

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2005-19

Change to Sound Move for the Renton Area HOV Projects

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/15/05	Discussion/Possible Action to Recommend Board Approval Action	Jim Edwards, Deputy Director, Capital Projects Paul T. Cornish, Project Manager	(206) 398-5436
Board	10/13/05			(206) 398-5342

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)		Budget Amendment	✓
		Amendment to Sound Move	✓

PROJECT/PROGRAM NAMES

Renton HOV Access/N 8th (Project #150)
 Rainier Avenue/Hardie Avenue Circulation and Transit Improvements (Project #151)
 Strander Boulevard/SW 27th Extension (Project #152)
 REX Capital Program Reserve/East King County (Project #999)

PROPOSED ACTIONS

- Amends Sound Move to create two new projects, Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and Strander Boulevard/SW 27th Extension Project, in the City of Renton.
- Amends the lifetime Adopted 2005 Budget for the Renton HOV Access/N 8th to transfer \$19,883,000 in surplus funds into the East King County Program Reserve, for an amended lifetime budget of \$67,075,000.
- Allocates \$15,675,000 from the East King County Capital Program Reserve to the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and \$4,208,000 to the Strander Boulevard/SW 27th Extension Project.
- Establishes an annual 2005 budget of \$726,344 for the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and an annual 2005 budget of \$47,116 for the Strander Boulevard/SW 27th Extension Project. Reduces the annual 2005 budget for the Renton HOV Access/N 8th project to \$56,717.

KEY FEATURES of PROPOSED ACTION

- The purpose of this action is to implement the recommended Joint HOV and Transit Action Plan developed in April 2005 by Sound Transit, and the Cities of Renton and Tukwila. The plan and the proposed change to Sound Move was a discussion item at the July 7, 2005 Executive and Finance Committee meetings.

- There is no net increase in the lifetime Adopted 2005 Budget by creating these two new projects. The combined lifetime budgets of the three capital projects is equal to the Renton HOV Access/N 8th lifetime Adopted 2005 Budget.
- Directs Sound Transit staff to finalize interlocal agreements with the City of Renton for the funding of two new projects. Sound Transit's financial contribution to these projects will be capped by phase.

BUDGET IMPACT SUMMARY

Project Name: Renton HOV Access/N 8th
 Current Project Phase: Preliminary Engineering/Environmental Documentation
 Projected Completion Date: TBD-Depends on funding of WSDOT's I-405 project in this area.

Project Name: Rainier Avenue/Hardie Avenue Circulation and Transit Improvements
 Current Project Phase: Preliminary Engineering/Environmental Documentation
 Projected Completion Date: 2008 (City of Renton is project lead)

Project Name: Strander Boulevard/SW 27th Extension
 Current Project Phase: Final Design
 Projected Completion Date: 2008 (City of Renton is project lead)

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project	✓	The budget amendment impacts the annual and lifetime budgets as shown in the Budget and Financial Plan Discussion section.
This Phase		
This Task		
Budget Amendment Required	✓	Budget amendments are required for the annual and lifetime 2005 budget for Renton HOV Access/N 8 th and to create the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and the Strander Boulevard/SW 27th Extension Project.

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is assumed in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

For the combined projects there is no change to the lifetime budgets. The net impact of the budget amendment on the annual Adopted 2005 Budget is an increase of \$646,872, representing increased activity in the current year.

The Renton HOV Access/N 8th budget amendment will result in a new lifetime project budget of \$67,075,253, a reduction of \$19,882,800 from the lifetime Adopted 2005 Budget of \$86,958,053. It also will result in a new 2005 annual project budget of \$56,717, a reduction of \$126,588 from the annual Adopted 2005 Budget of \$183,305.

This action establishes a lifetime project budget of \$15,674,800, including a 2005 annual budget of \$726,344, for the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project. It also establishes a lifetime project budget of \$4,208,000, including a 2005 annual budget of \$47,116, for the Strander Boulevard/SW 27th Extension Project.

