

Motion No. M2025-50

Construction Contract Award for Stride Renton Transit Center and Roadway Improvements

Meeting:	Date:	Type of action:	Staff contact:
Board	10/23/2025	Final action	Terri Mestas, Capital Delivery Deputy CEO Manan Garg, Executive Director, Capital Delivery Rick Capka, Executive Project Director, BRT Joey Altchech, Senior Project Manager, BRT

Proposed action

Authorizes the chief executive officer to execute a contract with Shimmick Construction Company, Inc. for construction services for the Stride Renton Transit Center, a component of the I-405 Stride Bus Rapid Transit project, in the amount of \$48,194,800 with a 15 percent contingency of \$7,229,220 for a total authorized contract amount not to exceed \$55,424,020, plus applicable taxes.

Key features summary

- This action would authorize a contract to construct the Renton Transit Center, part of the I-405 Stride Bus Rapid Transit project. The Renton Transit Center will be located on an 8.3-acre site on the north side of I-405 and in the northeast corner of the intersection of S Grady Way and Rainier Avenue S (SR-167).
- The scope of work includes the following for both Stride Bus Rapid Transit (BRT) operations and King County Metro (KCM) bus operations, of which the latter is funded by the KCM funding agreement as part of Motion No. M2024-80, which gave the CEO authorization to execute the \$50,000,000 agreement:
 - Two transit center islands with eight total bus bays. Two of these bays will be used by Stride BRT service and the remaining six will be used by King County RapidRide and Local services;
 - A facility building consisting of a security office, lactation room, janitor room, four bus operator restrooms, telecommunications room, electrical room, storage room, and security storage room. Along with the whole of the transit center site, this facility building will be owned and maintained by Sound Transit, but it will have a shared-use between both Sound Transit and King County.
 - A 13-stall bus layover loop to be used solely by KCM bus operators;
 - A 158-stall interim surface parking lot on the southwest corner of the site for transit center passengers, and a paratransit shelter located at the pick-up/drop-off area of the parking lot;
 - A new signalized intersection at Rainier Ave S and Hardie Ave S for use by both Sound Transit and King County bus operations;

- Roadway improvements along Lake Ave, providing a connection for buses, pedestrians, and cyclists to enter/exit the Renton Transit Center and connect via the existing South Renton Park & Ride. Additionally, along the north side of Lake Ave will be a new two-way cycle track, also connecting the two facilities for cyclists; and
- A new Bus Only Lane along the existing shoulder of the northbound travel lane on SR-167;
- Fifteen percent contract contingency is commensurate with projects of similar complexity
- 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.

Background

The Stride BRT program is part of Sound Transit's 2016 voter-approved system expansion program. BRT will serve communities to the north, east, and south of Lake Washington with high-capacity transit along the I-405 and SR 522 corridors with connections to light rail in four locations. The S1 line, part of the I-405 Stride BRT project, will connect Burien and Bellevue with stops at Burien Transit Center, Tukwila International Blvd Station, Renton Transit Center, Renton/NE 44th Station, and Bellevue Transit Center.

The I-405 BRT project will establish a BRT system between the Lynnwood Transit Center and the Burien Transit Center via I-5, I-405, and SR 518. The project will connect to the regional transit system at three Link light rail stations and the SR 522/NE 145th BRT line. The Renton Transit Center supports BRT service within the I-405 corridor, specifically, the S1 line. BRT service will operate primarily 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.

In September 2021, the Board adopted Resolution No. R2021-08 selecting the route and station locations for the I-405 BRT Project, which confirmed the station locations and identified speed and reliability improvements. Within this resolution, all parking components of the I-405 Stride BRT Project were deferred in accordance with the Sound Transit Board's realignment process in 2021. Additionally in July 2023, the Board adopted Resolution No. R2023-18, which baselined the I-405 Stride BRT Project cost of \$1,269,000,000 and open for service date of Q3 2028 for the S1 Line and Q2 2029 for the S2 Line.

This action would approve a fixed price contract to build the Renton Transit Center, an 8.3-acre site that will be in the south Renton area within the City of Renton. The facility is strategically located in close proximity to the I-405/SR-167 interchange. This will allow for Stride Bus Rapid Transit service to quickly deviate from the I-405 corridor and return after entering and exiting the Renton Transit Center. The roadwork portion of the project along SR-167, and Rainier Ave & Grady Way, will be maintained by WSDOT and The City of Renton, respectively, once completed. The new transit center will also provide key service connections and transfers for King County Metro service, providing both connections within the City of Renton, and regional connections within King County. The Renton Transit Center is currently expected to open in Q1 2028, in line with the board-adopted revenue service date.

Environmental Review

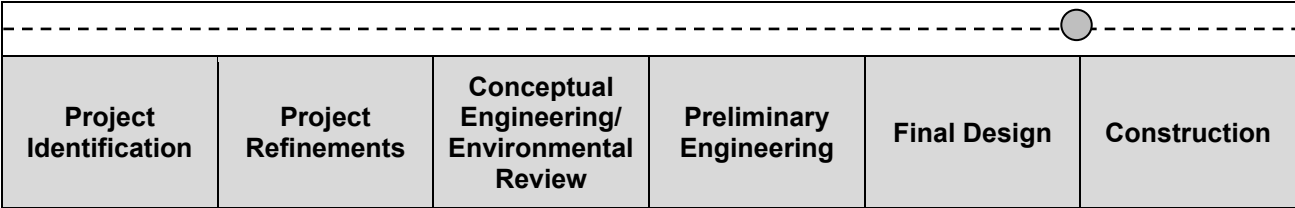
Environmental compliance pursuant to the State Environmental Policy Act (SEPA) is complete. Sound Transit issued a Determination of Non significance (DNS) for the I-405 Bus Rapid Transit project in September 2020 which included the South Renton Transit Center. A SEPA Addendum was issued in

June 2024 to provide analysis and information about interim operations at the transit center due to the delay in park-and-ride construction, as well as minor design updates to the transit center design and roadway improvements proposal. The addendum confirmed that the interim operations and minor design updates do not substantially change the analysis 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. FTA also completed consultation under Section 106 of the National Historic Preservation Act as required by NEPA.

Sound Transit 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.

Project status



Projected completion date for Construction: Q1 2028

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

Procurement information

Sound Transit issued an Invitation for Bids (IFB) on May 2nd, 2025, and received four bids on August 1st, 2025. The bids ranged from \$48,194,800 to \$60,876,750.

Shimmick Construction Company, Inc. is the lowest responsive and responsible bidder with a verified Total Bid Price of \$48,194,800. Another bidder submitted a bid protest related to a proposed subcontractor. After thorough review and consideration of the allegations, the bid documents and the solicitation, Sound Transit denied the bid protest, and the determination was not appealed.

This is a fixed price contract. All bids were below the independent cost estimate amount of \$74,435,985. A cost price analysis was performed by the Project Manager and reviewed by the Contract Specialist. Taking into consideration taking into consideration the four competitive bids on the project and the cost and price analysis, the Contract Specialist deemed the Total Bid Price of \$48,194,800 fair and reasonable.

Fiscal information

Following approval of Resolution No. R2025-26, the baseline budget for the I-405 BRT project is \$1,321,000,000, which includes \$1,025,522,646 budget for the construction phase.

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.

Within the \$1,025,522,646 construction phase, \$70,000,000 has been allocated to the Shimmick Corporation line item. The proposed action would commit \$55,424,020 (which includes a 15% contingency of \$7,229,220) to this line item and leave a phase balance of \$309,260,024.

I-405 BRT

(in thousands)

Project Phase	Baseline Budget	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$59,324	\$33,607	\$	\$33,607	\$25,717
Preliminary Engineering	43,013	42,879	-	42,879	134
Final Design	31,322	28,125	-	28,125	3,197
Third Party	5,670	1,702	-	1,702	3,968
Right of Way	42,060	34,121	-	34,121	7,939
Construction	1,025,523	660,839	55,424	716,263	309,260
Construction Services	27,468	9,551	-	9,551	17,916
Vehicles	86,620	84,385	-	84,385	2,235
Total	\$1,321,000	\$895,209	\$55,424	\$866,248	\$368,132

Phase Detail - Construction

Shimmick Construction Company, Inc.	\$70,000	\$	\$55,424	\$55,424	\$14,576
Other Construction	955,523	660,839	-	660,839	294,684
Total Phase	\$1,025,523	\$660,839	\$55,424	\$716,263	\$309,260

Contract Detail

Shimmick Construction Company, Inc.

	Current Contract	This Action	Revised Contract
Contract Amount	\$	\$48,195	\$48,195
Contingency	-	7,229	7,229
Total Contract Amount	\$	\$55,424	\$55,424

Current Contract

Spend Status

	\$
	-
	\$

Notes:

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

For detailed project information, see page 168 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, which also includes disadvantaged business enterprises (DBEs). Consistent with Sound Transit Policies and federal regulations, Sound Transit has established small business/DBE 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/DBEs 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/DBE participation:

Small business and disadvantaged business enterprise (DBE) goals	
Sound Transit DBE goal: 6%	DBE Commitment: 6.2%

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. Sound Transit Community Engagement has participated in various community events, entered into sponsorships, hosted pop-ups, published blogs, and utilized our project based list serve to provide the impacted communities with updated information on the project and take comments. Engagement is dedicated to providing information to the community through a variety of methods with a focus on equitable engagement. As Sound Transit enters the construction phase a dedicated engagement specialist will serve as a liaison for stakeholders and the public, to keep the community informed and engaged through project completion.

Time constraints

A one-month delay could have significant impacts, including potential cost increases and delays, to the project's budget and schedule.

Prior Board/Committee actions

Resolution No. R2025-26: Amended the Adopted 2025 Budget to adjust the I-405 Bus Rapid Transit project baseline budget for accounting treatment of King County Metro Funding Agreements at Renton Transit Center and Bellevue Transit Center by increasing the authorized project allocation by \$52,000,000 from \$1,269,000,000 to \$1,321,000,000.

Motion No. M2024-80: Authorized the chief executive officer to execute a funding agreement with King County Metro Transit (Metro) for Metro to reimburse \$50,000,000 to Sound Transit in support of delivering the Renton Transit Center as part of the I-405 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.

Environmental review – KH 9/22/25

Legal review – JSA 10/6/25

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A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with Shimmick Construction Company, Inc. for construction services for the Stride Renton Transit Center, a component of the I-405 Stride Bus Rapid Transit project, in the amount of \$48,194,800 with a 15 percent contingency of \$7,229,220 for a total authorized contract amount not to exceed \$55,424,020, plus applicable taxes.

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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 Shimmick Construction Company, Inc. for construction services for the Stride Renton Transit Center, a component of the I-405 Stride Bus Rapid Transit project, in the amount of \$48,194,800 with a 15 percent contingency of \$7,229,220 for a total authorized contract amount not to exceed \$55,424,020, plus applicable taxes.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator