

Stride Bus Rapid Transit

Program Update

Community Oversight Panel

8/9/23



Why we are here

- Program review
- Baselined scope, budget, and schedule
- Start-up and Operations
- Panel questions

Program Review

Scope & Background

Projects to be Built: Q3 2021 –
improved from ST3 concept

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

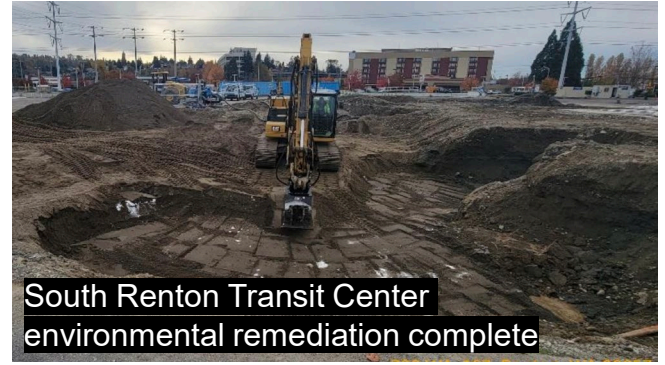
Project to be built 35-39 MIN



Stride: Recent progress



Bothell - Kenmore Business Access and Transit Lanes complete



South Renton Transit Center environmental remediation complete



NE 44th construction underway

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

Improvements yield immediate benefits:

- Bothell-Kenmore BAT lane completed in service Summer 2022

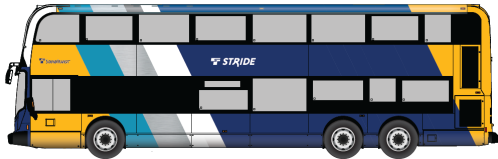
BRT improvements on state highways earn land bank credits:

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

Baselined Scope

Stride: Bus Base North

- ~120 bus capacity: sized to accommodate Stride and some ST Express fleet
- Battery electric bus charging infrastructure
- Operations hub
- Full maintenance functions
- Located in Bothell, Canyon Park



Stride: I-405 BRT (S1 & S2)

- ~37 miles S1: Burien to Bellevue, S2: Bellevue to Lynnwood
- 11 stations: in-line and transit centers
- Use of Express Toll Lanes for maximum speed and reliability
- Link connections at Tukwila, Bellevue, and Lynnwood
- Higher quality access: transit integration, ped/bike
- Interim park and ride at South Renton Transit Center




Stride: SR 522/NE 145 St. BRT (S3)

- ~9 miles, length extended to improve connection with S2
- 14 stations
- Business Access and Transit lanes and transit priority treatments
- Link connection at S. Shoreline, S2 connection at I-405/SR 522 interchange
- Higher quality access: transit integration, ped/bike

