget projected to fund the remaining work. The current project is included in the existing Long Range Financial Plan.

The baseline budget for the SR 522/NE 145<sup>th</sup> Street BRT project is \$581,500,000. Within the \$322,404,658 construction phase, \$51,266,393 has been allocated to the Guy F. Atkinson Construction LLC line item. The proposed action would commit \$51,266,393 (which includes a 15% contingency of \$6,686,921) to this line item and leave a phase balance of \$224,769,835.

### SR 522/NE 145th Street BRT

(in thousands)

| Project Phase           | Baseline Budget  | Board Approvals* | This Action     | Total Commitment Plus Action | Uncommitted / (Shortfall) |
|-------------------------|------------------|------------------|-----------------|------------------------------|---------------------------|
| Agency Administration   | \$50,915         | \$24,462         | \$              | \$24,462                     | \$26,453                  |
| Preliminary Engineering | 15,420           | 15,331           | -               | 15,331                       | 89                        |
| Final Design            | 45,655           | 42,871           | -               | 42,871                       | 2,784                     |
| Third Party             | 6,560            | 2,032            | -               | 2,032                        | 4,528                     |
| Right of Way            | 79,895           | 36,773           | -               | 36,773                       | 43,122                    |
| Construction            | 322,405          | 46,368           | 51,266          | 97,635                       | 224,770                   |
| Construction Services   | 26,920           | 5,808            | -               | 5,808                        | 21,112                    |
| Vehicles                | 33,730           | 32,963           | -               | 32,963                       | 767                       |
| <b>Total</b>            | <b>\$581,500</b> | <b>\$206,610</b> | <b>\$51,266</b> | <b>\$224,913</b>             | <b>\$322,857</b>          |

### Phase Detail - Construction

|                                  |                  |                 |                 |                 |                  |
|----------------------------------|------------------|-----------------|-----------------|-----------------|------------------|
| Guy F. Atkinson Construction LCC | \$51,266         | \$              | \$51,266        | \$51,266        | \$               |
| Other Construction               | 271,138          | 46,368          | -               | 46,368          | 224,770          |
| <b>Total Phase</b>               | <b>\$322,405</b> | <b>\$46,368</b> | <b>\$51,266</b> | <b>\$97,635</b> | <b>\$224,770</b> |

### Contract Detail

| Guy F. Atkinson Construction LCC | Current Contract | This Action     | Revised Contract | Current Contract Spend Status |
|----------------------------------|------------------|-----------------|------------------|-------------------------------|
| Contract Amount                  | \$               | \$44,579        | \$44,579         | \$                            |
| Contingency                      | -                | 6,687           | 6,687            | -                             |
| <b>Total Contract Amount</b>     | <b>\$</b>        | <b>\$51,266</b> | <b>\$51,266</b>  | <b>\$</b>                     |

### Notes:

Amounts are expressed in Year of Expenditure \$000s.

For detailed project information, see page 169 of the 2025 Adopted Budget & Financial Plan.

\* Board Approvals = Commitment and PO Contingency Remaining as of 7/31/2025.

## Disadvantaged and small business participation

### Participation by small businesses and disadvantaged business enterprises (DBEs)

Sound Transit promotes and encourages small business participation. Consistent with Sound Transit Policies, Sound Transit has established small business goals for this contract. These goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of small businesses/ available to perform such subcontracting work.

For this specific contract, the following goals were set, and the successful Bidder/Proposer has committed to the following small business participation:

| Small business goal    |                   |
|------------------------|-------------------|
| Sound Transit goal: 5% | Commitment: 5.14% |

**Apprentice utilization commitment**

Sound Transit promotes and encourages utilization of apprentices registered with the Washington State Apprenticeship and Training Council. For this contract, the following goals were set:

| Apprentice utilization           |                 |
|----------------------------------|-----------------|
| Apprentice utilization goal: 20% | Commitment: 20% |

**Public involvement**

Sound Transit is committed to proactively engaging and empowering communities along the I-405, SR 522/NE 145th and Bus Base North BRT Project corridor. The overarching goals for the stakeholder involvement programs is 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.

**Time constraints**

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

**Prior Board/Committee actions**

- Resolution No. R2023-19: Adopted the Baseline Budget and Schedule for the SR522/NE 145th Street Stride Bus Rapid Transit Project
- Resolution No. R2021-07: Selected the route and station locations for the SR 522/NE 145th Bus Rapid Transit Project

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- Environmental review** – KH 8/26/25
- Legal review** – JSA 9/5/2025

## **Motion No. M2025-47**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Guy F. Atkinson Construction LLC for construction services for the Stride Kenmore/Bothell SR 522 Roadwork and Stations, components of the Stride Bus Rapid Transit SR522/NE 145th Street project, in the amount of \$44,579,472 with a 15% percent contingency of \$6,686,921 for a total authorized contract amount not to exceed \$51,266,393.

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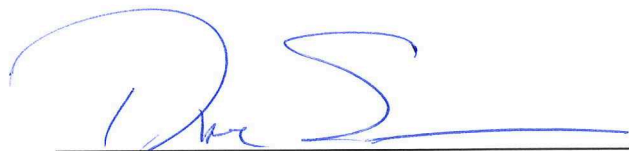
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## **Motion**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with Guy F. Atkinson Construction LLC for construction services for the Stride Kenmore/Bothell SR 522 Roadwork and Stations, components of the Stride Bus Rapid Transit SR522/NE 145th Street project, in the amount of \$44,579,472 with a 15% percent contingency of \$6,686,921 for a total authorized contract amount not to exceed \$51,266,393.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 25, 2025.



Dave Somers  
Board Chair

## **Attest:**



Kathryn Flores  
Board Administrator