



EXHIBIT A: PROPOSAL CONFIRMATION & COVER SHEET

All fields must be completed where applicable. ***Failure to complete this form will result in the proposal being rejected as non-responsive.***

Business Name: KPF Consulting Engineers		
Type of Business <input type="checkbox"/> Sole Proprietorship <input type="checkbox"/> Partnership <input checked="" type="checkbox"/> Corporation (State of Incorporation <u>WA</u>) <input type="checkbox"/> LLC		
Physical Business Address (Must NOT be a PO Box) 1601 Fifth Avenue, Suite 1600		
City Seattle	State WA	Zip Code 98101
Business Telephone # 206-622-5822	Business Fax # 206-622-8130	Business Email ron.leimkuhler@kpff.com
WA State UBI ¹ # 578063612	Federal EIN# 91-0755897	
Receipt is hereby acknowledged of Addenda No(s): <u> 1 </u> ___ ___ NOTE: Failure to acknowledge receipt of addenda will be considered non-responsive to the proposal		

OFFICAL AUTHORIZED TO SIGN FOR PROPSER

<i>"I declare under penalty of perjury under the laws of the State of Washington that the Proposal submitted is genuine. This Proposal is not false or made on behalf of any person who has an interest in the award. No other proposer has been solicited to put a false Proposal, adjust their price lists, or coerced any other company to refrain from Proposing. I guarantee that my firm has not attempted to secure an advantage over any other Proposer through collusion. All statements and information contained in the submitted Proposal are true, correct, and based on the requested scope of Work. All employees and agents of the Proposer are skilled and experienced in the required Work. In the event that the Project or any aspect of the project is found to be non-compliant, I understand my company will be held responsible to remedy all deficiencies at no additional cost. I understand that my firm will be required to perform under the terms and conditions outlined in the solicitation and Proposal, if accepted. I acknowledge that WTA may not negotiate additional terms to the potential contract once the Notice of Intent to Award is issued and that we may be held to the contract and performance terms and conditions outlined in the RFQ. My signature below assures WTA that the firm acknowledges and will comply with this solicitation."</i>	
<u>Signature of Authorized Officer/Agent</u> 	<u>Date</u> 11-18-2020
<u>Print Name & Title</u> Ron Leimkuhler, PE, Principal	<i>The individual named herein is duly authorized to obligate the firm to a contract.</i>

Note: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

¹ Bellingham Municipal Code 6.05.025



EXHIBIT B: PROPOSER DEMOGRAPHICS AND REFERENCES

Provide ALL of the requested information about your organization. **Failure to provide ALL requested information will result in rejection of the submission as non-responsive.**

PRIMARY CONTACT • Name • Title • Phone • Email	Zach Gray, PE, ENV SP Associate/Project Manager 206-926-0590 zach.gray@kpff.com
EMPLOYMENT SECURITY DEPARTMENT #	000-269618-00-0
WA STATE EXCISE TAX #	578-063-612
YEARS IN INDUSTRY	60
ANNUAL REVENUES*	<input type="checkbox"/> Less than \$500,000 <input type="checkbox"/> \$500,000-\$1 million <input type="checkbox"/> \$1 – 2 million <input type="checkbox"/> \$2 – 5 million <input type="checkbox"/> \$5 – 10 million <input checked="" type="checkbox"/> More than \$10 million
MBE/DBE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No DBE Registration# _____	SBA <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No SBA Registration# _____
STAFF SIZE List staff numbers & positions who will be assigned to this contract	Civil Engineers: 90 Structural Engineers: 150 Construction Managers: 7
CUSTOMER LIST (3-5 additional customers besides references)	WSDOT, Chris Damitio, 360-757-5991 SDOT, Jeff Lundstrom, now with WSP, 206-382-5200 City of Bellingham, Freeman Anthony, 360-778-7924
NAIC NUMBERS (naics.org for more info)	NAICS Code 541330 – Engineering Services

* WTA reserves the right to request financial statements from proposers to demonstrate financial responsibility. Failure to provide requested documentation will result in the proposal being rejected as non-responsive and not responsible

Please list a total of three (3) RECENT customers using the following format for which you have performed service similar to what the WTA is seeking in this RFP. Proposers are advised to ensure the accuracy of the information provided. For example, ensure the email address and telephone numbers are correct and current. WTA will not evaluate the reference if the information provided is incorrect.