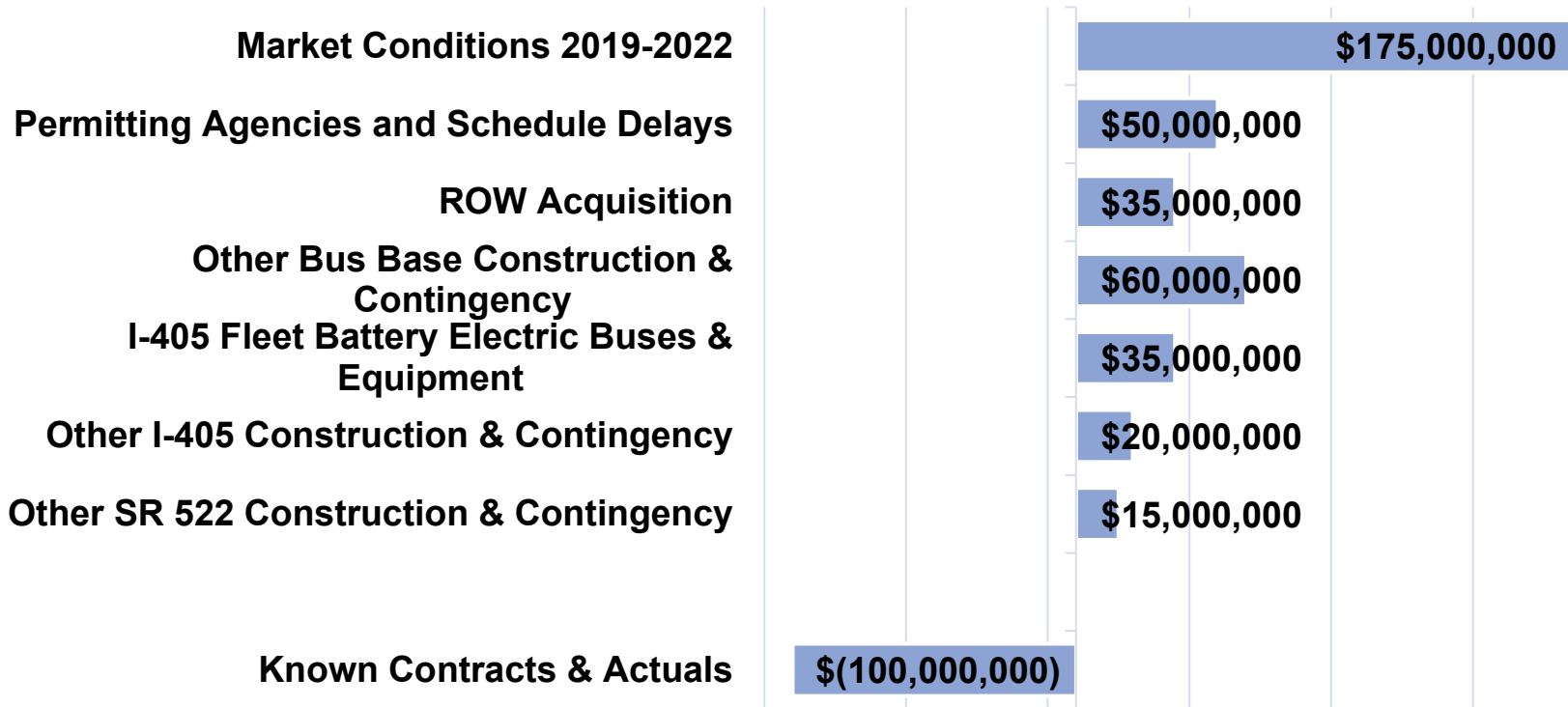


Baselined Budget

Baseline Cost Estimate

	(Year of Expenditure \$)		
Finance Plan Assumption	\$2,063m		
			
Stride BRT Program Total	\$2,292m	\$2,350	\$2,395
Confidence Level	P60	P80	P90
% over Finance Plan	11%	14%	16%

Baseline Cost Drivers











Baselined Budget

	Spring 2023 Financial Plan (YOE\$)	Proposed Baseline (YOE\$)	Variance (YOE\$)	% over Finance Plan
Bus Base North	\$382	\$500	\$118	31%
I-405 BRT (S1+S2)	\$1,187	\$1,269	\$81	7%
SR 522 BRT (S3)	\$493	\$582	\$89	18%
Total	\$2,063	\$2,350	\$288	14%

Baselined Schedule

Schedule – Background

- 2016 ST3 Plan: +1 year for start of service at completion, rather than mid-construction.
- 2020-21 Board directed pause and Realignment: +1.5 - 2 years
 - Constrained resources, project refinements & environmental, restructured delivery
- 2022-Present Program: +1 year to restart and transition into final design
- 2023 Proposed Baseline: +6-12 months float

	ST3 (2016)	Board Directed Pause, & Realignment (2020-2021)	Program restart and target (Jan. 2022- Present)	Baseline (with added float)
Bus Base North	2023	 2025	 2026/2027	Q4 2027
S1 (I-405 South)	2024/25	 2026	 Q4 2027	Q3 2028
S2 (I-405 North)	2024/25	 2027	 Q4 2028	Q2 2029
S3 (SR-522)	2024/25	 2026	 Q4 2027	Q2 2028

Schedule mitigation

Maximize immediate use 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
- S3: adapt construction packaging and timing as code and permitting evolves.

