

CITY COUNCIL REGULAR SESSION

Resolution authorizing the execution of a Professional Engineering Services Agreement with David Evans and Associates, Inc. in the amount of \$736,948.47 plus all applicable taxes to provide design support services for the Eastrail Trail Connection and Spring Boulevard Project (CIP Plan No. G-103).

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Transportation Department

EXECUTIVE SUMMARY

This Resolution authorizes the execution of a Professional Services Agreement with David Evans and Associates, Inc. to provide design support services for the Eastrail Trail Connection and Spring Boulevard Project.

RECOMMENDATION

Move to adopt Resolution No. 10071

BACKGROUND/ANALYSIS

Eastrail Trail is a 42-mile north-south regional trail that connects communities from Renton to Snohomish County. NE Spring Boulevard is a new east-west street with a pedestrian-bicycle path that extends from NE 12th Street over Eastrail, directly connecting Downtown Bellevue to the newly developing Spring District/BelRed area. There is currently no connection between the Eastrail regional trail and NE 12th Street/Spring Boulevard. This connection provides a critical link between the Eastrail Trail, the Spring District and Downtown Bellevue. The City has developed a conceptual design and cost estimate for a trail facility that will serve pedestrians and bicyclists and meet ADA accessibility standards. The next step is to move forward with designing the trail connection.

On March 15, 2021, Council accepted a \$1,282,600 in FHWA Surface Transportation Program (STP) grant (Ordinance No. 6571) administered by the Washington State Department of Transportation to complete the design of the Eastrail Trail Connection.

The Eastrail to NE Spring Boulevard Trail Connection project will design an 850-foot non-motorized trail linking the north-south Eastrail Trail with the new NE Spring Boulevard pedestrian-bicycle path. This Trail connection will include a 12-foot wide paved facility that is anticipated to include wayfinding, retaining walls, a bridge, lighting, and urban design elements. Design work will begin in early 2022 and is anticipated to be completed in 2023. There is currently no construction funding available.

Consultant Selection

After evaluating three consultant firms that responded to the City's Request for Qualifications (RFQ), David Evans and Associates, Inc. was selected to be the design engineering support consultant for this project. A notice of the RFQ was published in *The Seattle Times* and *The Seattle Daily Journal of Commerce* on November 9, November 16 and November 23, 2021.

The following firms submitted proposals in response to the RFQ:

- David Evans and Associates, Inc.
- Exceltech Consulting, Inc.
- KPG, PS

The selection committee reviewed and ranked all proposals based on the evaluation criteria listed in the RFQ. Upon reviewing the submittals, the committee decided to interview the following firms:

- David Evans and Associates, Inc.
- KPG, PS

In the interview, each firm was asked the same questions related to the bridge design, wall design, urban design, landscaping design, meeting project timelines and communication.

David Evans and Associates, Inc. was selected because of their knowledge of the engineering and technical issues of the project, their ability to develop solutions to address key project challenges and an aggressive schedule, and the strength and depth of their design team.

POLICY & FISCAL IMPACTS

Policy Impact

Comprehensive Plan, Transportation section:

- TR-2: Strive to reduce congestion and improve mobility.
- TR-23: Coordinate improvements and operations among travel modes and provide connections between modes.
- TR-26: Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas. Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.
- TR-104: Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing, and maintaining the transportation system.
- TR-114: Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across Eastrail [the Eastside Rail Corridor].

Bel-Red Subarea Plan:

- S-BR-51: Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.
- S-BR-54: Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to Citywide and regional travel demand.

Fiscal Impact

This action obligates the City to \$736,948.47, plus all applicable taxes, to provide final design services for Eastrail Trail Connection Project at Spring Boulevard (CIP Plan No. G-103). Sufficient funds exist in the 2021-2027 CIP (CIP Plan No. G-103) to fully fund this contract.

OPTIONS

1. Adopt the Resolution authorizing the execution of a Professional Engineering Services Agreement with David Evans and Associates, Inc. in the amount of \$736,948.47 plus all applicable taxes to provide design support services for the Eastrail Trail Connection and Spring Boulevard Project (CIP Plan No. G-103).
2. Do not adopt the Resolution and provide alternative direction to staff.

ATTACHMENTS & AVAILABLE DOCUMENTS

- A. Vicinity Map
 - B. CIP Project Description (G-103)
- Proposed Resolution No. 10071

AVAILABLE IN COUNCIL LIBRARY

Professional Engineering Services Agreement