There are no additional contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET TABLE

Project: Renton HOV Access/N 8th (#150)

Phase	2005 Annual Budget			Lifetime Budget		
	2005 Project Budget	Budget Transfer	Revised Project Budget	2005 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 23	\$ 29	\$ 52	\$ 4,816	\$ (983)	\$ 3,833
Preliminary Engineering	110	(106)	5	3,631	(2,500)	1,131
Final Design	-	-	-	5,008	(2,125)	2,883
Row Acquisition and Permits	50	(50)	-	8,079	(3,075)	5,004
Construction	-	-	-	55,261	(11,200)	44,061
Contingency	-	-	-	10,163	-	10,163
Total	\$ 183	\$ (127)	\$ 57	\$ 86,958	\$ (19,883)	\$ 67,075

Project budget is located on page 128 of the Adopted 2005 Budget book.
 Note: This project budget is being reduced to create two new projects, 151 & 152.
 There is no net change to the total combined lifetime budgets for projects 150, 151 & 152.

Project: Rainier Avenue/Hardie Avenue Circulation & Transit Improvements (#151)

Phase	2005 Annual Budget			Lifetime Budget		
	2005 Project Budget	Budget Transfer	Revised Project Budget	2005 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 36	\$ 36	\$ -	\$ 775	\$ 775
Preliminary Engineering	-	690	690	-	2,500	2,500
Final Design	-	-	-	-	1,700	1,700
Row Acquisition and Permits	-	-	-	-	2,800	2,800
Construction	-	-	-	-	7,900	7,900
Contingency	-	-	-	-	-	-
Total	\$ -	\$ 726	\$ 726	\$ -	\$ 15,675	\$ 15,675

Note: This project budget is being funded out of a reduction in the Renton HOV Access/N 8th (#150) project.
 There is no net change to the total combined lifetime budgets for projects 150, 151 & 152.

Project: Strander Boulevard/SW 27th Extension (#152)

Phase	2005 Annual Budget			Lifetime Budget		
	2005 Project Budget	Budget Transfer	Revised Project Budget	2005 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ 2	\$ 2	\$ -	\$ 208	\$ 208
Preliminary Engineering	-	-	-	-	-	-
Final Design	-	35	35	-	425	425
Row Acquisition and Permits	-	10	10	-	275	275
Construction	-	-	-	-	3,300	3,300
Contingency	-	-	-	-	-	-
Total	\$ -	\$ 47	\$ 47	\$ -	\$ 4,208	\$ 4,208

Note: This project budget is being funded out of a reduction in the Renton HOV Access/N 8th (#150) project.
 There is no net change to the total combined lifetime budgets for projects 150, 151 & 152.

Net impact for the combined projects 150, 151 & 152

Phase	2005 Annual Budget			Lifetime Budget		
	2005 Project Budget	Revised Project Budget	Change	2005 Project Budget	Revised Project Budget	Change
Agency Administration	\$ 23	\$ 90	\$ 67	\$ 4,816	\$ 4,816	\$ -
Preliminary Engineering	110	695	585	3,631	3,631	-
Final Design	-	35	35	5,008	5,008	-
Row Acquisition and Permits	50	10	(39)	8,079	8,079	-
Construction	-	-	-	55,261	55,261	-
Contingency	-	-	-	10,163	10,163	-
Total	\$ 183	\$ 830	\$ 647	\$ 86,958	\$ 86,958	\$ -

Note: There is an increase in the total combined 2005 budgets of projects 150, 151 & 152 of \$646,872 but no net change to the total combined lifetime budgets for the three projects.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Not applicable for this proposed action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

North 8th HOV Access and I-405 North Renton Widening

Sound Move proposed direct access projects on I-405 at Park Avenue and Talbot Road. During conceptual engineering Talbot Road was found to be infeasible due to its proximity to the I-405 and SR-167 interchange. The direct access project at Park Avenue and I-405 was found to have circulation and congestion concerns, as well as design issues that would constrain bus operations.

Resolution No. R2001-09 (August 9, 2001) amended Sound Move to eliminate the I-405 at Talbot Road project, transfer the budget from the I-405 at Talbot Road capital project in south Renton to the I-405 at Park Avenue capital project in north Renton, and rename the I-405 at Park Avenue project as the Renton HOV Access project. This amendment allowed the design to proceed and a single HOV access project at N 8th St. was the recommended alternative endorsed by all project partners.