(See following pages)

- Name
- Address
- Contact Name, Phone number, Email address
- Length of service
- Type of Agency
- Scope of Project



BEN FRANKLIN TRANSIT, Transit Planning & Design Services On-Call

Name, Address, Contact Name, Phone number, Email address

Keith Hall, Director, Planning & Service Development
Ben Franklin Transit
1000 Columbia Park Trail
Richland, WA 99352
KHall@bft.org
509-734-5170

Length of Service

2019 to present

Type of Agency

Public/Municipal

Scope of Project

KPFF is providing prime management, civil, structural, and construction management services, leading a multidisciplinary team for Ben Franklin Transit (BFT) to assist with implementation of BFT's six-year capital investment plan through an on-call agreement for transit and transportation planning, design, and construction management services to enhance safety and increase BFT's ridership and improve transit utilization.

Partnered Firms in Project

Our proposed subconsultant GeoEngineers is providing geotechnical engineering and environmental documentation/permitting on this contract. KPFF is also overseeing a multidisciplinary team of additional subconsultants for transportation and traffic engineering, surveying/mapping, right-of-way acquisition, and landscaping.



PIERCE TRANSIT, Spanaway Transit Center

Name, Address, Contact Name, Phone number, Email address

Sean Robertson, Senior Construction Project Manager
Pierce Transit
3701 96th Street SW
Lakewood, WA 98499
srobertson@piercetransit.org
253-983-3359

Length of Service

2019 to present

Type of Agency

Public/Municipal

Scope of Project

KPFF is providing preliminary and final design of a transit and park and ride facility, including early support to select a preferred site. Pierce Transit may elect to seek federal funding to augment available budget.

Partnered Firms in Project

Our proposed subconsultant Nakano Associates is providing landscape architecture, GeoEngineers is providing geotechnical engineering, and Tres West is providing mechanical engineering. KPFF is also overseeing a multidisciplinary team of additional subconsultants for traffic/signal/BRT planning, architecture, electrical engineering/lighting, and cultural resources.



SOUND TRANSIT, A&E On-Call

Name, Address, Contact Name, Phone number, Email address

Fouad Chihab, Corridor Design Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104
fouad.chihab@soundtransit.org
206-398-5481

Length of Service

2011 to 2017

Type of Agency

Public/Municipal

Scope of Project

KPFF managed Sound Transit's A&E on-call contract, coordinating multiple disciplines on concurrent task orders. A total of 46 tasks were undertaken, with fees ranging from \$2,000 up to \$260,000. As many as four task orders were requested within a week, and KPFF task managers handled this concurrent workload successfully. This was the second consecutive on-call contract led by KPFF for Sound Transit performing this wide range of work and managing multidiscipline teams. Work included the full range of project phases, from planning studies, alternatives analysis, and final design and construction. KPFF's use of S/DBE firms was 24%, which exceeded the 20% small business goal. This on-call featured numerous FTA grant-funded task orders.

Partnered Firms in Project

Our proposed subconsultant GSG Group provided estimating. KPFF also oversaw a multidisciplinary team of additional subconsultants for architecture, mechanical, electrical, survey/platting, and financial.



Exhibit D: CONFLICT OF INTEREST STATEMENT

STATE OF Washington }
 } ss.
COUNTY OF King }

The undersigned, being first duly sworn, on oath, states on behalf of the Proposer

1. Conflict of Interest

The Proposer, by entering submitting this proposal to Whatcom Transportation Authority (WTA) to perform or provide work, services or guarantees, ensures that it has no direct or indirect financial or proprietary interest in the forthcoming award of contract as outlined in the Proposal Documents. Proposer shall not acquire any such interest, which conflicts in any manner or degree with the services required to be performed under a Contract. Proposer shall not employ any person or agent having such interest on any WTA specific work. In the event that the Proposer or its agents, employees or representatives finds such a conflict of interest, it shall immediately disclose such interest to WTA and take action immediately to eliminate the conflict or to withdraw from this contract, as WTA may require. Should WTA discover a disclosable conflict post award, it will be grounds for immediate contract termination under the terms of the contract.

2. Contingent Fees and Gratuities

The awarded Proposer, by entering into a contract with WTA to perform or provide services or materials for WTA has thereby guaranteed, and by this affidavit does again promise and assure:

That no person or selling company except bona fide employees or designated agents or representatives of the Proposer has been employed or retained to solicit or secure this contract with an agreement or understanding that a commission, percentage, brokerage, or contingent fee would be paid; and

That no gratuities, in the form of entertainment, gifts or otherwise, were offered or given by the Proposer or any of its agents, employees or representatives, to any official, member or employee of WTA or other governmental agency with a view toward securing this contract or securing favorable treatment with respect to the awarding or amending, or the making of any determination with respect to the performance of this contract.

Date: 11/18/2020 Signature: 

On this 18 day of November, 2020, before me appeared Ron Leimkuher, to me personally known, who being duly sworn, did execute the foregoing affidavit, and did state that he/she was properly authorized by the KPF (firm) to execute the affidavit and did so as his/her free act and deed.

Ron Raphael residing at King County

Expiration of Commission: Nov. 15, 2022

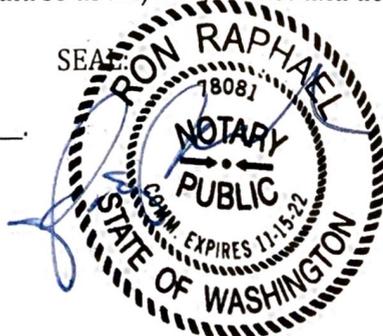




EXHIBIT E: DEBARMENT AND COMPLIANCE STATEMENT

By submitting a signed proposal, each Proposer is assuring WTA of the following:

1. The Proposer is not on the current list of Washington State debarment lists.
2. The Proposer is registered with SAM.gov and is not restricted or prohibited from proposing or doing business with a government agency.
3. The Proposer agrees to adhere to ADA requirements.
4. The Proposer will work to promote employment and opportunity among Disadvantaged Business Enterprises (DBE) as well as small and women/minority owned businesses. The Proposer, sub-recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Proposer shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Failure by the Proposer to carry out these requirements is a material breach of any contract, which may result in the termination of any contract or such other remedy as the recipient deems appropriate.
5. The Proposer certifies that he/she/it does not maintain or provide for his/her/its employees any segregated facilities at any of its establishments, and that it does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained.
6. That the Proposer assures that the he/she/it is fully licensed, bonded, and insured. A copy of the successful Proposer's certificate of insurance and a W9 will be required prior to the issuance of a Notice to Proceed or a Purchase order. Business licenses and/or professional certifications will be used to establish Proposer responsibility as part of the evaluation process.

Date: 11/18/2020 Signature:

A handwritten signature in blue ink, appearing to read 'C. J. Miller', is written over a horizontal line.

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SUBMISSION PACKAGE

NOVEMBER 30, 2020

1601 Fifth Avenue
Suite 1600
Seattle, WA 98101

Magan Waltari, CPPB, CPSM
Procurement & Grants
Coordinator/DBELO
Whatcom Transportation
Authority
4011 Bakerview Spur
Bellingham, WA 98226
(360) 788-9332
procurement@ridewta.com

SUBJECT:
RFQ #2020-306
On-Call Architect &
Engineering Services



Isaquah Transit Center



Federal Way Transit Center



Redondo Heights Park and Ride



Lakewood Station and
Transit Center

Dear Ms. Waltari and Members of the Selection Committee:

KPFF Consulting Engineers (KPFF) is excited to have this opportunity and to offer Whatcom Transportation Authority a core team that has been working together for over 20 years on transit centers and transit-related projects in the region. The key firms on the KPFF team include **Scharrer Architecture and Design** (Architectural), **FSi** (Mechanical), **Tres West** (Electrical), **Transpo Group** (Traffic), **GeoEngineers** (Environmental and Geotechnical), **GSG Group** (Project Estimating), **PSE** (Surveying), **Nakano** (Landscaping), **CRC** (Cultural Resources), and **RES Group NW** (Right-of-Way). We bring the experience working together to provide a comprehensive, highly skilled, and motivated project delivery team.

