

Motion No. M2025-52

Master Agreement with WSDOT for Construction of Stride Bus Rapid Transit Improvements by Sound Transit on State Highway Right of Way

Meeting:	Date:	Type of action:	Staff contact:
Board	10/23/2025	Final action	Terri Mestas, Deputy CEO, Chief Capital Delivery Officer Manan Garg, Executive Director-Capital Program Delivery Rick Capka, Executive Project Director, Bus Rapid Transit

Proposed action

Authorizes the chief executive officer to execute a master agreement with the Washington State Department of Transportation for the construction of Stride Bus Rapid Transit Improvements by Sound Transit on State Highway Right of Way and authorizes issuance of task orders under the master agreement for specific projects.

Key features summary

- This action authorizes the execution of an agreement with the Washington State Department of Transportation (WSDOT) for Sound Transit to access State Highway Right of Way along both the SR-522/NE 145th Street and I-405 corridors to complete necessary Bus Rapid Transit (BRT) improvements.
- BRT improvements include construction of BRT stations, business access and transit (BAT) lanes, queue bypass lanes, transit signal priority, utility relocations, and other improvements within seven Sound Transit managed construction contracts.
- Task orders will be issued under the master agreement for discrete BRT projects with defined scope of work, schedule and maximum budget to reimburse WSDOT for staff costs associated with oversight and inspection for the BRT construction projects on WSDOT rights of way.
- Key provisions of the agreement:
 - Authorize access to WSDOT right of way for Sound Transit and its contractors to complete BRT improvements.
 - Define roles and responsibilities of WSDOT and Sound Transit, in relation to construction of these BRT improvements.
 - Define the process for WSDOT to inspect and accept work completed by Sound Transit within State Highway Right of Way.
- The total cost under this master agreement is anticipated to be less than \$3 million. Funding for the task orders will come from existing, board-approved BRT project budgets.
- This Action would authorize the CEO to execute task orders under the Master Agreement.

Background

The Stride 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 I 405 BRT project will establish a BRT system from the Lynnwood City Center to the Burien Transit Center via I-5, I-405, and SR 518. The project consists of several elements, including new and upgraded transit centers, including Renton Transit Center, and in-line freeway BRT stations.

Stride service lines will replace existing ST Express regional bus service currently run by transit partners. The S1 Line: I-405 South will replace Route 560, the S2 Line: I-405 North will replace Route 535, and the S3 Line will replace Route 522. Stride buses will connect to light rail and to communities north, east, and south of Lake Washington.

The I-405 BRT Project (S1 and S2 Lines) establishes BRT service within the I-405 corridor, primarily operating in managed lanes for 37 miles between Lynnwood and Burien. This project builds upon a history of prior transportation planning studies, including the WSDOT I-405 Master Plan, the Regional Transit Long Range Plan, and the ST3 System Plan. Project development began in 2018 and involved planning, environmental studies, and preliminary design of BRT elements, including routes, 11 pairs of BRT stations, and parking facilities.

The SR 522/NE 145th BRT Street Project (S3 Line) establishes 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, with separate, connecting service options to Woodinville. 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. The analysis during the Preliminary Engineering phase confirmed the station locations and identified speed and reliability project elements.

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) is complete. Sound Transit issued a Determination of Non significance (DNS) for the I-405 Bus Rapid Transit project in September 2020 as well as for SR 522/NE 145th Bus Rapid Transit project in March 2021. A SEPA Addendum for the SR 522/NE 145th BRT project (Stride S3 Line) was issued in August 2024 to provide analysis and information about minor design updates to the proposal, confirming no substantial change of likely project impacts.

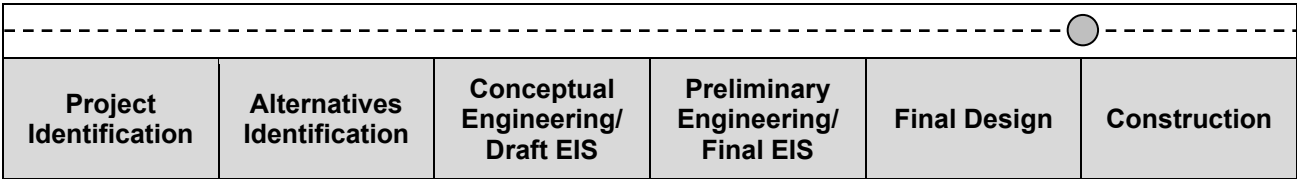
In compliance with the National environmental Policy Act (NEPA), Sound Transit completed a Federal Transit Administration (FTA) Documented Categorical Exclusion (DCE) worksheet and supporting documentation describing the proposed South Renton Transit Center and Roadway Improvements project. The FTA reviewed the documentation and determined that the project will not result in significant environmental effects and provided concurrence on the DCE in June 2022. Sound Transit also completed a NEPA re-evaluation for FTA review to evaluate potential environmental effects from additional details and final design refinements for the South Renton Transit Center and Roadway Improvements project. Additional consultation with the federal services was recommended regarding Endangered Species Act (ESA) and fisheries, and Section 7 ESA consultation was completed with US Fish and Wildlife Service and with NOAA National Marine Fisheries Service in August 2025. The FTA determined that no additional review under NEPA is required for the final design refinements on August 28, 2025.