In early 2002, due to potential impacts of the I-405 widening on the Renton HOV Access/N 8th project costs, the City of Renton became concerned about the project feasibility. In September of 2002, the City of Renton and Sound Transit, with participation and input from the City of Tukwila, reached formal agreement on a number of critical issues regarding the development of Sound Move projects in the Renton area. The 2002 Settlement Agreement committed the Sound Transit Board to work with the City of Renton to reallocate funds originally allocated for two HOV direct access interchanges to:

1. Complete the Renton HOV Access/N 8th. This commitment shall be re-examined if anticipated WSDOT funding does not materialize or is at a substantially lesser amount than envisioned.
2. Participate in HOV improvements that provide transit benefits consistent with Sound Move to key arterial corridors such as Rainier Avenue and Strander Boulevard/SW 27th Extension.
3. Make other transit-related improvements in the Renton area that provide benefit to Sound Transit facilities and regional HOV and/or multi-modal connections consistent with Sound Move.
4. Place the permanent Tukwila Station on hold for up to ten years.

With the Regional Transportation Improvement District program, which was to supply funds for the I-405 widening, being deferred in early 2004, the City of Renton again raised the issue of whether some or all of the Sound Transit Renton HOV Access/North 8th project budget should be considered for reallocation, in order to ensure timely delivery of transit and HOV projects in the Renton and Tukwila area. Sound Transit began a series of meetings with representatives from the Sound Transit Board, the Mayors, and the City Councils aimed at developing a recommended program of improvements that all agencies could support and which were consistent with the 2002 Settlement Agreement. A number of key project milestones were also reached during this time, resulting in agreement on a Joint HOV and Transit Action plan, completed in April 2005.

Sound Transit has worked with WSDOT to develop the Renton HOV Access/N 8th preliminary design, which can only be effectively constructed in conjunction with the proposed widening and realignment of I-405 in north Renton. Overall, the plans are at a 15% effort of design; however, the Renton HOV Access/North 8th design is at approximately 30% completion. The environmental documentation will be completed by the end of 2005. When WSDOT receives funding for the construction of the I-405 Project, Sound Transit staff will return to the Board for authorization of the Renton HOV Access/N 8th St. construction funds.

The WSDOT 2005 cost estimate for the Renton HOV Access/North 8th is approximately \$60,500,000 and assumes a 2008 to 2010 date of construction. WSDOT currently has no funds for the final design and construction improvements to I-405 in north Renton. From the lifetime direct access project budget (\$86,900,000) a surplus of \$19,000,000 has been identified and can be considered for HOV improvements within the Renton area that provide transit benefits.

Rainier Avenue/Hardie Avenue Circulation and Transit Improvements

On December 1, 2004, the City of Renton completed a Rainier Avenue/Hardie Avenue Corridor Study. Recommended roadway circulation, transit, and pedestrian/urban design improvements have been identified and supported by the City. The proposed project will add business and transit lanes (BAT) along Hardie Avenue, construct transit queue jumpers, transit signal priority, and other transit zone improvements along Rainier Avenue. The current planned project construction schedule from the City of Renton is from mid-2007 through 2008. Staff recommends surplus funds be transferred from the Renton HOV Access/North 8th Project into the East King County Program Reserve for allocation to a new capital project budget for Rainier Avenue/Hardie Avenue Circulation and Transit Improvements for a capped Sound Transit contribution of up to \$14,900,000 plus Sound Transit administrative fees. The City of Renton has programmed their contribution into the City's capital investment plan. Assuming the Board amends Sound Move, staff would work with the City of Renton to complete preliminary engineering and environmental documentation, after which staff would return to the Board for authorization on proceeding into final design.

Strander Boulevard/SW 27th Extension

The City of Renton's extension of Strander Boulevard/SW 27th will construct a connection between the East Valley Road and the West Valley Road, providing improved regional access to the Sound Transit Tukwila Station. The preliminary engineering and environmental documentation (NEPA, SEPA) are complete. These documents will be amended to include transit queue jumps at Oakesdale Avenue, Lind Avenue, and the Boeing Access Road. The City of Renton has reached a tentative agreement with the Union Pacific Railroad to relocate the railroad right-of-way adjacent to the Burlington Northern right-of-way. This right-of-way relocation is a key element required by the Strander Boulevard/SW 27th Extension, and allows the design of the Tukwila Station to be reactivated.