Start-Up and Operations

Stride Operations/Start-Up Structure

Sound Transit to provide:

- Facilities
- Operating systems
- Fleet/vehicles

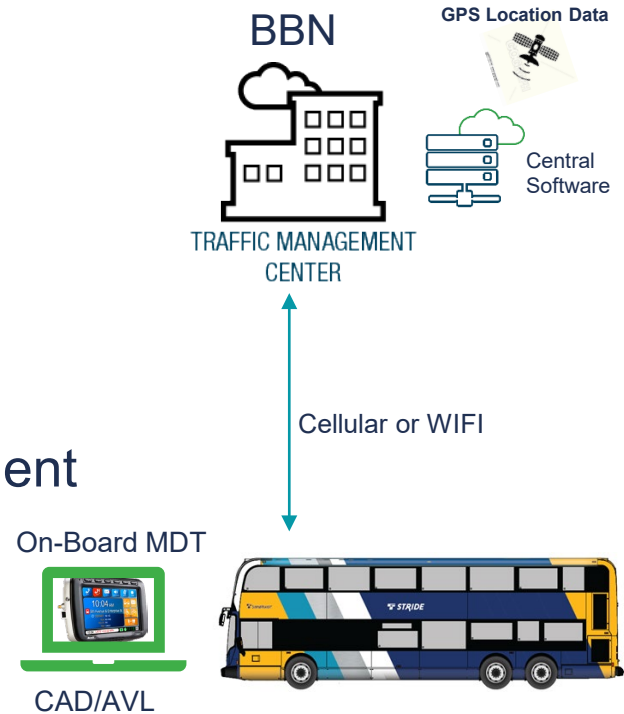
Contracted Service Provider with Sound Transit oversight:

- Operators
- Maintenance/Mechanics

Bus Operating Technologies System

Core functionality

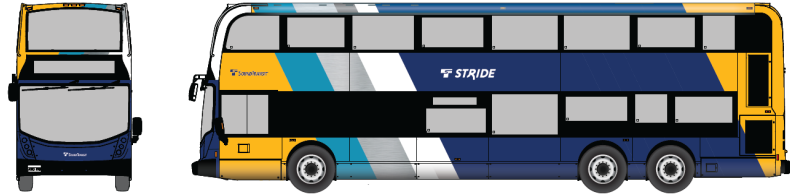
- Passenger information
- Communications/dispatch
- Schedule/operations management
- Surveillance
- Transit priority
- Battery Electric Bus charge management



Fleet

- All electric Stride BRT fleet
- S1 and S2: Double-deck
- S3: Articulated 60'
- Inductive charging at layovers/terminals
- Plug-in at Bus Base North
- Finalizing requirements
- Order fleet late 2023

S1 & S2 (I-405)



Double-deck battery electric buses for highway service

S3 (SR 522)



Articulated battery electric buses for shorter arterial route

Contracted Service Provider

Competitive Process

- Invite participation of partners and private contractors
- Phased approach: initial involvement in program set-up, followed by hiring drivers, mechanics, maintenance personnel
- Options for expansion to operate some ST Express service
- Evaluation criteria to support responsible contractor policy

Timing

- Q2: RFI to solicit industry feedback
- Q4: RFP
- Q2 2024: award – have contractor in place at least two years before start of service

Panel questions

Community Oversight Panel Questions

Received prior to meeting:

- *Would they reconsider if BRT goes to airport from the east side (with the understanding that light rail goes there but east side riders have to go to the ID and transfer (a longer trip)?*
- *Does Link Light Rail affect their planning for vehicles and plans for BRT?*
- *Any update on the Tukwila light rail station and its relationship to the planned BRT station?*
- *What is the general status of BRT on SR 522 and how is the property acquisition going?*

Additional questions?

Thank you.



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