Sound Transit completed a Federal Highway Administration (FHWA) NEPA DCE form and supporting documentation describing the proposed Lynnwood City Center Transit Station Bus Rapid Transit and Roadway Improvements, I-405 Corridor project. This environmental review included the proposed improvements at Poplar Way loop ramp and the 196th Street SW loop ramp for I-5.

WSDOT reviewed the documentation and determined that the project will not result in significant environmental effects and provided concurrence on the DCE in January 2023.

The I-405 BRT and SR 522/NE 145th Street projects are made up of a total of 12 separate construction contracts. Four of those contracts are managed and delivered by WSDOT through funding agreements with Sound Transit. The remaining eight contracts are managed and delivered by Sound Transit, and seven of these eight contracts require Sound Transit to work within WSDOT right-of-way and are the subject of this master agreement. These seven contracts include: NE 145th St Seattle/Shoreline; SR522 Lake Forest Park; SR522 Kenmore/Bothell; Renton Transit Center; Burien Transit Center; Poplar Way Loop Widening; Stride Station Shelters, Systems and Furnishings.

Project status



Projected completion date for Stride BRT Construction: 2029

Current project status, performance metrics, and additional information are located on page 24 of the July 2025 System Expansion Monthly Status Report.

Fiscal information

The WSDOT construction services described in the proposed action will be assigned on a task order basis. The total cost of these orders is anticipated to be less than \$3 million. Funding for the task orders will come from existing, board-approved BRT project budgets. As services will be rendered as needed, cost distribution will be determined as each task order is executed.

This action does not impact the affordability of Sound Transit’s Long-Range Financial Plan, because it does not authorize task orders for capital, operations, or maintenance on projects whose total estimated project cost is forecasted by the chief executive officer to be unaffordable under the Sound Transit Long Range Financial Plan based on current cost estimates.

Disadvantaged and small business participation

Not applicable to this action.

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 stakeholder involvement programs are 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 could create a significant risk to the project schedule, as this agreement is required to be in place in support of the start of construction for Sound Transit’s projects across the SR-522/NE 145th Street and I-405 corridors. These projects are anticipated to begin as early as November 2025.

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. R2023-18: Adopted the I-405 Stride Bus Rapid Transit project baseline schedule and budget.

Resolution No. R2021-08: Selected the route and station locations for the I-405 Bus Rapid Transit Project.

Resolution No. R2021-07: Selected the route and station locations for the SR 522/NE 145th Bus Rapid Transit Project

Environmental review – KH 10/3/25

Legal review – JSA 10/6/25

Motion No. M2025-52

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a master agreement with the Washington State Department of Transportation for the construction of Stride Bus Rapid Transit Improvements by Sound Transit on State Highway Right of Way and authorizes issuance of task orders under the master agreement for specific projects.

Background

This action authorizes the execution of an agreement with the Washington State Department of Transportation (WSDOT) for Sound Transit to access State Highway Right of Way along both the SR-522/NE 145th Street and I-405 corridors to complete necessary Bus Rapid Transit (BRT) improvements.

BRT improvements include construction of BRT stations, business access and transit (BAT) lanes, queue bypass lanes, transit signal priority, utility relocations, and other improvements within seven Sound Transit managed construction contracts.

Task orders will be issued under the master agreement for discrete BRT projects with defined scope of work, schedule and maximum budget to reimburse WSDOT for staff costs associated with oversight and inspection for the BRT construction projects on WSDOT rights of way.

Key provisions of the agreement authorize access to WSDOT right of way for Sound Transit and its contractors to complete BRT improvements, define roles and responsibilities of WSDOT and Sound Transit, in relation to construction of these BRT improvements, and define the process for WSDOT to inspect and accept work completed by Sound Transit within State Highway Right of Way.

The total cost under this master agreement is anticipated to be less than \$3 million. Funding for the task orders will come from existing, board-approved BRT project budgets.

This Action would authorize the CEO to execute task orders under the Master Agreement.

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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 master agreement with the Washington State Department of Transportation for the construction of Stride Bus Rapid Transit Improvements by Sound Transit on State Highway Right of Way and authorizes issuance of task orders under the master agreement for specific projects.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 23, 2025.



Dave Somers
Board Chair

Attest:



Kathryn Flores
Board Administrator