The City of Renton's current construction schedule is an early 2007 start with construction continuing through 2008. Staff recommends a portion of the surplus funds transferred from the Renton HOV Access/N 8th into the East King County Program Reserve be allocated to a new capital project budget for Strander Boulevard/SW 27th Extension for a capped Sound Transit contribution of up to \$4,000,000 plus Sound Transit administrative fees. The City of Renton has programmed their contribution for the transit queue jumps into the City's capital investment plan. The City is pursuing the remaining funds required for the extension to East Valley Highway. The City has acquired approximately 50% of the funds needed to complete the extension. Assuming the Board amends Sound Move to create this project, staff would work

with the City of Renton to amend the preliminary engineering and environmental documentation, to include the transit queue jumps, after which staff would return to the Board for a decision on whether to proceed into final design.

DESCRIPTION OF POLICY

The following is an evaluation of the proposed Sound Move amendment based upon Board adopted criteria (Resolution R98-22)

A. Consistency with Sound Transit's enabling legislation.

Pursuant to RCW 81.112.080(2) and RCW 81.104(1) Sound Transit is authorized to construct, maintain, operate, and regulate a system for public transportation services and supporting services and facilities necessary to implement a high capacity transportation system (HCT). The proposed action is consistent with Sound Transit's enabling legislation, based on anticipated benefits in terms of transit speed, reliability, and access.

B. Consistency with Sound Transit's funding requirement and priorities.

The Strander Boulevard transit queue jumps, Hardie Avenue Business Access and Transit Lanes, and improved access to Rainer Avenue bus stops are consistent with implementing Sound Transit's priorities of improving speed and reliability for Regional Express Service and local transit service.

Strander Boulevard will provide access between West Valley Highway and East Valley Highway. Once completed Strander Boulevard will be the most direct route to and from the Tukwila Station for commuters residing in the areas of Talbot Hill, Springbrook, Rolling Hills and other areas in South Renton and surrounding un-incorporated King County.

C. Consistency with the proposition approved by voters in the November 1996 election.

Sound Move called for the implementation of a system of fourteen direct access ramps in the region to improve regional and local operations in terms of speed, access, and reliability. HOV access ramps were identified as the preferred investment for improving speed and reliability of ST Express Buses by eliminating the need to weave cross general-purpose lanes of traffic to reach HOV lanes.

Sound Move also required that before building individual HOV access ramps, Sound Transit will work with the state Department of Transportation, local transit operators, local jurisdictions, and citizen committees to assess each facility's location and function. This assessment will determine whether there are ways to achieve equivalent transit speed and reliability, and ridership at a lower cost or by making transportation system management improvements instead. The HOV access improvements on I-405 at North 8th St., in combination with the arterial HOV improvements on Rainier Avenue, Hardie Avenue, and Strander Boulevard provide a system of network connections that meet the intent of the original Sound Move project for the City of Renton.

D. Consistency with and support of the transportation goals, commitments, projects, and corridors served in Sound Move.

Under the long-term plan, the Renton urban core is proposed to be served by substantial HOV services, consistent with the transportation goals, commitments, projects, and corridors

served by Sound move. A corridor study was prepared for Rainier Avenue/Hardie Avenue. The results of this study, after review by both Sound Transit and King County Metro staff, are that there is a substantial savings for both Regional Express Service and local transit. Improving access to transit and transit speed and reliability through Renton's urban core is a primary intent of any HOV investment in the Renton area, as well as Sound Transit service plans.

Transit queue jumps at major intersections will allow local bus service to by-pass expected queues on Strander Boulevard allowing for more reliable service to the Tukwila Station.

Sound Transit is paying a pro-rata share for the Strander Boulevard/SW 27th Extension based on the linear feet of frontage compared to the entire roadway length. Strander Boulevard is the most direct regional connection to the Tukwila Station.

E. Adequacy of environmental review completed under SEPA and/or NEPA, either as part of the 1993 System Plan EIS or otherwise.

The City of Renton will be lead agency for the Rainier Avenue/Hardie Avenue environmental documentation. Sound Transit and the City of Renton will be co-lead agencies with the City as the nominal lead.

The City of Renton has completed both the SEPA and NEPA documents for Strander Boulevard/Se 27th St. Extension. These documents will be amended to include the transit queue jumps. Sound Transit and the City of Renton will be co-lead agencies with the City as the nominal lead.

The Renton HOV Access/N 8th is included in the Environmental Assessment being prepared by WSDOT for the I-405 project.

F. The extent to which the proposed revision has been reviewed and is supported by the subarea(s), local jurisdictions, and community.

