

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2002-74**

**Execute a contract with David Evans and Associates for  
Engineering Services for the Kirkland Transit Enhancement and Willows Projects**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	6/06/02	Discussion/Possible Action	Agnes Govern, Director, Regional Express Jim Edwards, Program Manager, Capital Projects, Regional Express <b>Bill Guenzler, Project Manager, Capital Projects, Regional Express</b>	(206) 398-5037  (206) 398-5436  (206) 398-5041

<b>Contract/Agreement Type:</b>	<input checked="" type="checkbox"/>	<b>Requested Action:</b>	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	<input checked="" type="checkbox"/>
Sole Source		Amend Existing Contract/Agreement	
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

✓ Applicable to proposed transaction.

**OBJECTIVE OF ACTION**

- Obtain professional services for the Kirkland Transit Enhancements Project (#141) and the Willows Road Project (#374).

**ACTION**

- Authorizes the Executive Director to execute a contract with David Evans and Associates to provide professional services in an amount of \$2,822,876 with a 10% contingency of \$282,288 for a total authorized amount not to exceed \$3,105,164 for the Kirkland Transit Enhancements Project and the Willows Road Project.

**KEY FEATURES**

- Authorizes the Executive Director to execute a contract with David Evans and Associates to provide engineering services for the Kirkland Transit Enhancements Project in the amount of \$1,935,976 with a 10% contingency of \$193,598 and the Willows Road Project in the amount of \$886,900 with a 10% contingency of \$88,690 for a total authorized amount not to exceed \$3,105,164.
- Defines a scope of work, including preliminary engineering, environmental documentation, final engineering and technical services during construction.
- Provides for separate public outreach, environmental approvals, and construction contract packages for Bellevue, Kirkland, and Redmond.

- Allows Sound Transit to delete tasks from the task list if one or more of the cities desire to negotiate with Sound Transit to assume responsibility for completing portions of the projects.

**BUDGET IMPACT SUMMARY**

**Project Description:** Kirkland Transit Enhancements Project and Willows Road Project.

**Current Status:** Preliminary Engineering to begin 2nd quarter 2002.

**Projected Completion Dates:** Kirkland 2005 and Willows Road 2005

<b>Action Outside of Adopted Budget:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
This Line of Business	N	
This Project	N	
This Phase	Y	Both Willows Road and Kirkland Transit Enhancement project will have a shortfall in the preliminary engineering phase.
This Task	N	
Budget amendment required	N	
<b>Key Financial Indicators:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
Contingency funds required	N	
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

**BUDGET DISCUSSION**

Executing this contract will result in a budget shortfall for the preliminary engineering phase of both projects (\$50,000 for the Kirkland Transit Enhancements Project and \$60,000 for the Willows Road Project). The Consultant work scope includes separate outreach processes in each of the cities. Duplicative processes were requested by the Cities to facilitate community discussion and consensus within each jurisdiction. It would be difficult to lower the cost of the proposed contract without causing difficulty in this phase of the projects. The amounts shown for preliminary engineering include a 10% contingency (\$83,000 for the Kirkland Transit Enhancements Project and \$34,000 for the Willows Road Project). If the contingencies are not fully spent, the preliminary engineering budget for Kirkland would not be exceeded and the PE budget for Willows would only be exceeded by \$26,000 (the final design phase for Willows contains sufficient funds to cover this). If it becomes necessary to commit all the contingency listed in the proposal, it would be necessary to transfer funds from the final design and construction phases to preliminary engineering. It is not anticipated that further transfers between phases would be necessary.

**REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS**

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity.

## SUMMARY FOR BOARD ACTION

### Summary for Board Action (Year of Expenditure \$000)

Project: Kirkland Transit Enhancements (#141)

Action Item: David Evans Contract

	Current Board Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	1,040	8	-	8	1,032
<b>Preliminary Engineering</b>	<b>864</b>	<b>6</b>	<b>908</b>	<b>914</b>	<b>(50)</b>
<b>Final Design</b>	<b>1,010</b>	<b>-</b>	<b>978</b>	<b>978</b>	<b>32</b>
Right of Way	7,614	-	-	-	7,614
<b>Construction</b>	<b>9,472</b>	<b>-</b>	<b>243</b>	<b>243</b>	<b>9,229</b>
Contingency	-	-	-	-	-
<b>Total Current Budget</b>	<b>20,000</b>	<b>13</b>	<b>2,130</b>	<b>2,143</b>	<b>17,857</b>

includes \$83k  
contingency.

