

STAFF REPORT

SOUND TRANSIT MOTIONS NO. M2000-37 AND M2000-38

Phase I Preliminary Engineering and Environmental Documentation for I-405 at Park Avenue and I-405 at Talbot Road in Renton

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	5/18/00	Discussion/Possible Action	Agnes Govern, Director Tracy Krawczyk, Project Manager	206-398-5037 206-689-4906

PROPOSED ACTION

Finance Committee approval to conduct screening and evaluation of project concepts as Phase I of preliminary engineering and environmental documentation (PE/ED) for the I-405 at Park Avenue and I-405 at Talbot Road direct access improvement projects in Renton which are identified in Sound Move.

Motion No. M2000-37 will allow the Executive Director to execute a contract with CH2M Hill for \$746,506 with a 10% contingency reserve of \$74,651 for Phase I of PE/ED for a total amount not to exceed of \$821,157.

Motion No. M2000-38 authorizes the Executive Director to execute an agreement with the Washington State Department of Transportation (WSDOT) for \$122,085 and authorizes a contingency reserve of \$10,709 for Phase I PE/ED agency project services, for a total not to exceed of \$132,794. The total amount being requested for approval at this time is \$953,951.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Informs the Board of the two-phase PE/ED process for the I-405 at Park Avenue and I-405 at Talbot Road direct access projects. Phase I will cover the initial concept screening process through selection of the preliminary preferred alternative(s). Phase II will take the alternative(s) through the remainder of preliminary engineering and the environmental process.
- ◆ Authorizes the Executive Director to execute a contract with CH2M Hill in the amount of \$746,506 with a 10% contingency of \$74,651, for a total authorized amount not to exceed \$821,157 to conduct Phase I of PE/ED efforts.
- ◆ Authorizes the Executive Director to execute an agreement with WSDOT for agency project services for Phase I of PE/ED, in the amount of \$122,085, with a contingency of \$10,709, for a total authorized amount not to exceed \$132,794.

Discussion of Proposed Action:

Sound Move identified two direct access projects in Renton to improve speed, reliability, and access for transit and high-occupancy vehicles (HOVs) between I-405, the Renton Transit Center, and Boeing. At the north end of the Renton urban core, a full HOV interchange was identified at I-405 at Park Avenue. At the south end, a half-HOV interchange (a half-interchange is when there is access from one direction, but not from the other) was included at I-405 at Talbot Road with access to/from the south only on I-405. These projects were intended to function as a pair to improve access from I-405 into downtown and the Renton Transit Center and then back onto I-405 again. Per the Sound Transit 2000 budget, adopted November 18, 1999, the combined budget for these two projects is \$83 million YOES. (\$42 million for the Park Avenue interchange and \$41 million for the Talbot Road interchange.)

Because of changed service structure assumptions and recent or planned freeway improvements identified since the adoption of Sound Move in 1996, Sound Transit decided last fall to initiate a project definition study before beginning the PE/ED work. The purpose of this study was to reaffirm the projects identified in Sound Move and/or to identify other concepts that might be considered during the concept screening process. Input from area stakeholders (including residential, business, and agency representatives) was gathered and presented to a Technical Review Committee, comprised of agency staff from the City of Renton, WSDOT, Federal Highways Administration (FHWA), and King County Metro. After defining a total of 15 possible transit improvement concepts, the group identified a full HOV interchange at I-405 at N 8th Street and arterial improvements on Rainier Avenue, Grady Way and/or Shattuck Avenue as potentially providing greater cost-benefit than the Park Avenue and Talbot Road interchanges identified in Sound Move.

Based on the range of potential improvements identified in the project definition effort, staff recommends that the PE/ED work is split into two phases. Phase I would include an extensive public involvement process and analysis to identify the preliminary preferred alternative(s). Phase II would involve the preparation of PE/ED documents for the preferred alternative(s) only.

Benefits of splitting the PE/ED efforts into two phases include:

- Allows for a more tailored scope of work for both phases.
- Decreases the likelihood of extensive change orders later in the process.
- Concentrates financial resources on the preferred alternative(s).
- Provides better coordination with WSDOT's I-405 corridor study, currently in environmental review.

Last winter Sound Transit received statements of qualifications from 13 firms proposing to contract for preliminary engineering and environmental documentation services for the Renton and Eastgate HOV direct access projects. Based upon written submittals, four qualified applicants were selected for interviews. CH2M Hill was selected for the Renton projects, based on the experience of the firm and the knowledge of their staff. The scope of work for Phase I includes screening and evaluation of HOV concepts to confirm the preliminary preferred alternative(s) for environmental documentation. Work elements are identified below. For several tasks – primarily related to preliminary engineering – Phase I efforts will focus on defining existing conditions and developing appropriate screening criteria to identify preferred alternative(s); most of the technical work will be completed in Phase II.

Phase I tasks:

- Initial agency and community involvement.
- Identification of HOV concepts and packages of concepts.
- Screening of HOV concepts and packages of concepts.
- Detailed evaluation of HOV packages.
- Selection of a preliminary preferred alternative(s).

Work in Phase I will also include exploratory-level investigations on existing environmental resources, geotechnical, structures, roadway design, stormwater, and right of way. Phase II work efforts will include completion of the Design Documentation File, environmental documentation, Access Point Decision Report, and additional community and agency involvement.

The WSDOT scope of work provides for agency support of all the tasks outlined for the consultant including processing of documents submitted for review and/or approval and provision of agency guidance to the PE/ED consultant. Phase I efforts are anticipated to be completed at the end of 2000. Upon satisfactory performance by the consultant and WSDOT, staff would return to the Finance Committee to request approval to supplement the agreements for Phase II to complete the PE/ED work.

BUDGET

The Adopted 2000 Budget and Capital Plan included \$83 million for the two direct access ramp projects in Renton. According to the latest available cost information, these projects can be completed within current budget authority.

The following table summarizes for both Renton projects the current costs and outstanding commitments as well as project budget information from the Adopted 2000 Budget:

Phase	FY2000 Budget	Lifetime Budget	LTD Expenditures and Outstanding	
			Commitments	This Action
Admin. Costs	\$ 46	\$ 4,027	\$ 43	\$ -
Pre-Eng'g/Env. Review	\$ 864	\$ 4,505	\$ 231	\$ 954
Plans, Specs & Est.	\$ -	\$ 6,927	\$ -	\$ -
ROW	\$ -	\$ 2,752	\$ -	\$ -
Construction	\$ -	\$ 55,637	\$ -	\$ -
Contingency	\$ -	\$ 9,033	\$ -	\$ -
Total	\$ 910	\$ 82,881	\$ 274	\$ 954

All figures are in YOE 000's. Please note that rounding may cause slight variations between the sum of the columns and the totals.

Motion No. M2000-37 would authorize the Executive Director to enter into a contract with CH2M Hill for \$746,506 with a 10% contingency reserve of \$74,651, for a total amount not to exceed \$821,157 to be managed by Sound Transit.

Motion No. M2000-38 would authorize the Executive Director to enter into an agreement with WSDOT for \$122,085, and authorizes a contingency reserve of \$10,709, for a total amount not

to exceed \$132,794 to be managed by Sound Transit. The contract totals (\$953,951) are within the adopted lifetime budget for this phase of the two projects.

This action would expedite the previously anticipated schedule of PE/ED expenditures. As such, it would require shifting budget authority in the PE/ED phase from FY2001 to FY2000. The Board-adopted budget guidelines (Resolution No. 98-4) authorize the Executive Director to shift funds between years so long as such action would not result in a necessary increase in the project budget. This shift would not cause a necessary increase in the project budget.

ALTERNATIVES

1. **Negotiate a contract to complete PE/ED in a single phase.** This alternative contains the risk of: (1) an inflated scope and budget to address multiple improvement scenarios; or (2) future costly change orders as the project becomes more defined.

CONSEQUENCES OF DELAY

This project has a scheduled 2006 completion date. Any significant delays in the project may jeopardize staff's ability to deliver a completed project within that timeframe.

REGIONAL PARTNERSHIP AND COOPERATION

Project partnerships have been established with the City of Renton, WSDOT, FTA, FHWA, and King County Metro during the project definition efforts. Several of these agencies also participated in the consultant selection and scope development efforts. The City of Renton, WSDOT, and King County will serve on the Project Management Team which is comprised of agency technical staff, to assist Sound Transit in providing direction to the consultant team. These agencies, along with representatives from FHWA and possibly FTA, will also serve on the Executive Advisory Committee.

PUBLIC INVOLVEMENT

Public involvement is a major component of the concept screening and evaluation efforts (Phase I of PE/ED). The project will include an Executive Advisory Committee made up of community leaders, residential and business interests, and senior agency management to provide guidance to the Project Management Team, serve as a community sounding board, and to assist with public outreach efforts. To date the public has been involved in this project only through residential and business stakeholder interviews at the outset of the project definition efforts. As part of the concept screening process, staff is proposing several community open houses. Accompanying project newsletters will be developed, as will a project web page.

LEGAL REVIEW

MBL 5/2/00

SOUND TRANSIT

MOTION NO. M2000-38

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a project agreement with the Washington State Department of Transportation for agency project services related to Phase I Preliminary Engineering and Environmental Documentation services for the I-405 at Park Avenue and I-405 at Talbot Road direct access improvements in the City of Renton for \$122,085 and authorizes a contingency reserve of \$10,709, for a total authorized amount not to exceed \$132,794.

Background:

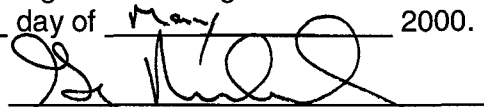
Sound Move identified two direct access projects to improve transit speed, reliability, and access into and out of downtown Renton: one project at the north end (I-405 at Park Avenue) and one project at the south end (I-405 at Talbot Road) of the Renton urban core. Based on project definition efforts undertaken by staff and partner agencies, potential improvements have been identified which may have greater cost-benefit than those identified in Sound Move. Because of the range of potential improvements under consideration, staff recommends conducting preliminary engineering and environmental documentation (PE/ED) in two phases to better focus project resources. Phase I would include public involvement and identification of the preliminary preferred alternative(s). Phase II would complete the remaining PE/ED tasks for the preferred alternative(s) only.

This agreement would secure the agency project services of the Washington State Department of Transportation (WSDOT) to provide guidance to Sound Transit's PE/ED consultant and to process documents submitted for review and/or approval. Upon successful completion of Phase I, staff will return to the Finance Committee to request approval to supplement the WSDOT project agreement to complete the remaining PE/ED work elements (Phase II).

Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute a project agreement with the Washington State Department of Transportation to provide agency project services related to Phase I Preliminary Engineering and Environmental Documentation services for the I-405 at Park Avenue and I-405 at Talbot Road direct access improvements in the City of Renton for \$122,085 and authorizes a contingency reserve of \$10,709 for a total amount not to exceed \$132,794.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 18th day of May 2000.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator