



## Resolution No. R2021-08

### Selecting the Project to be Built for the I-405 Bus Rapid Transit Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee	09/09/2021	Recommend to Board	Don Billen, PEPD Executive Director
Board of Directors	09/23/2021	Final action	Bernard van de Kamp, Program Executive <b>Paul Cornish, Project Director-HCT Development</b>

### Proposed action

Selects the route, and station locations for the I-405 Bus Rapid Transit Project.

### Key features summary

- This action defines and selects the routing, roadway improvements, stations and associated infrastructure to be built between Lynnwood City Center and Burien Transit Center, along portions of Interstate 5 (I-5), Interstate 405 (I-405), State Route (SR) 518, and select local arterial streets for the I-405 Bus Rapid Transit Project.
- Main components of project to be built:
  - 37 mile corridor
    - Primarily in the I-405 Express Toll Lanes from Bothell to Renton
    - Additional routing on general purpose lanes on I-5, SR 518, local streets in Burien (SW 148th St), Renton (Rainier Ave S), and Lynnwood (196th St SW)
  - Two lines of service with a transfer point at the Bellevue Transit Center:
    - S1: Bellevue to Burien
    - S2: Bellevue to Lynnwood
  - 11 station pairs across 8 cities
    - Burien Transit Center: located at the existing Burien Transit Center and park and ride in downtown Burien.
    - Tukwila International Boulevard: inline BRT stations that will connect to the adjacent existing Link light rail station and surrounding community.
    - South Renton Transit Center: new transit center for BRT, regional and local transit services located adjacent to the South Renton Park and Ride, near the I-405/SR 167 interchange at the intersection of Rainier Avenue South and South Grady Way.
    - NE 44th: inline BRT stations along WSDOT direct access ramps at reconstructed I-405/NE 44th St. interchange in north Renton.

- Bellevue Transit Center: located at the existing Bellevue Transit Center in downtown Bellevue. This station will be the terminus of both I-405 BRT services lines, S1 and S2, will connect to the downtown Bellevue Link station, and will serve as a transfer point.
  - NE 85th: inline BRT stations along WSDOT direct access ramps at a reconstructed I-405/NE 85th St interchange to serve downtown Kirkland and surrounding neighborhoods
  - NE 85th Street arterial improvements to facilitate transit and non-motorized access to the NE 85th BRT station from downtown Kirkland and surrounding neighborhoods
  - Totem Lake/Kingsgate: located at existing Totem Lake freeway station adjacent to the existing Kingsgate Park and Ride.
  - Brickyard: inline BRT stations at NE 160th Street/Juanita-Woodinville Way NE to serve the existing Brickyard Park and Ride and surrounding community
  - SR 522/I-405 Transit Hub: inline BRT stations along WSDOT direct access ramps located at the I-405/SR 522 interchange to provide a connection between I-405 BRT and SR 522/NE 145th BRT and non-motorized access to the UW Bothell and Cascadia College campuses
  - Canyon Park: inline BRT stations along WSDOT direct access ramps providing access to expanded express toll lanes. The station will connect to the existing park and ride and surrounding community.
  - Lynnwood City Center: located at existing Lynnwood Transit Center and to provide a connection to the Lynnwood Link Extension and other transit services.
- The project connects to three light rail stations:
    - Lynnwood City Center Station
    - Bellevue Downtown Station
    - Tukwila International Boulevard Station
  - The project also connects to a planned SR 522/145th Bus Rapid Transit Line at new Transit Hub.
  - The following parking components are part of the I-405 BRT project, but delivery is deferred, per the Board's realignment process which concluded on August 5, 2021. For parking that has been delayed, the chief executive officer is directed to identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations as part of the annual program review.
    - Expanded parking at the existing Kingsgate Park and Ride (2035)
    - New parking at NE 44th (2034)
    - New parking at South Renton Transit Center (2034)

## Background

The I-405 BRT Project 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 I-405 Master Plan (Washington State Department of Transportation [WSDOT] 2002), the Regional Transit Long-Range Plan (Sound Transit 2014), and the Sound Transit 3 System Plan (ST3) (Sound Transit 2016).

Project development involved planning and preliminary design of BRT elements, including routes, 11 pairs of BRT stations, and parking facilities. The analysis during the Project Refinement phase

confirmed the station locations and identified speed and reliability improvements to the ST3 representative project.

Sound Transit issued a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) for the I-405 BRT Project on September 30, 2020. Sound Transit has partnered with WSDOT on the design, environmental review, and delivery for some components of the project. Sound Transit is coordinating with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to prepare National Environmental Policy Act (NEPA) documentation to inform federal approval and/or grant funding decisions for elements of the project. Federal NEPA determinations will be complete before initiating final design for the project.

The project team is currently developing the plans to a 30 percent level which will complete Phase 3 of Project Development scheduled for spring 2022.

The BRT program (comprised of three BRT projects: Bus Base North, I-405 BRT, and SR 522/NE 145th BRT), requires common programmatic BRT elements that are being coordinated between the projects for full operation of the BRT line of service. These elements include BRT fleet, rider information/technology integration, and branding that will be used across the BRT system.

**Project status**

<b>Project Identification</b>	<b>Project Refinements</b>	<b>Conceptual Engineering/ Environmental Review</b>	<b>Preliminary Engineering</b>	<b>Final Design</b>	<b>Construction</b>
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Projected completion date for I-405 BRT project: 2026-2027

Project scope, schedule and budget summary are located on page 176 of the July 2021 Agency Progress Report.

**Fiscal information**

Although there is no current fiscal action associated with this proposed action, the eventual design and construction of the selected improvements will have fiscal impacts. Those impacts will be addressed during future actions as they are presented.

The current cost estimate for the I-405 Bus Rapid Transit Project is \$1.04 billion in 2019 constant year dollars. The current cost estimate was included in the program realignment financial analysis and this action will not impact the Affordable Schedule for any other system expansion project.

**Disadvantaged and small business participation**

Not applicable to this action.

**Public involvement**

Sound Transit is committed to proactively seeking public feedback during all stages of the I-405 BRT Project. The overarching goals for the stakeholder involvement program are to foster public trust and build relationships through transparent communication, meaningful involvement, and responsiveness to questions and comments. The project will continue to engage communities along the project corridor, including 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.

The BRT project's Community Engagement and Communications Plan describes the public participation opportunities that will continue to be conducted throughout project development, including public meetings, charrettes, briefings, project website, online open houses, printed materials, project hotline, and dedicated outreach staff to engage the public. Work with the I-405 BRT Elected Leadership and Interagency groups will continue as part of the engagement process with local and elected leaders and agency partners. In 2020, the I-405 BRT project held an online open house and issued the SEPA checklist and DNS for public comment. During the COVID-19 pandemic, Sound Transit leveraged virtual platforms to provide project updates to the public, and facilitate briefings and meetings with neighborhood associations, IAG members, and stakeholders throughout the area.

In addition to Sound Transit staff who will be leading this effort, consultant resources will continue to be required to ensure the extensive level of outreach associated with the project is completed successfully and in accordance with project milestones.

## **Time constraints**

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

## **Prior Board/Committee actions**

Motion No. M2020-59: Authorizes the chief executive officer to execute a contract modification with WSP USA Inc. to exercise a contract option for Phase 3 preliminary engineering services for the I-405 Bus Rapid Transit project in the amount of \$10,943,000 with a 10 percent contingency of \$1,094,300 totaling \$12,037,300, for a new total authorized contract amount not to exceed \$26,881,067.

Motion No. M2019-88: Authorized the chief executive officer to execute a task order with the Washington State Department of Transportation to provide professional services for project development and environmental review of the I-405/Brickyard In-line BRT Station, in the amount of \$6,804,027 with a 10 percent contingency of \$680,403 for a total authorized amount not to exceed \$7,484,430, contingent upon Board approval of Resolution No. R2019-22.

Motion No. M2019-22: Authorized the chief executive officer to execute an agreement with the Washington State Department of Transportation to provide final design, construction, construction management, and related services for the I-405/NE 44th Street Inline Bus Rapid Transit Station and Direct Access Ramps in the City of Renton for the I-405 BRT Project, for a total authorized agreement amount of \$118,400,000.

Motion No. M2019-21: Authorized the chief executive officer to execute a contract modification with WSP USA Inc. to provide Phase 2 project development services for the I-405 Bus Rapid Transit project in the amount of \$8,185,243 plus \$234,524 in contingency, totaling \$8,419,767, for a new total authorized contract amount not to exceed \$14,843,767.

Motion No. M2018-167: Authorized the chief executive officer to execute a task order with the Washington State Department of Transportation to provide professional services for project development and environmental review of the I-405/NE 85th Street In-line Freeway Station for the I-405 Bus Rapid Transit Project, in the amount of \$13,627,765 with a 10% contingency of \$1,362,776, for a total authorized agreement amount not to exceed \$14,990,541.

Motion No. M2018-33: Authorized the chief executive officer to execute a task order with the Washington State Department of Transportation to provide project development services for the NE 85th Street In-Line Station portion of the I-405 Bus Rapid Transit project in the amount of \$583,690, with a 10% contingency of \$58,369, for a total authorized task order amount not to exceed \$642,059.

Motion No. M2018-18: Authorized the chief executive officer to execute a contract with WSP USA Inc. to provide project development services for the I-405 Bus Rapid Transit project in the amount of \$5,840,000, with a 10% contingency of \$584,000, for a total not to exceed amount of \$6,424,000.

Motion No. M2018-16: Authorized the chief executive officer to execute Agreement GCA 3536 Task Order #33 with the Washington State Department of Transportation to provide professional services coordination for the project development phase of the I-405 Bus Rapid Transit project in the amount of \$202,630, with a 10% contingency of \$20,263, for a total authorized task order amount not to exceed \$222,893.

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**Environmental review** – KH 8/31/21

**Legal review** – AJP 9/3/21



## Resolution No. R2021-08

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the project to be built for the I-405 Bus Rapid Transit project.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030;

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region;

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region;

WHEREAS, the ST3 Plan included Bus Rapid Transit (BRT) on the I-405 and SR 522/NE 145th corridors and a Bus Rapid Transit Maintenance Base and operation of the BRT lines;

WHEREAS, the three BRT lines (S1 on I-405 south, S2 on I-405 north, and S3 on SR 522/NE 145th) will operate independently of each other but also connect to provide seamless transfers for riders to the other BRT lines, to ST Express bus service, to local transit service, and to light rail.

WHEREAS, other components of the BRT system include bus operators, on-vehicle systems and the overall systems to tie these components together which will include passenger information, security, fleet management, and a fare payment system.

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) was issued by Sound Transit on September 30, 2020 for the project.

WHEREAS, the System Expansion Committee and Board were briefed on the BRT program in March 2020, February 2021, March 2021 and in August 2021 on the status of the program;

WHEREAS, the Board's action to select the I-405 Bus Rapid Transit project to be built identified in this resolution is informed by review of the SEPA analysis, comments and input from the public, WSDOT, and the cities of Lynnwood, Bothell, Kirkland, Bellevue, Renton, Tukwila, SeaTac, Burien, the University of Washington Bothell, Cascadia College, King County Metro, Community Transit, tribes and other information;

WHEREAS, the I-405 BRT project will help meet growing transit and mobility demands by providing a fast, frequent, and reliable all-day transit service to major employment and activity centers in King and Snohomish counties; and

WHEREAS, after due consideration of the environmental, social, economic and other relevant factors, including public and agency comment and environmental review, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the I-405 BRT project described below.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The I-405 BRT project to be built is adopted as follows (as described in the SEPA Environmental Checklist and DNS):


The project would be located along a 37-mile corridor between Lynnwood and Burien, and operated along portions of I-5, I-405 and its Express Toll Lanes, and SR 518.

The proposed project would involve construction and operation of the following BRT station areas and supporting infrastructure:

- 11 station pairs across 8 cities
  - Burien Transit Center: BRT station will be located at the existing Burien Transit Center. Minor modifications to an existing transit center island will be necessary to accommodate new BRT service, including layover.
  - Tukwila International Boulevard: inline BRT stations on SR 518 that will connect to the existing light rail station and surrounding community.
  - South Renton Transit Center: new transit center for BRT, regional and local transit services. Transit center will include pick-up and drop-off areas and an area for future transit-oriented development.
  - NE 44th: inline BRT stations along WSDOT direct access ramps at reconstructed I-405/NE 44th St interchange that will provide new access to the new WSDOT express toll lanes.
  - Bellevue Transit Center: BRT stations located at the existing Bellevue Transit Center. This station is the terminus of both of the I-405 BRT service lines: S1 and S2. Minor modifications to an existing transit center island will be necessary to accommodate new BRT service. Riders will be able to transfer between north and south BRT lines and East Link light rail. Includes reusing existing layover areas within the City of Bellevue Right-of-Way with a potential expansion area.
  - NE 85th: inline BRT stations along WSDOT direct access ramps at reconstructed I-405/NE 85th St interchange that will provide new access to the existing express toll lanes.
  - NE 85th Street Arterial Improvements to facilitate transit and non-motorized access to the NE 85th Street BRT station.
  - Totem Lake/Kingsgate: located at existing Totem Lake freeway station. Upgrade of the existing freeway stops along existing I-405 direct access ramps for conversion to BRT stations.
  - Brickyard: inline transit-only stations connecting the existing park-and-ride and surrounding community with BRT service via the I-405 expanded express toll lanes.
  - SR 522/I-405 Transit Hub: inline I-405 BRT stations along new WSDOT direct access ramps providing access to expanded express toll lanes. The Transit Hub provides the terminus of the SR 522/NE 145th BRT with a non-motorized connection between the I-405 BRT, the SR 522/NE 145th BRT and non-motorized access to the UW Bothell and Cascadia College campuses.
  - Canyon Park: inline BRT stations along new WSDOT direct access ramps providing access to expanded express toll lanes. The station will connect to the existing park-and-ride and surrounding community.
  - Lynnwood City Center: BRT stations located at existing Lynnwood Transit Center. Minor modifications to an existing transit center will be necessary to accommodate new BRT service, including layover.

- \*Sound Transit will provide BRT shelters and associated site furniture.
- Connections to three light rail stations:
  - Lynnwood City Center Station
  - Bellevue Downtown Station
  - Tukwila International Boulevard Station
- The following parking components are part of the I-405 BRT project, but delivery is deferred, per the Board's realignment process which concluded on August 5, 2021. For parking that has been delayed, the chief executive officer is directed to identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations as part of the annual program review.
  - Expanded parking at the existing Kingsgate Park and Ride (Kirkland)
  - New parking at NE 44th (Renton)
  - New parking at South Renton

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 23, 2021.

  
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Kent Keel  
Board Chair

**Attest:**

  
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Kathryn Flores  
Board Administrator