KPFF’s clients include Sound Transit, Community Transit, Pierce Transit, Kitsap Transit, and Ben Franklin Transit with some of the key projects including:

- Tukwila Station and Transit Center
- Issaquah Transit Center
- Federal Way Transit Center
- Lakewood Station and Transit Center
- Redondo Heights Park and Ride
- Spanaway Transit Center

Over our 20 years of transit experience, we have learned what makes a transit agency successful and how we can best service our clients to ensure a smooth and successful project for both big and small projects, ranging from entire site designs and retrofits, surface and structured park and ride facilities, circulation needs studies, and pavement and infrastructure rehabilitations to individual bus stops. We have a tremendous understanding of what is needed and important for transit operations to be successful and how to best support transit agencies in the planning and decision-making process to get the most value for project investment dollars.

Our experience has included both task-specific project and on-call services in support of transit and transportation improvement projects to enhance safety, improve capacity, and increase efficiency. As part of our on-call experience, we have been quick to respond to and develop work orders, working in close coordination with the transit agency to develop a well-defined scope and to seamlessly deliver the agency’s desired outcome within the budget and timeframe required.

Our team is ready to hit the ground running. We have the depth of resources and can commit the staff with the right experience to meet tight timeframes and to get the job done. Zach Gray is your contact person during this RFQ process, and as the Principal-in-Charge, I commit the resources of KPFF to ensure successful delivery of on time and on budget services. We look forward to working with Whatcom Transportation Authority.

Sincerely,

Ronald Leimkuhler, PE, Principal
(206) 926-0525
ron.leimkuhler@kpff.com

Zach Gray, PE, ENV SP, Project Manager
(206) 926-0590
zach.gray@kpff.com

Qualifications, Experience, and References

Prime Firm Experience

KPFF CONSULTING ENGINEERS

- Prime Consultant, Project Management, Civil and Structural Engineering, Feasibility Studies, Stakeholder Coordination, Design Guidelines, Project Clearances/Permitting, PS&E Documents, Constructability Reviews, Construction Management

Working alongside our transit agency partners, KPFF has been a leader in improving transportation alternatives through our work on local and regional transit projects, including transit centers; park and rides; parking garages; multimodal facilities for bus, commuter rail, light rail, and ferries; transit industrial and office facilities; maintenance facilities; and transit-oriented developments.

Transit agencies we have worked with include Pierce Transit, Intercity Transit, Link Transit, Kitsap Transit, Sound Transit, King County Metro, and Community Transit, as well as developers, contractors, and architects. KPFF understands all aspects of transit projects, including programming, feasibility studies, planning and design, condition assessment, analysis, asset management, permitting, and construction management and support. We understand the key elements of transit facility design, including effective site layout, access, bus circulation, traffic circulation, pedestrian friendly amenities, security, grading, storm drainage, and associated power and utility needs.

Established in 1960, KPFF is one of the largest engineering firms in the Pacific Northwest and provides civil, structural, and construction management services. With over 400 employees in Washington, KPFF has the depth of staff to deliver a diverse range of large and small projects, many of which are quick-turnaround projects delivered under on-call agreements.



Experience of Subconsultants

Our team brings the qualifications, experience, capacity, and commitment to successfully deliver any task order required by this contract. We have partnered with an exceptional team of subconsultant firms that bring a wide range of experience on local transit projects and strong working relationships with KPFF.

Transpo Group

- **Traffic Engineering**

As a specialty transportation planning and engineering firm, Transpo is focused on creating safe, efficient, and connected transportation solutions that work in the context of communities. For over 40 years, Transpo has provided innovative expertise that addresses transit issues using efficient and sustainable solutions that meet the specific needs of clients. They have partnered with KPFF on a variety of projects all over the Puget Sound area and have provided traffic analysis, transit circulation, pedestrian access and circulation, and site access design tasks for WTA in the past.

Nakano Associates (W/DBE)

- **Landscape Architecture**

Nakano Associates, founded in 1989, is a professional landscape architecture firm with extensive, award-winning experience in providing planning and design services for transportation, civic, and recreational projects for public sector clients. The firm's landscape architects have a proven track record of successful collaboration with clients. They listen carefully to client concerns and understand municipality and agency codes and requirements. Nakano develops compelling, accessible graphics that present information clearly and effectively. To ensure long-term success of their projects, Nakano collaborates with their clients and maintenance staff early in design and develops landscape management plans that communicate the long-term vision for the landscape and the appropriate sustainable practices to maintain it.

Scharrer Architecture and Design (W/DBE)

- **Architectural/Space Planning and Design**

Scharrer Architecture and Design is a full-service architectural design firm in Seattle. The firm focuses on public and transit projects and their work emphasizes creating places that enhance the urban environment, are easy to use and understand, and are inherently sustainable. ScharrerAD is committed to working for transit agencies serving Pacific Northwest communities, and they take great pleasure in delivering large and small projects for these agency clients.

FSi (SBE)

- **Mechanical Design**

FSi consulting engineers brings several centuries of collective engineering experience, with specialized expertise in transportation and transit projects such as industrial ventilation and fluid delivery systems in maintenance facilities. With more than 120 projects for transit agencies including King County Transit, Intercity Transit, and Community Transit, FSi has provided studies, airflow and energy analyses, fire protection design, construction support, and commissioning for a wide range of transit base and passenger facilities. KPFF and FSi have worked together on 75+ projects and have built relationships and work strategies that help clients' projects run smoothly. FSi is a certified Small Business Enterprise.

Tres West Engineers (M/W/DBE)

- **Electrical**

With over 44 years of experience, Tres West provides full-service electrical engineering services. The firm is well-versed in on-call transit contracts in the Puget Sound area and they are a regular part of the firm's portfolio. Tres West has a 13+ year team relationship with KPFF, including work on many transit-based projects.

GeoEngineers

- **Environmental/Geotechnical**

GeoEngineers is a frequent consultant of choice on design teams because of their local knowledge, experience, and relationships with local regulatory agencies. GeoEngineers has provided services on Whatcom Transportation Authority (WTA) projects, including most recently Phase I/II Environmental Site Assessment (ESA) consultation and environmental cleanup associated with potential purchase of a property near the MOAB site. They also provide Phase I/II and geotechnical services at the Cordata Transportation Hub. In addition, they provided geotechnical and environmental services for the MOAB site development. They have a deep understanding of local geologic, hydrogeologic, environmental, and geotechnical conditions of the area so they can hit the ground running. GeoEngineers and KPFF have teamed on numerous successful projects for Community Transit, Pierce Transit, Sound Transit, local public works jurisdictions including the City of Bellingham and WSDOT.

GSG Group

- Project Estimating

GSG Group stays linked to changes in construction market prices through built-project-cost feedback, market indices, historical cost records, and from contractors and suppliers. Each type of cost estimate phase (budget, schematic, design development, and construction document estimates) requires a different approach, and GSG Group has the knowledge and ability to perform each accurately. Their pricing has its roots in manpower productivity and subcontractor pricing methodology to enhance flexibility and accuracy. GSG Group has worked with KPFF on Sound Transit and King County Metro projects, providing estimating services and reviews for the past 15 years.

Cultural Resource Consultants (WBE)

- Cultural Resources

CRC is a certified women-owned small business offering a wide range of professional and technical services related to the identification, evaluation, and management of cultural resources. Since 2001, CRC has completed an array projects in support of transportation improvements, including bus station construction for Kitsap Transit Authority and HOV lane improvements as a subconsultant to KPFF. A CRC hallmark has been developing pragmatic project solutions that address the spirit and letter of cultural resource regulations.

Pacific Surveying and Engineering

- Surveying

PSE provides complete land surveying to its diverse client base of municipalities, counties, districts, tribal nations, construction contractors, and private land owners. PSE was founded in 1989. The firm is headquartered in Bellingham and provides service to its clients throughout Washington State. The firm employs 30 staff members and is 100% employee owned and operated. PSE qualifies as a U.S. small business for government contracts.

RES Group Northwest (M/W/DBE)

- Right-of-Way

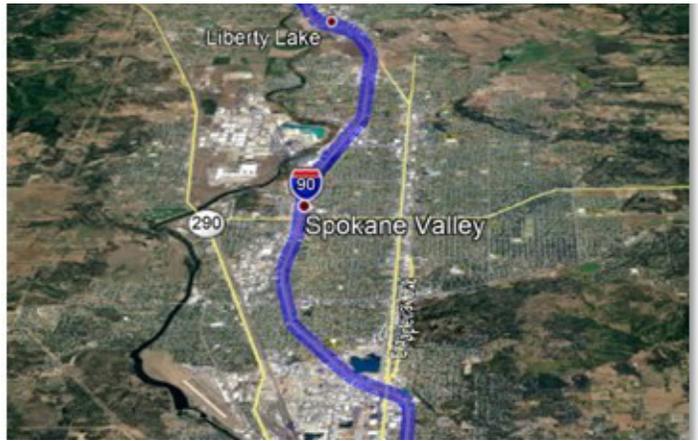
RES Group NW is a real estate services consulting firm specializing in acquisition, relocation, and property management for transportation and infrastructure projects. The firm has the experience and resources to understand and execute public project land requirements, including successful acquisitions. RES Group NW practices thorough and effective coordination with agencies from the start of planning and throughout the process as they complete acquisition services for important public projects. In addition, RES Group NW has an excellent working relationship with KPFF.