If contract contingency not used,  
then zero shortfall.

#### Phase Budget Detail: Preliminary Engineering Phase

<b>David Evans Contract</b>	<b>864</b>	<b>6</b>	<b>908</b>	<b>914</b>	<b>(50)</b>
	-	-	-	-	-
<b>Total Phase</b>	<b>864</b>	<b>6</b>	<b>908</b>	<b>914</b>	<b>(50)</b>

#### Phase Budget Detail: Final Design Phase

<b>Total Final Design Phase</b>	<b>1,010</b>	<b>-</b>	<b>978</b>	<b>978</b>	<b>32</b>
	-	-	-	-	-
<b>Total Phase</b>	<b>1,010</b>	<b>-</b>	<b>978</b>	<b>978</b>	<b>32</b>

#### Phase Budget Detail: Construction Phase

<b>Total Construction Phase</b>	<b>9,472</b>	<b>-</b>	<b>243</b>	<b>243</b>	<b>9,229</b>
	-	-	-	-	-
<b>Total Phase</b>	<b>9,472</b>	<b>-</b>	<b>243</b>	<b>243</b>	<b>9,229</b>

Contract Budget	Current Approved Contract Value (F)	Spent-to- Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
Base Amount, Kirkland	0	0	1,936	1,936
Contingency, Kirkland	0	0	194	194
<b>Subtotal Kirkland</b>	<b>0</b>	<b>0</b>	<b>2,130</b>	<b>2,130</b>
Base Amount, Willows	0	0	887	887
Contingency, Willows	0	0	89	89
<b>Subtotal Willows</b>	<b>0</b>	<b>0</b>	<b>976</b>	<b>976</b>
<b>Total Base Amount</b>	<b>0</b>	<b>0</b>	<b>2,823</b>	<b>2,823</b>
<b>Total Contingency</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>282</b>
<b>Total Contract</b>	<b>0</b>	<b>0</b>	<b>3,105</b>	<b>3,105</b>
Percent Contingency	---	---	10%	10%

Budget Shortfall - Kirkland	\$ Amount (J)	Potential Funding (K)	Funding Source (L)
Preliminary Engineering Phase	\$ (50)	\$ 50	\$32k from Final Design phase and \$18k from Construction phase.

**Summary for Board Action (Year of Expenditure \$000)**

**Project: Willows Road Project (#374)**

**Action Item: David Evans Contract**

	Current Board Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	360	6	-	6	354
<b>Preliminary Engineering</b>	<b>317</b>	<b>5</b>	<b>372</b>	<b>377</b>	<b>(60)</b>
<b>Final Design</b>	<b>513</b>	<b>-</b>	<b>476</b>	<b>476</b>	<b>37</b>
Right of Way	1,846	-	-	-	1,846
<b>Construction</b>	<b>3,724</b>	<b>-</b>	<b>128</b>	<b>128</b>	<b>3,596</b>
Contingency	171	-	-	-	171
<b>Total Current Budget</b>	<b>6,931</b>	<b>11</b>	<b>976</b>	<b>987</b>	<b>5,944</b>

includes \$34k contingency

If contract contingency not used then shortfall = \$26k.

**Phase Budget Detail: Preliminary Engineering Phase**

<b>Total Preliminary Engr Phase</b>	<b>317</b>	<b>5</b>	<b>372</b>	<b>377</b>	<b>(60)</b>
	-	-	-	-	-
<b>Total Phase</b>	<b>317</b>	<b>5</b>	<b>372</b>	<b>377</b>	<b>(60)</b>

**Phase Budget Detail: Final Design Phase**

<b>Total Final Design Phase</b>	<b>513</b>	<b>-</b>	<b>476</b>	<b>476</b>	<b>37</b>
	-	-	-	-	-
<b>Total Phase</b>	<b>513</b>	<b>-</b>	<b>476</b>	<b>476</b>	<b>37</b>

**Phase Budget Detail: Construction Phase**

<b>Total Construction Phase</b>	<b>3,724</b>	<b>-</b>	<b>128</b>	<b>128</b>	<b>3,596</b>
	-	-	-	-	-
<b>Total Phase</b>	<b>3,724</b>	<b>-</b>	<b>128</b>	<b>128</b>	<b>3,596</b>

Contract Budget	Current Approved Contract Value (F)	Spent-to- Date (G)	Propose d Action (H)	Proposed Total Contract (I)
Base Amount, Kirkland	0	0	1,936	1,936
Contingency, Kirkland	0	0	194	194
<b>Subtotal Kirkland</b>	<b>0</b>	<b>0</b>	<b>2,130</b>	<b>2,130</b>
Base Amount, Willows	0	0	887	887
Contingency, Willows	0	0	89	89
<b>Subtotal Willows</b>	<b>0</b>	<b>0</b>	<b>976</b>	<b>976</b>
<b>Total Base Amount</b>	<b>0</b>	<b>0</b>	<b>2,823</b>	<b>2,823</b>
<b>Total Contingency</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>282</b>
<b>Total Contract</b>	<b>0</b>	<b>0</b>	<b>3,105</b>	<b>3,105</b>
Percent Contingency	---	---	10%	10%

Budget Shortfall - Willows	\$ Amount (J)	Potential Funding (K)	Funding Source (L)
Preliminary Engineering Phase	\$ (60)	\$ 60	\$37k from Final Design phase and \$23k from Construction phase.

**PROCUREMENT**

The proposed contract results from two separate competitive proposals which David Evans and Associates has made to Sound Transit. In 1998 David Evans was awarded a contract providing for engineering and environmental services in connection with a group of Kirkland projects including two HOV access projects and the Kirkland Transit Center. After extensive feasibility evaluation, it was decided that the HOV access proposed at 85th Street was not feasible within the project budget. Therefore, in June of 2001, the Board of Directors approved Resolution 2001-07 amending Sound Move by removing one of the Kirkland access ramps and allocating \$20M to the Kirkland Transit Enhancements Project. Since David Evans and Associates had been the consultant of record for the former access ramp, the firm was invited to make a proposal for the substitute project—Kirkland Transit Enhancements Project.

In June 2000, David Evans and Associates responded to Sound Transit's Request for Qualifications and was selected as one of the seven pre-qualified firms to provide PE/ED and/or Final Design services for the Regional Express Capital Project program for Sound Move. The intent of the solicitation was to assign approximately 14 Sound Move projects to the set of seven qualified consultants. These projects were scheduled to come on line in 2000, 2001, and 2002. At the time the Statements of Qualifications were evaluated, DEA was selected to provide PE/ED/Final Design for the Willows Road Project.

**M/W/DBE – SMALL BUSINESS PARTICIPATION**

David Evans and Associates has proposed an M/W/DBE or Small Business commitment of 18%. In DEA's proposed scope, seven Certified DBE firms will be chosen as part of the project team. The firms identified are Civil Tech, Entech Northwest, Pacific Rim Resources, Northwest Archaeological Association, Herrera, KDD, and Jerry Dow. Sound Transit will continue to work with DEA to ensure that the M/W/DBE commitment is met.

	<b>Sub-Consults</b>	<b>Discipline</b>	<b>Percentage</b>	<b>Dollar Amount</b>
Certified M/W/DBE	Civil Tech	Geotech	4%	\$120,000
Certified M/W/DBE	Civil Tech	Structural	5%	\$132,000
Certified M/W/DBE	Entech Northwest	Air/Noise	2%	\$45,000
Certified M/W/DBE	Pacific Rim Resources	Public Involvement	3%	\$90,000
Certified M/W/DBE	• Northwest Archaeological Association	Cultural / Historical	1%	\$32,000
Certified M/W/DBE	• Herrera	Environmental Hearing		
Certified M/W/DBE	• KDD	Transit Forecasting/ Signal Design	3.5%	\$100,000
Small Business	• Jerry Dow	Traffic Forecasting/Transit Oversight	0.5%	

**Prior Board or Committee Actions  
and Relevant Board Policies**

Motion or Resolution Number	Summary of Action	Date of Action
R2001-07	Change to Sound Move Substituting the Kirkland Transit Enhancements Project for a Second Direct Access Interchange in Kirkland.	6/14/01
R2000-06	Approval of 2000 SIP including startup for ST Express Routes 540 and 545/546.	6/8/00

**HISTORY OF KIRKLAND TRANSIT ENHANCEMENTS PROJECT**

The Kirkland Transit Enhancements Project (#141) was created through Resolution 2001-07 to replace the 85th Street HOV access project and substitute a variety of capital improvements along Sound Transit Route 540 within the corporate limits of Bellevue, Kirkland, and Redmond. Work done by David Evans and Associates as part of the firm’s initial contract identified capital improvements including queue by-passes, transit signal priority investments, pedestrian improvements, shelters and arterial HOV improvements. Tasks included within the proposed contract will confirm the financial feasibility of these investments, conduct environmental work and public outreach and provide for final design and services during construction. Certain portions of the work may be offered to Bellevue, Kirkland, or Redmond at the end of the environmental approval.

**HISTORY OF WILLOWS ROAD PROJECT**

Sound Move included a \$5M (1995\$) improvement to Willows Road in the City of Redmond. The objective of the Willows Arterial Project (#374) was to improve regional transit access, speed and reliability. The Willows Road Project proposed HOV enhancements at NE 124th Street and Redmond Way intersections. When Sound Move was originally conceived, these improvements were intended to improve travel times for future Sound Transit bus service or Metro routes that would connect with regional transit facilities to be served by Sound Transit.

Since 1996, Sound Transit has designed and implemented the regional bus service called for in Sound Move. Metro King County has also added bus service and re-designed its service to coordinate with the introduction of Sound Transit’s regional bus services. The result of these service changes leaves only the Metro Route 291 traveling Willows Road on its route between Kingsgate and Redmond/Bear Creek. Consequently, it is difficult to justify making transit capital investments in this corridor. At the same time, new ST Express Routes 540 and 545 will be traveling on relatively congested streets within the City of Redmond.

Because of these changes, staff recommends that other capital improvements within the City of Redmond be evaluated as an alternative to the Willows Road Project. A letter is attached to this staff report from Mayor Ives supporting this approach. Specifically, the Mayor supports using funds from the Willows Road Project to provide technical support to Redmond, Metro and Sound Transit in order to evaluate potential improvements along roads traveled by ST Express Routes 540 and 545.

Portions of this contract will charge expenses to the Willows Road budget for engineering services. The work conducted through this contract will generate specific project recommendations which will be presented to the East Side Transportation Partnership (ETP) and the Sound Transit Board as a formal change to Sound Move. It is anticipated that these recommendations will be ready within three to six months

### **CONSEQUENCES OF DELAY**

Delay in Board consideration and approval would extend the schedule for completing the Kirkland Transit Enhancements Project (#141) and the Willows Road Project (#374).

### **REGIONAL PARTNERSHIP AND COOPERATION**

Representatives from Redmond, Kirkland, and Bellevue were consulted on the consultant's task list. The City of Redmond has provided a letter supporting an engineering service contract for the Willows Road Project.

### **PUBLIC INVOLVEMENT**

The Kirkland Transit Enhancements Project and the Willows Road Project involve streets within three jurisdictions (Redmond, Kirkland, and Bellevue). The consultant's Task list provides assistance for three separate public outreach processes in connection with project planning and environmental review. The environmental approval will probably consist of three separate SEPA environmental checklists (see attached map).

### **LEGAL REVIEW**

JW 5/16/02

## SOUND TRANSIT

### MOTION NO. M2002-74

A motion of the Finance of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with David Evans and Associates for Engineering Services for the Kirkland Transit Enhancement and Willows Projects in the amount of \$1,935,976 with a 10% contingency of \$193,598 and the Willows Road Project in the amount of 886,900 with a 10% contingency of \$88,690 for a total authorized amount not to exceed \$3,105,164.

#### Background:

- Authorizes the Executive Director to execute a contract with David Evans and Associates to provide engineering services for the Kirkland Transit Enhancements Project in the amount of \$1,935,976 with a 10% contingency of \$193,598 and the Willows Road Project in the amount of 886,900 with a 10% contingency of \$88,690 for a total authorized amount not to exceed \$3,105,164.
- Defines a scope of work, including preliminary engineering, environmental documentation, final engineering and technical services during construction.
- Provides for separate public outreach, environmental approvals, and construction contract packages for Bellevue, Kirkland, and Redmond.
- Allows Sound Transit to delete tasks from the task list if one or more of the cities desire to negotiate with Sound Transit to assume responsibility for completing portions of the projects.

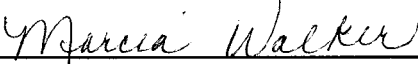
#### Motion:

It is hereby moved by the Finance of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract with David Evans and Associates to provide professional services in an amount of \$2,822,876 with a 10% contingency of \$282,288 for a total authorized amount not to exceed \$3,105,164 for the Kirkland Transit Enhancements Project and the Willows Road Project.

APPROVED by the Finance of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 6, 2002.

  
\_\_\_\_\_  
Kevin Phelps  
Finance Committee Chair

ATTEST:

  
\_\_\_\_\_  
Marcia Walker  
Board Administrator





APR 26 2002

THE CITY OF REDMOND

OFFICE OF THE MAYOR  
ROSEMARIE M. IVES, Mayor

April 10, 2002

Agnes Govern, Director  
Regional Express Department  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Subject: Scope of work for Willows Road Project 374

Dear Ms. Govern:

In May the Sound Transit Board will be considering approval of a consulting contract with David Evans and Associates. Redmond staff has been consulted on the scope of work and approach. The original *Sound Move*, Willows Road Project, included HOV enhancements on Willows Road between NE 124<sup>th</sup> Street and Redmond Way. In the time since *Sound Move* was adopted, Sound Transit has initiated Routes 540 and 545. These bus route decisions eliminate the reason for building the Willows Road Project because neither of these routes actually use Willows Road, and neither will any future Sound Transit routes. This creates an opportunity to build capital improvements elsewhere in Redmond that actually can be used by Routes 540 and 545.

The proposed consultant scope helps this shift by evaluating transit/HOV improvements in Redmond, that best improve the speed and reliability of buses using Routes 540 and 545. Once these improvements are identified, a revision to *Sound Move* will be necessary to formally eliminate the Willows Project, and allow funds to be used at another location(s), based upon information produced by the consulting team. At the appropriate time, the Eastside Transportation Partnership (ETP) and the Sound Transit Board will be asked to consider a formal change to *Sound Move* to do this.

If the Sound Transit Board approves a change to *Sound Move*, the proposed scope of work allows Sound Transit to proceed with project development on substitute improvements in Redmond. The City of Redmond endorses this approach and agrees to work with Sound Transit and its consultant to evaluate and seek approval of feasible substitute improvements.

Please approve the contract with David Evans and Associates.

Sincerely,  
  
Rosemarie M. Ives  
Mayor

C: Dave Alm, Redmond Public Works Dept.  
Terry Marpert, Redmond Planning Dept.

**Downtown Transit Center Expansion Recommended**  
 Alternatives under development (existing contract)

**DOWNTOWN KIRKLAND TRANSIT IMPROVEMENTS**

- TSP at up to four intersections
- Westbound queue bypass at 114th Ave NE/NE 85th St
- Channelization improvements at Central Way intersections
- Signalize Kirkland Way/State St.

**Second direct-access interchange removed from program**

**NE 68TH ST / 108TH AVE INTERSECTION IMPROVEMENTS**

- TSP at two intersections
- One curb modification
- One pedestrian crossing at NW College

**SOUTH KIRKLAND PARK-AND-RIDE**

*Access/Speed/Reliability Improvements to SR 520*

- Feasible 10-year life cycle project to be explored
- Long-term improvements to be developed by Translake

**NE 85TH ST/REDMOND WAY CORRIDOR TRANSIT IMPROVEMENTS**

- Confirm alternatives for Kirkland and Redmond segments (westbound HOV/BAT lane, potential eastbound HOV/BAT lane, TSP at intersections)
- Pre-design engineering
- Transit benefit-cost analysis
- Select preferred alternative
- Expanded SEPA checklist

**REDMOND TRANSIT IMPROVEMENTS**

- Confirm downtown Redmond alternatives at up to 30 signalized intersections (Primarily TSP)
- Pre-design engineering
- Transit benefit-cost analysis
- Select preferred alternatives
- Environmental checklist

Regional Express Kirkland Projects



NOT TO SCALE



Gx0451

**LEGEND**

- Intersection improvements under consideration
- Corridor improvements under consideration

**Route 540 Speed and Reliability Study**