



MOTION NO. M2018-17

Project Development Services for the SR 522/SR 523 Bus Rapid Transit Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	02/08/2018	Final Action	Don Billen, Acting PEPD Executive Director Kamuron Guroi, North Corridor Development Director - PEPD Paul Cornish, BRT Program Director – PEPD Kathy Leotta, Project Manager – PEPD

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with David Evans and Associates, Inc. to provide project development services for the SR 522/SR 523 Bus Rapid Transit project in the amount of \$2,500,000, with a 10% contingency of \$250,000, for a total authorized contract amount not to exceed \$2,750,000.

KEY FEATURES SUMMARY

- This action establishes the consultant services contract for the first of the following three phases of project development:
 - Phase 1 – Alternatives Development (this action)
 - Phase 2 – Conceptual Engineering and Environmental Review (future action)
 - Phase 3 – Preliminary Engineering (future action)
- This action funds and authorizes execution of a contract with David Evans and Associates, Inc. for Phase 1 of the SR 522/SR 523 Bus Rapid Transit (BRT) project.
- The contract includes options to negotiate future amendments for the completion of Phase 2 and Phase 3. Execution of contract amendments for Phases 2 and 3 would be subject to future Board approval.
- Phase 1 is expected to take approximately 12 months to complete. Completion of all three phases is anticipated by 2021.
- Sound Transit will manage the I-405 BRT and SR 522/SR 523 BRT projects concurrently to develop a seamless BRT program, including implementation of the common elements that span across corridors.

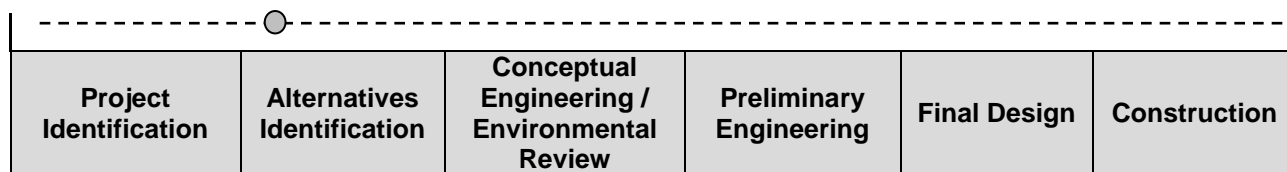
BACKGROUND

Funding for the SR 522/SR 523 Bus Rapid Transit project was approved by voters under the ST3 Plan. The purpose of this project is to develop BRT service along SR 522/SR 523, primarily operating in business access and transit (BAT) lanes and in bus queue jumps for about 8 miles between the Shoreline South/145th light rail transit station and UW Bothell. The representative project assumes less frequent service and no capital improvements between UW Bothell and Woodinville.

The SR 522/SR 523 BRT project development will involve planning, design, and implementation of BRT elements, including service, roadway widening for BAT lanes or queue jumps, sidewalk improvements, 9 stations pairs and an expanded transit center at UW Bothell, and three parking garages. This project will also need to coordinate with the I-405 BRT project (but not lead the work) on development of a bus operations and maintenance facility (OMF), vehicle procurement, rider information/technology integration, and branding.

The general sequence of work will involve alternatives development and screening, followed by environmental review and conceptual engineering for the preferred alternative, leading to Sound Transit Board selection of the project to build in early 2020 and state and/or federal concurrence as needed.

PROJECT STATUS



Projected completion date for alternatives development and identification of a preferred alternative: 1Q 2019

Projected completion date for conceptual engineering and environmental review: 1Q 2020

Project scope, schedule, and budget summary located on page 131 of the September 2017 Agency Progress Report.

PROCUREMENT INFORMATION

A Request for Qualifications (RFQ) for three phases of the project development process (Alternatives Development, Conceptual Engineering and Environmental Review, and Preliminary Engineering) was advertised on August 17, 2017. Sound Transit received five Statements of Qualifications (SOQs) on September 25, 2017. The SOQs were reviewed and evaluated per the criteria in the RFQ: Firm Experience and History, Knowledge and Experience of Key Individuals, Capacity and Project Organization, Project Understanding and Approach, Good Faith Efforts and Commitment to DBEs and other Small Businesses, and Equal Employment Opportunity (EEO) Commitment.

Based on these evaluations, three submitters were invited for interviews. The David Evans and Associates, Inc. team was determined to be the highest ranked firm based on qualifications and was invited to enter into negotiations for the contract.

FISCAL INFORMATION

This action is within the authorized project allocation to date and sufficient monies remain after approval of the action to fund the remaining work in the preliminary engineering phase as contained in the current cost estimates.

The authorized project allocation to date for the SR 522 Bus Rapid Transit project is \$18,556,000. Within that amount \$10,312,000 has been allocated to the preliminary engineering phase. The proposed action would commit \$2,750,000 to this line item and leave a remaining phase budget of \$7,562,000.

SR 522 Bus Rapid Transit Project
(in thousands)

Project Phase	2018 Authorized Project Allocation to		Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
	Date					
Agency Administration	\$6,588		\$	\$	\$	\$6,588
Preliminary Engineering	10,312			2,750	2,750	7,562
Third Parties	1,444					1,444
Right of Way	212					212
Construction						
Total Current Budget	\$18,556		\$	\$2,750	\$2,750	\$15,806
Phase Detail - Preliminary Engineering						
Environmental Assessment	\$9,375		\$	\$2,750	\$2,750	\$6,625
Other Preliminary Engineering Work	\$937					\$937
Total Phase	\$10,312		\$	\$2,750	\$2,750	\$7,562
David Evans and Associates, Inc						
Contract Details	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval		
Contract Amount	\$	\$	\$2,500	\$2,500		
Contingency Amount			250	\$250		
Total Contract Amount	\$	\$	\$2,750	\$2,750		
Percent Contingency	0%	0%	10%	10%		

Notes:

Amounts are expressed in Year of Expenditure.

Board Approvals = Committed To-Date + Contingency as of December 2017, and includes pending Board actions.

For detailed project information, see page 51 of the Proposed 2018 Transit Improvement Plan (TIP).

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE 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.

The following goals were set by Sound Transit, and David Evans and Associates, Inc. has committed to the following Disadvantaged and Small Business Enterprises participation for the entire contract, including phases 1, 2, and 3:

Sound Transit Goal:

Small Business: 17%

DBE: 6%

Commitment

Small Business: 24.2%

DBE: 19%

For Phase 1, David Evans and Associates, Inc. has committed to the following Small Business/DBE participation:

Subconsultant/Subcontractor	Business Type	% of Work
Casseday Design Consulting, Inc.	DBE	1.11%
Enviroissues, Inc.	DBE	12.73%
HWA GeoSciences, Inc.	DBE	2.82%
Jimale Technical Services	DBE	0.71%
Michael Minor & Associates, Inc.	DBE	0.60%
MPM Consulting	DBE	0.76%
RES Group NW, LLC	DBE	0.86%
Scharrer Architectural and Design	DBE	3.25%
Transportation Consulting Services	DBE	1.05%
GB Placemaking LLC	SBE	0.50%
HRA	SBE	1.25%
Langton Spieth	SBE	1.65%
Total		27.29%

PUBLIC INVOLVEMENT

Sound Transit is committed to actively seeking public feedback at all project stages for the SR 522/SR 523 Bus Rapid Transit project, with the overarching goal of fostering public trust through transparent communication, meaningful involvement, and being responsive to concerns and issues. The project will reach out to communities, businesses, stakeholders, and agencies to shape the project by asking questions, holding conversations with project staff, and seeking out ideas and comments. Sound Transit will host public meetings and briefings, which will be outlined in our Community Engagement and Communications Plan which is being coordinated with Community Outreach, Government and Community Relations, and Media Relations.

In addition to Sound Transit staff who will be leading this effort, consultant resources will 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.

ENVIRONMENTAL REVIEW

KH 2/1/18

LEGAL REVIEW

AJP 2/2/18

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A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract with David Evans and Associates, Inc. to provide project development services for the SR 522/SR 523 Bus Rapid Transit project in the amount of \$2,500,000, with a 10% contingency of \$250,000, for a total authorized contract amount not to exceed \$2,750,000.

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MOTION:

It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with David Evans and Associates, Inc. to provide project development services for the SR 522/SR 523 Bus Rapid Transit project in the amount of \$2,500,000, with a 10% contingency of \$250,000, for a total authorized contract amount not to exceed \$2,750,000.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 8, 2018.



Claudia Balducci
Capital Committee Vice Chair

ATTEST:



Kathryn Flores
Board Administrator