The Cities of Renton and Tukwila have both sent letters supporting the action plan. Staff presented the proposed amendment to Sound Move to both Eastside Transportation Partnership (ETP) and South King County Area Transportation Board (SCATBd). Both groups have sent letters of support for the proposed amendment. The City of Renton Transportation Committee was briefed on the Action Plan on July 21st. The City of Renton has also sent a letter in support of the proposed amendment.

City of Renton has held public meetings for both the Rainier Avenue/Hardie Avenue Corridor Study and the Strander Boulevard/SW 27th Extension projects. Sound Transit staff has participated in these open houses.

Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
R2001-09	Amended Sound Move to transfer budget from the I-405 at Talbot Rd. Regional Express project to the I-405 at Park Ave. Renamed the I-405 at Park Avenue project, Renton HOV improvements project; eliminated the I-405 at Talbot Road project.	8/9/01

CONSEQUENCES of DELAY

Delay of this action will cause no significant consequences.

LEGAL REVIEW

JW 09/09/2005

SOUND TRANSIT

RESOLUTION NO. R2005-19

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority: (1) amending Sound Move to create two new projects, Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and Strander Boulevard/SW 27th Extension Project, in the City of Renton; (2) amending the lifetime Adopted 2005 Budget for the Renton HOV Access/N 8th to transfer \$19,883,000 in surplus funds into the East King County Program Reserve, for an amended lifetime budget of \$67,075,000; (3) allocating \$15,675,000 from the East King County Capital Program Reserve to the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and \$4,208,000 to the Strander Boulevard/SW 27th Extension Project; and (4) establishing an annual 2005 budget of \$726,344 for the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and an annual 2005 budget of \$47,116 for the Strander Boulevard/SW 27th Extension Project and reducing the annual 2005 budget for the Renton HOV Access/N 8th project to \$56,717.

WHEREAS, a Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, at a general election held within the Central Puget Sound Regional Transit Authority district, the voters approved local funding for high capacity transit in the Central Puget Sound Region; and

WHEREAS, approved July 23, 1998, the Sound Transit Board adopted Resolution No. R98-22, criteria to guide the evaluation of proposals to amend Sound Move; and

WHEREAS, by Resolution No. R2004-19, approved on December 9, 2004, the Sound Transit Board adopted the 2005 Budget; and

WHEREAS, pursuant to RCW 81.112.080(2) and RCW 81.104(1) Sound Transit is authorized to construct, maintain, operate, and regulate a system for public transportation services and supporting services and facilities necessary to implement a high capacity transportation system; and

WHEREAS, the Sound Transit Board established evaluation criteria for amending Sound Move; and

WHEREAS, the two new projects meet the evaluation criteria; and

WHEREAS, the Cities of Renton and Tukwila, the Eastside Transportation Partnership and South King County Area Transportation Board have sent letters of support for the proposed amendments to Sound Move.

NOW, THEREFORE, BE IT RESOLVED by a two-thirds vote of the Board of the Central Puget Sound Regional Transit Authority that:

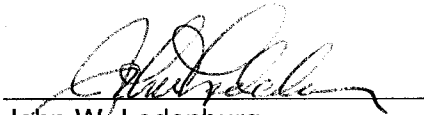
SECTION 1. Sound Move is amended to create two new projects, Rainier Avenue/Hardie Avenue Circulation and Transit Improvements and SW 27th/Strander Boulevard Extension, in the City of Renton.

SECTION 2. The Adopted 2005 lifetime budget is amended for the Renton HOV Access/N 8th (Project #150) by transferring \$19,883,000 in surplus funds into the East King County Project Program Reserve, for a new total amended lifetime project budget of \$67,075,000.

SECTION 3. \$15,675,000 from the East King County Project Program Reserve be allocated to Rainier Avenue/Hardie Avenue Circulation and Transit Improvements (Project #151) and \$4,208,000 be allocated to the SW 27th/Strander Boulevard Extension (Project #152).


SECTION 4. An annual 2005 budget of \$726,344 is established for the Rainier Avenue/Hardie Avenue Circulation and Transit Improvements Project and an annual 2005 budget of \$47,116 for the Strander Boulevard/SW 27th Extension Project and the annual 2005 budget for the Renton HOV Access/N 8th project is reduced to \$56,717.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 13, 2005.



John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator