

REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 98-11

**Preliminary Engineering and Environmental Documentation for Seven Community Connections Projects and Four HOV Access Projects
BACKGROUND AND COMMENTS**

| Meeting: | Date: | Agenda Item: | Staff Contact: | Phone: |
|--------------------|--------------|---------------------|---|----------------|
| Finance Committee | 4/2/98 | No. 11 | Agnes Govern, Director, Regional Express | (206) 684-1673 |
| Board of Directors | 4/9/98 | No. 6-C | Bill Guenzler, Program Manager, HOV Access | (206) 689-3534 |

ACTION:

Approve Resolution No. 98-11 awarding contracts for preliminary engineering and environmental documentation for seven Community Connections projects and environmental documentation for four HOV Access projects.

BACKGROUND:

Regional Express Department is scheduled to begin work on the following eleven projects in 1998:

- Federal Way Area grouping in South King County Sub Area
HOV Access Ramps in the vicinity of 320th Street
HOV Access Ramps in the vicinity of 272nd Street
Transit Center
Parking capacity improvements in the vicinity of Star Lake and Federal Way
- Mercer Island grouping in East King County Sub Area
Transit Station and Park and Ride Lot
I-90 two-way center roadway conversion
- Kirkland grouping in East King County Sub Area
HOV Access Ramps at NE 70th and 132nd Streets (or alternative sites)
Transit Center
- Lynnwood grouping in Snohomish County Sub Area
HOV Access at Lynnwood Park and Ride Lot
Lynnwood Park and Ride Lot enhancements
Transit Center

In November of 1997, RTA staff retained McGowan Environmental and Pacific Communications Consultants to prepare detailed work programs for the project groupings (Federal Way, Mercer Island, Kirkland, and Lynnwood). A total of eight meetings were held with representatives of Federal Transit Administration, Federal Highway Administration, WSDOT, local transit operators, and local governments. Consensus work programs were developed ranging from 60 to 64 pages each. The work program includes preliminary engineering of the Community Connections projects up to 30% design completion. (A separate agreement with WSDOT covers preliminary engineering for improvements within WSDOT rights of way.) It also includes environmental documentation for

all of the projects within the respective groupings sufficient to attain SEPA and NEPA environmental clearance.

On December 17, 1997, the RTA received statements of qualification from fifteen firms proposing to contract for preliminary engineering and environmental documentation for Community Connections/HOV Access projects and project groupings. Based upon written submittals, a pool of eight qualified firms was established. Regional Express Department staff subsequently met with representatives of local governments and local transit operators to determine which firms should be employed on the projects within each geographic area. Those meetings concluded with the following:

| PROJECT GROUPING | LEAD FIRM |
|-------------------------|----------------------------------|
| Federal Way | Sverdrup Civil, Inc. |
| Mercer Island | Dames & Moore |
| Kirkland | David Evans and Associates, Inc. |
| Lynnwood | INCA Engineers, Inc. |

The four firms listed were each presented with the consensus work program for the specified grouping prepared by McGowan Environmental/Pacific Communications Consultants. Each was given an administrative limited notice to proceed for \$11,000 to cover the review of the work programs and preparation of a detailed project schedule with milestones. Each firm subsequently submitted a proposed schedule and budget for completing the respective work programs.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- Adoption of *Sound Move* (May 31, 1996)
- Adoption of Resolution 78 (December 13, 1996)
- Adoption of Implementation Guide (May 22, 1997)
- Adoption of M/W/DBE Policies (May 22, 1997)
- Adoption of Fiscal Year 1998 Budget (December 11, 1997)
- Approval of Memorandum of Understanding with WSDOT (October 23, 1997)
- Review of Strategy for Community Connections and HOV Access by Executive Committee (February 6, 1998)
- Review of Community Relations Strategy for Regional Express by Public and Governmental Affairs (March 6, 1998)

KEY FEATURES:

- Covers preliminary engineering up to 30% completion for all Community Connections projects listed above.
- WSDOT will provide preliminary engineering up to 30% completion for improvements within WSDOT rights of way via a separate project agreement between RTA and WSDOT.
- Covers all environmental documentation and community involvement for Community Connections projects and HOV Access projects listed above.
- Work programs for Federal Way and Kirkland groupings include environmental evaluation and preliminary design up to 15% completion of King County parking improvements. (King

County would be responsible for environmental documentation and engineering from 15-100% completion.)

- Consultants would work at the direction of project management teams that will include WSDOT, local operators, the local government, and Sound Transit staff.
- Contract with David Evans Associates, Inc. (Parsons Brinckerhoff Quade and Douglas Inc. as subconsultant) includes development of proposed transit facilities design standards which will be brought to the Board for approval near the end of 1998.
- Contracts will grant RTA the option of negotiating with the prime consultants to provide final design and construction management services without a separate procurement.
- Terms for the contracts vary, but all exceed one year.

M/W/DBE PARTICIPATION:

| LEAD FIRM | MBE | WBE |
|---|------------|------------|
| Sverdup Civil, Inc. | 23.9 | 10.4 |
| Dames & Moore | 22.2 | 5.7 |
| David Evans Associates, Inc. | 15.5 | 26.1 |
| INCA Engineers Inc. (Graduate of State's M/W/DBE program) | 1.8 | 17.4 |

FUNDING:

| PROJECT GROUP | TOTAL BUDGET (1000s) | | CONTRACT COST (1000s) | |
|----------------------|-----------------------------|-------------------|------------------------------|-------------------|
| | LIFE TIME | 1998, 1999 | TOTAL | 1998, 1999 |
| Federal Way | 92,076 | 3,767 | \$2,950 | 2,950 |
| Mercer Island | 28,321 | 20,669 | 2,268 | 2,268 |
| Kirkland | 114,939 | 13,567 | 3,349 | 2,406 |
| Lynnwood | 56,523 | 3,174 | 2,470 | 2,090 |
| WSDOT | N/A | N/A | 7,000 | 5,225 |
| RTA | N/A | N/A | 721 | 598 |
| TOTAL | 291,859 | 41,177 | 18,758 | 15,537 |

Per RTA Budget Guidelines, adopted by Resolution 98-4, "the Executive Director is authorized to transfer outlays between phases and between years so long as these transfers will not result in a necessary increase to the total project budget." We will be transferring outlays between years and phases to fund the work outlined. This will not result in a necessary increase to the total budget of any project.

VARIATION IN CONSULTANT COSTS:

Work programs were developed with the involvement of Federal Highway Administration, Federal Transit Administration, Washington Department of Transportation, local transit operators, and local government officials. The consensus work programs reflect the complexity and size of the projects being implemented in each area, as well as the environmental issues unique to the project group. While the total prices vary considerably, the differences are primarily because of labor hours required as opposed to differences in labor rates. In the case of the Kirkland work program, the

consultant is required to develop transit facility design standards for Regional Express application throughout the three county service area. In addition, this work program requires the selected consultant to serve as liaison between all four project teams and the Federal Highway Administration in obtaining the official access modification approval otherwise known as the Six Point Access Approval.

CONTINGENCIES:

The costs shown in the above budget table include a 10% contingency under the administrative control of Sound Transit staff to cover the cost of unforeseen circumstances. Work programs were prepared with the best collective judgement of the participating agencies allowing for normal complexity and based on current understandings about the environmental sensitivities of the projects. If the investigation discloses new information and broadens the amount or type of work required, the consultant would be paid at the same rate allowed for in the base contract and directed by staff to perform more work. Pre-approval of these amounts by the Board of Directors will allow the staff and consultant to respond expeditiously to new issues without unreasonable impacts on schedules.

ALTERNATIVES:

1. Award all of the contracts by motion (**Recommended**).
2. Award a portion of the contracts; give direction to negotiate changes.
3. Do not award any of the contracts; give direction to negotiate changes.

HOW THESE CONTRACTS FIT INTO THE OVERALL PROGRAM:

On February 6, 1998 the Executive Committee reviewed the strategy for undertaking Community Connections and HOV Access projects, beginning in 1998. It was proposed that actions would be taken on 21 of the 47 projects during 1998. Sound Transit will be initiating work on 16 of the 21 scheduled for work this year, while actions on five other projects will be taken by RTA's partners. In a parallel process, a separate consultant is working with RTA to make an independent determination whether there are alternatives to the HOV projects that provide equivalent benefits at lower costs. The four groupings contain a total of 11 Community Connections and HOV Access projects. Five additional projects (Overlake Transit Center and Park and Ride Lot, Bellevue Transit Center, Pacific Avenue Overpass in Everett, Swamp Creek Park and ride and HOV Access Ramp, and Tacoma Dome Station expansion) will be initiated by Sound Transit in separate recommended motions.

Washington State Department of Transportation is providing engineering services for improvements within WSDOT rights of way to support the environmental and public outreach process. The current contracts are intended to produce facility designs at the 30% completion phase. At that point, Sound Transit will privately contract for the implementation of projects outside the WSDOT right of way; Sound Transit will contract with WSDOT for implementation of projects within the WSDOT rights of way.

CONSEQUENCES OF DELAY:

Should the Board of Directors direct the staff to renegotiate certain provisions of a contract, that contract would be delayed from 30 to 60 days. Should the Board of Directors not award one or more contracts, it would require approximately six months to recruit new firms and develop revised work program(s).

EXECUTIVE SUMMARY OF WORK PROGRAMS:

| <u>Task</u> | <u>Description</u> |
|-----------------------------------|---|
| Project Administration | Consultant coordination, schedule maintenance, etc. |
| Develop Design Standards | Transit system facility design standards |
| System Level Analysis | Function and location of improvements |
| NEPA Documentaton | Federal environmental documentation |
| SEPA Documentation | State environmental documentation |
| Community and Public Involvement | Information and outreach activities |
| Preliminary Engineering | Completion to 30% for projects outside WSDOT right-of-way |
| Traffic Analysis | Analysis of level of service, etc. |
| Six Point Access Report | Access modification report for FHWA |
| Permit Applications and Approvals | Consultant assistance in permit process |

**REGIONAL TRANSIT AUTHORITY
RESOLUTION NO. 98-11**

A Resolution of the Board of the Regional Transit Authority for the Pierce, King, and Snohomish Counties region authorizing contracts for preliminary engineering and environmental documentation to Sverdrup Civil, Inc., Dames and Moore, David Evans and Associates, Inc., and INCA Engineers.

WHEREAS, a Regional Transit Authority (“RTA”) 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, Central Puget Sound area voters approved local funding for *Sound Move*, the ten-year plan for regional high-capacity transit in the Central Puget Sound Region; and

WHEREAS, the *Sound Move* ten-year plan includes the design and construction of 14 HOV Access Ramps and 34 Community Connections projects; and

WHEREAS, eleven high priority projects were identified and grouped into the geographic areas of Federal Way, Mercer Island, Kirkland, and Lynnwood for the purposes of environmental analysis and preparation of design documents through 30% completion; and

WHEREAS, representatives from Federal Highway Administration, Federal Transit Administration, Washington Department of Transportation, local transit operators, and local governments were consulted in preparing work programs describing the required tasks; and

WHEREAS, the RTA solicited proposals through a competitive procurement process for preliminary engineering and environmental documentation for said project work programs; and

WHEREAS, the selection committee charged with the evaluation of the solicited proposals determined that eight firms were qualified to provide the necessary professional services; and


WHEREAS, RTA consulted local government representatives in selecting the firm matched to the requirements of specific work programs; and

WHEREAS, the RTA has determined that the fees, costs, terms, and conditions negotiated with each of the firms selected for said project work programs are fair and reasonable and in the best interests of the RTA:

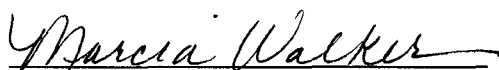
NOW, THEREFORE, BE IT MOVED by the Board of the Regional Transit Authority as follows:

The Executive Director is hereby authorized to execute a contract with Sverdrup Civil, Inc., Dames and Moore, David Evans Associates, Inc., and INCA Engineers Inc. to provide preliminary engineering and environmental documentation services to the RTA pursuant to such terms and conditions as are appropriate, usual and customary for governmental agencies, provided that the base fees and expenses paid for such services shall not exceed \$2,950,456 for Sverdrup Civil, Inc., \$2,267,663 for Dames Moore, \$3,349,051 for David Evans and Associates, Inc., and \$2,469,584 for INCA Engineers Inc. including 10% in contingent funds to pay for additional services, if any, required to be performed due to unforeseen changed conditions.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 9TH day of April 1998.


Bob Drewel
Board Chair

ATTEST:


Marcia Walker
Board Administrator