



Division BRT Design and Engineering Services

Pre-Proposal Meeting

June 17, 2021

Meeting Agenda

- Opening Remarks by the CEO
- Introduction of Spokane Transit
- Project Overview
- Scope of Work & Evaluation Criteria
- Procurement Timeline
- Questions and Answers

Opening Remarks

E. Susan Meyer, CEO

Introduction to Spokane Transit

Jacque Tjards, Senior Purchasing Manager

Project Overview

Karl Otterstrom, Director of Planning & Development

Division BRT Background

- Division Street is among busiest urban arterials with significant transit ridership in Spokane County
- Before it was a state highway, it was a transit corridors, with streetcars and later buses running every 10 minutes or less
- In 2010 cast a vision for a High Performance Transit Network with frequent, easy to use service in corridors across the region, including Division Street
- STA Moving Forward plan called for further study of full High Performance Transit (HPT) investments on Division Street
- In conjunction with *DivisionConnects* corridor study, STA Board of Directors adopted a locally preferred alternative to implement Bus Rapid Transit (BRT) in the corridor in April 2021
- STA is currently implementing its first BRT project, City Line, informing various elements for Division BRT

Division BRT

- Fixed guideway BRT operating easy to use, high frequency service
- Approximately nine miles in length
- At least 28 substantial stations
- Will operate in Business Access & Transit (BAT) lanes for most of the corridor
- Project will include major rebuild of Division/Ruby couplet to improve transit and non-motorized accessibility
- Estimated to cost between \$120 million and \$150 million

Locally Preferred Alternative

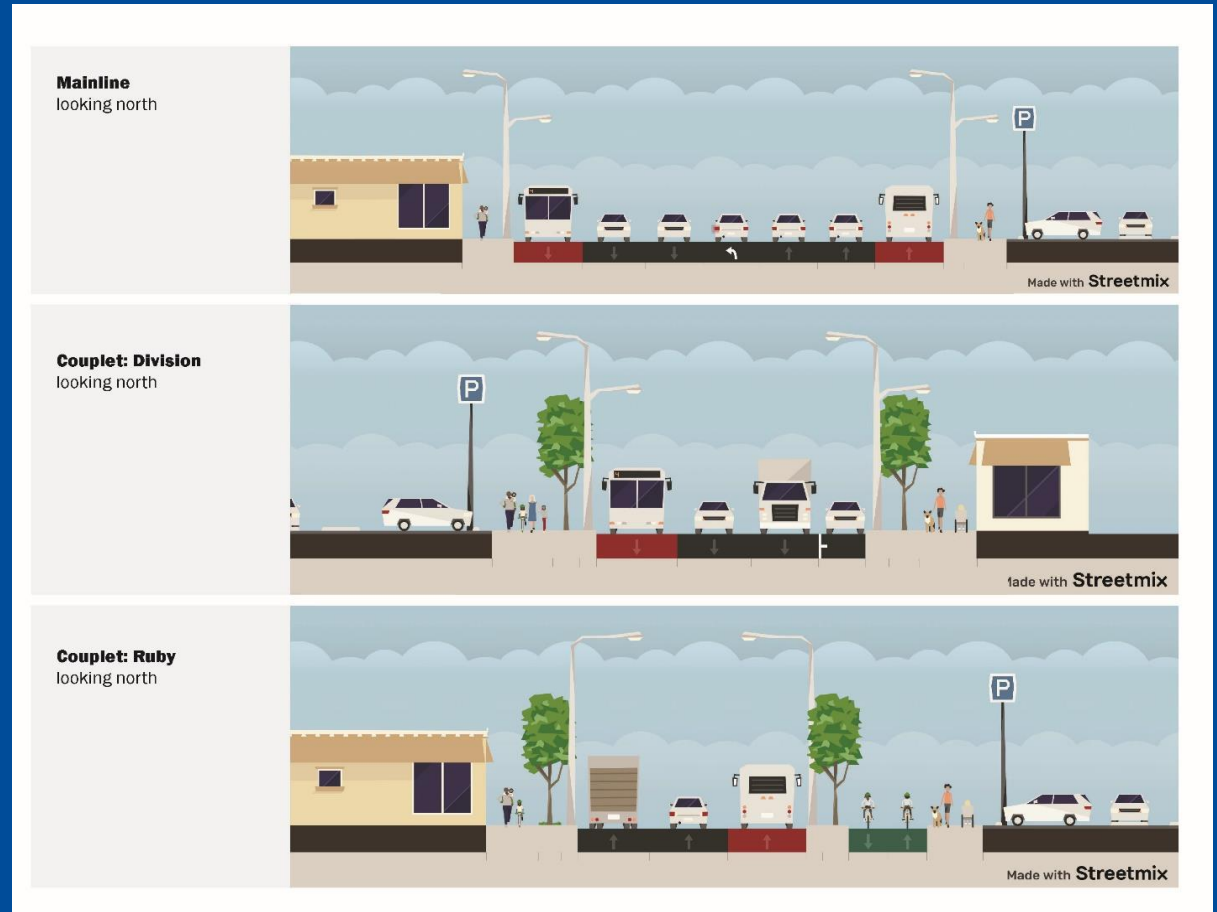


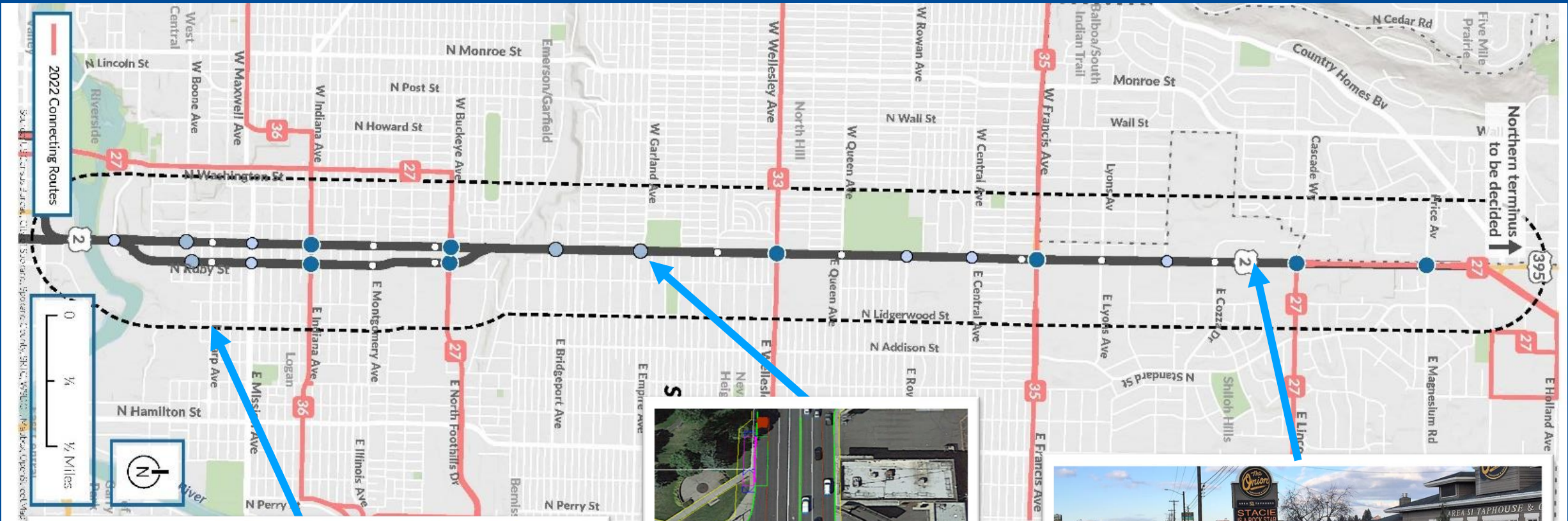
Element	Description
Mode	Fixed-guideway bus rapid transit (BRT) using zero-emission 60' buses
Service Level	Weekdays: 10-minute frequency or better Nights & Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 terminal at Hastings Park & Ride Long-term: New transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment (Exhibit A.1)	Downtown: to be refined in Preliminary Engineering Couplet: right-side Ruby Street and Division Street Mainline: Division Street North of "Y": short- and long-term phased approach
Station Locations	Major intersections and destinations (see Exhibit A.2)
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated Business Access and Transit (BAT) lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA and bicycle improvements throughout the corridor.

As adopted by STA Board Resolution No. 785-21, April 15, 2021

Typical Cross Sections

- BAT Lanes would extend from Spokane River to North Division “Y”
- Two general purpose lanes in each direction throughout the corridor
- Multimodal opportunities within right-of-way of Division/Ruby couplet





Mead Works near US 2 and Farwell Road

- Mead Transit Center could offer opportunities for future regional connections and feeder services to BRT
- Opportunity to integrate BRT terminal into major mixed used development near Farwell Road and US 2

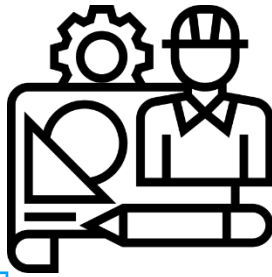


Mead Works Preliminary Site Plan, Source: Change of Conditions TIA April 2021

Scope of Work and Evaluation Criteria

Hamid Hajjafari, Senior Transit Planner

Phase 1 - Preliminary Engineering



- 1.1 Project Management and Coordination
- 1.2 Planning and Feasibility Activities
- 1.3 Preliminary Design and Engineering
- 1.4 Traffic and Transit Analysis
- 1.5 Capital Investment Grant (CIG) Program Guidance & Support
- 1.6 NEPA/SEPA Consultation and Environmental Planning
- 1.7 Social Equity and Title VI Compliance
- 1.8 Station Area Planning
- 1.9 Public Outreach and Stakeholder Involvement
- 1.10 Quality Assurance and Quality Control
- 1.11 Review and Identify Conflicts and Issues
- 1.12 Refined LPA Report

Phase 2 - Project Development



- 2.1 Project Management
- 2.2 NEPA/SEPA Consultation and Strategic Guidance
- 2.3 Capital Investment Grant (CIG) Program Support
- 2.4 Small Starts Financial Plan
- 2.5 Public Involvement/Communications
- 2.6 Quality Assurance and Quality Control
- 2.7 Design and Engineering Development
- 2.8 Mead Transit Center Design
- 2.9 Right-of-Way Support
- 2.10 Branding and Wayfinding
- 2.11 Survey and Mapping
- 2.12 Permitting
- 2.13 Transportation Analysis
- 2.14 Construction Cost Estimates
- 2.15 Safety and Security Certification Plan for Project
- 2.16 FTA Project Management Oversight Consultant Support
- 2.17 ITS Design

Phase 3 - Bidding and Construction



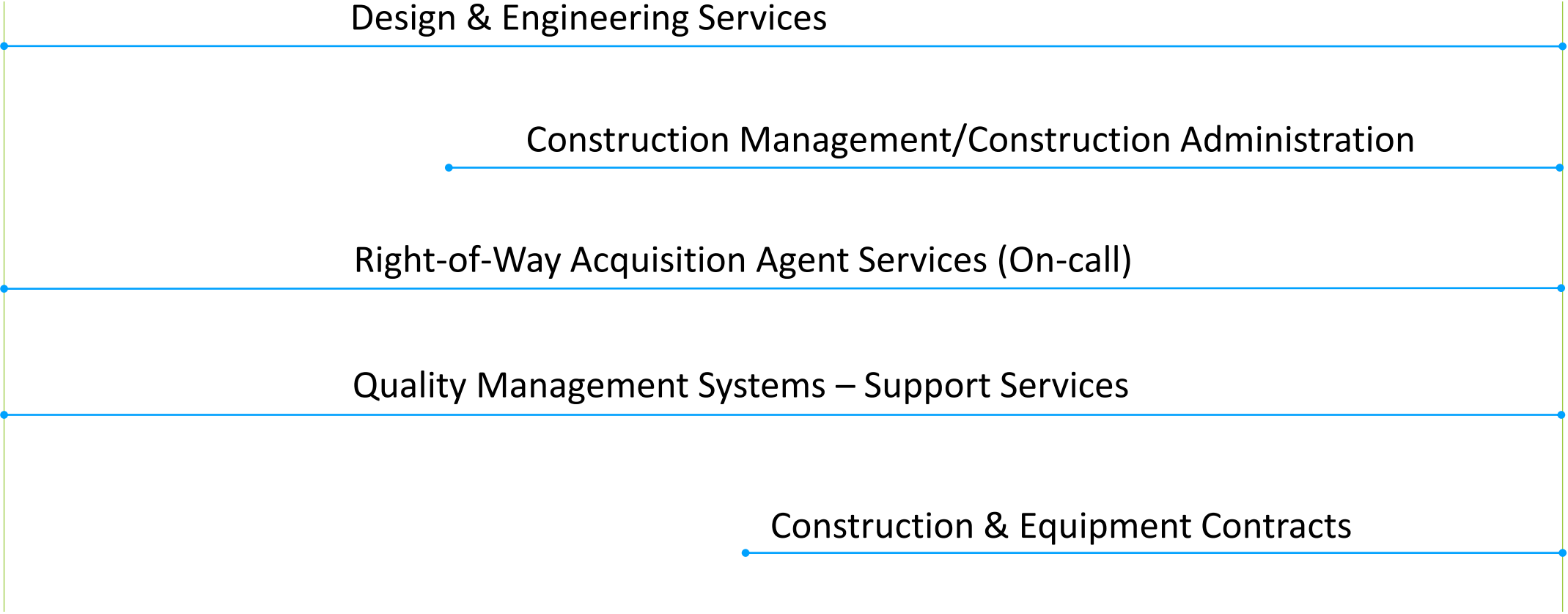
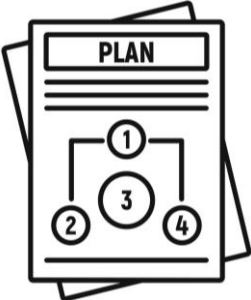
- 3.1 Project Management
- 3.2 Pre-Bid Consultations and Meetings
- 3.3 Support during the Bid Period
- 3.4 Prepare Conforming Construction Document Set
- 3.5 Construction Administration Support
- 3.6 Review Shop Drawing Submittals
- 3.7 Assistance with Change Orders and Field Authorizations
- 3.8 Record Drawings
- 3.9 Miscellaneous Services
- 3.10 Facility Maintenance Plan
- 3.11 Construction Quality Management Plan

Phase 4 - Testing and Startup



- 4.1 Project Management and Project Accountability
- 4.2 Final Systems Implementation Plan
- 4.3 Test Planning
- 4.3 Project Closeout

Phases and Conceptual Contracting Plan



Budget and Cost Estimate



- **Design and engineering services Cost:** Total value of the contract for is estimated \$16.1 to \$20.1 million and does not include all professional services identified in the conceptual contracting plan
- Work will only be authorized as approved funding allows
 - Phase 1: Board approved \$2 million in local funds for the Preliminary Engineering phase in the 2021-2026 CIP
 - Phase 2: Staff proposed \$12 million in local funding in the 2022-2027 CIP for Project Development
 - Phases 3 and 4 are dependent on future state and federal grants and local commitments

Evaluation Criteria



Criteria	Points
Previous Performance and Relevant Experience	30
Key Personnel	30
Project Management and Coordination Experience	20
Understanding of project and proposed delivery approach	10
References	10
Total	100

Previous Performance and Relevant Experience



Knowledge

- NEPA and SEPA environmental review
- Right-of-way acquisition procedures under federal and state laws
- Americans with Disabilities accessibility requirements

Experience

- Working with local, state, and federal design requirements
- Working on BRT projects of similar scope, scale, and context
- Preparing state and federal grant applications
- Working with public agencies on public works
- Public outreach and stakeholder engagement efforts
- Planning and siting parking facilities

Expertise

- Transit facility planning, architecture, and design and TOD planning
- Structural, civil, environmental, geotechnical
- Traffic engineering, TSP, travel demand modeling, traffic modeling

Key Personnel



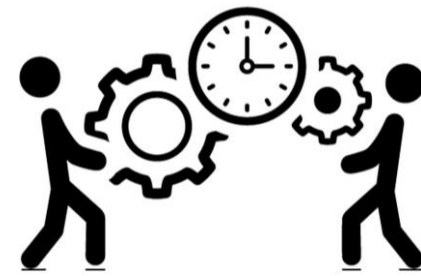
Proven capability, successful past experience, and characteristic of references of the Project Manager and key personnel on similar projects

Demonstrated commitment to maintain key staff on the project

Availability of key personnel identified over the next 12 month period

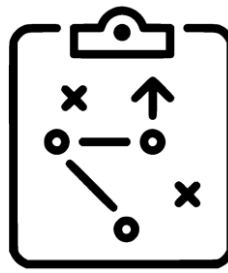
Availability of subconsultants identified over the next 12 month period

Project Management and Coordination Experience



- Clarity in defining key team member roles and responsibilities
- Ability to manage the work and establish and meet project milestones
- Capabilities to maintain project schedule, track and address risks and communicate budgets, breakdown of work, and earned value
- Availability of tools to managing the project schedule in a manner acceptable to FTA
- The ability of the prime consultant to augment key personnel and subconsultant resources in later phases of the project
- A strong project manager and management team
- Project manager's proficiency to manage the BRT Project
- Project Manager's abilities to lead the development of the PMP

Understanding of Project and Proposed Delivery Approach



Demonstrated understanding of the project and the requirements of BRT implementation.

Demonstrated awareness of project risks and opportunities and methods to address.

Clear submission materials that demonstrate the ability to think and act strategically through the multiple phases of complex transit projects.

References



STA may conduct reference checks for all submitters minimum of 5 references

The evaluation committee will consider responses from references as part of the evaluation process.

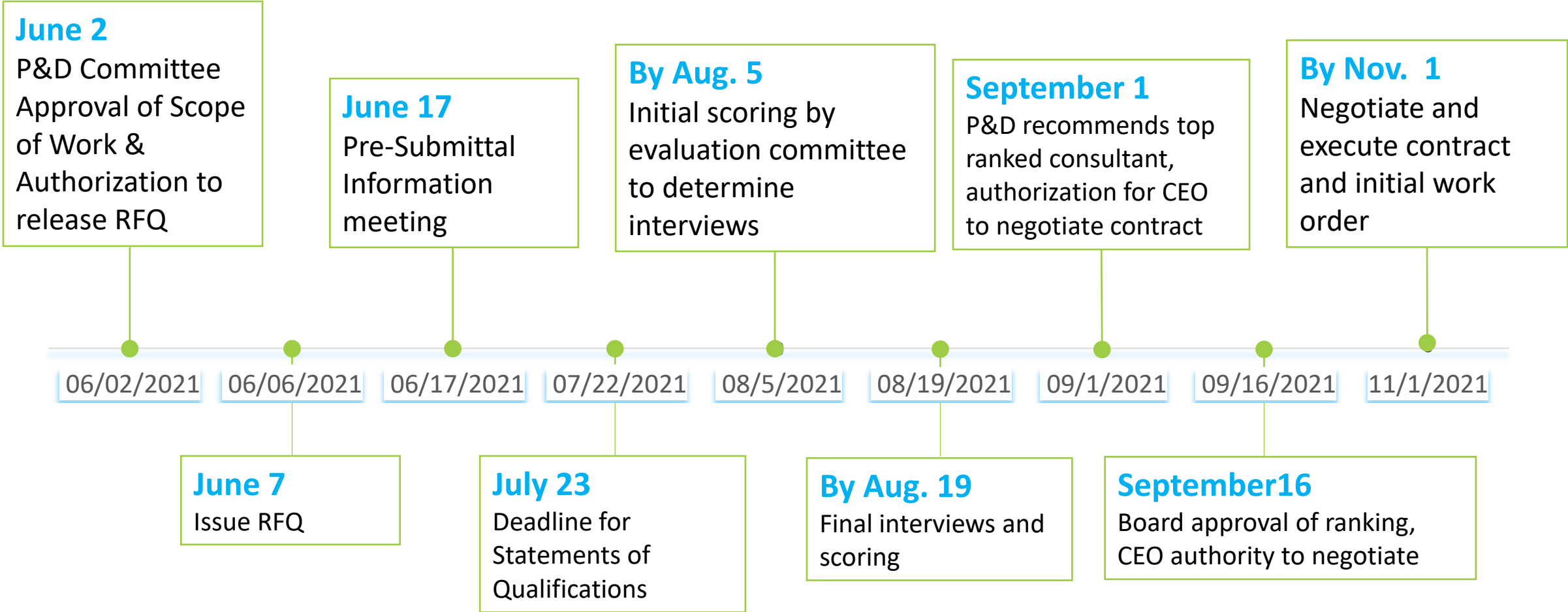
STA reserves the right to check references for the submitter from owners and other parties even if they were not identified by the firm as reference

STA may include itself as a reference if the firms and/or their personnel have performed work for STA

Procurement Timeline

Kimberly Smallwood, Procurement Coordinator

Procurement Timeline





Questions & Answers