We have partnered with an exceptional team of subconsultant firms that bring a wide range of experience on municipal agency transit projects and strong working relationships with KPFF.

Relevant Municipal Agency Project Experience

The matrix below illustrates our team’s experience with key project elements on similar past projects. Detailed project write-ups are included on the following pages.

DEMONSTRATED EXPERIENCE	
KEY PROJECT ELEMENTS	
Transit Bus Operations	Ben Franklin Transit, Transit Planning and Design Services On-Call Pierce Transit, Spanaway Transit Center STA, I-90/Spokane Valley High Performance Transit Corridor Imp. Community Transit, On-Call A&E Services Sound Transit, A&E On-Call King County, Federally Funded Transit Work Order King County RapidRide Multidisciplinary Work Order King County, Metro Work Order Construction Management Sound Transit, TOD A&E On-Call Tukwila Transit Center Madison Street Bus Rapid Transit, SDOT Shoreline South & North Transit Centers, Sound Transit Tukwila Sounder Station and Transit Center, Sound Transit Edmonds Station and Transit Center, Sound Transit Issaquah Transit Center, Sound Transit Federal Way Transit Center
Special Use Stand-Alone Buildings	
Layover Facilities	
Collaboration with Public Agencies	
LEED Certification	
Creative and Cost-Effective Design Solutions	
WSDOT Channelization Plan and Design Approval	
Continuity of Operations during Construction	



LEFT TO RIGHT: Ben Franklin Transit, On-Call; I-90/Spokane Valley High Performance Transit Corridor Imp.

Ben Franklin Transit, Transit Planning and Design Services On-Call, Tri-Cities, WA

KPFF • GeoEngineers

KPFF is providing prime management and civil and structural engineering design services, leading a multidisciplinary team for Ben Franklin Transit (BFT) to assist with implementation of BFT's six-year capital investment plan through an on-call agreement for transit and transportation planning, design, and construction management services to enhance safety and increase BFT's ridership and improve transit utilization. Work activities include local transit improvement projects along frequent service corridors to improve access to transit and multimodal connectivity, planning and design for three new transit hubs in Richland and Pasco, development and implementation of transit station and bus stop amenities and standards, and construction support for over 100 bus stops throughout the Tri-Cities region. Other scope and design services include civil site and roadway design, new and modified operator comfort building structures and maintenance areas, retaining wall structures, utilities, transportation and traffic engineering, surveying/mapping, right-of-way acquisition, landscaping, and construction management.

Pierce Transit, Spanaway Transit Center, Pierce County, WA

KPFF • Nakano • Tres West • GeoEngineers

As prime consultant and civil and structural engineer, KPFF is leading a multidisciplinary team for a new terminal transit station in the Spanaway area of unincorporated Pierce County. The Spanaway Transit Center will improve transit in the area, providing key connections for riders through non-motorized and vehicle access, while improving transit operations through efficient layover siting and operators' comfort stations. A primary element in the planning phase is to integrate the key functions of the transit center

to ensure the facility can efficiently support transit service, both before and after Bus Rapid Transit (BRT) implementation.

KPFF is assisting Pierce Transit in the site selection and acquisition process and providing final design services for the preferred alternative. Coordination with Pierce Transit and WSDOT is ongoing to determine site and access opportunities and constraints. Design will maximize transit functions and efficiencies for Pierce Transit and the future SR7 BRT extension to this facility, including active and layover zones, paratransit, and commuter parking. Other amenities will include new canopies, a driver comfort station and maintenance room, low-impact development stormwater mitigation, illumination, and other passive and active security elements.

Spokane Transit Authority (STA), I-90/Spokane Valley High Performance Transit Corridor Improvements, Spokane County, WA

KPFF

KPFF is leading a team for this comprehensive planning and transit improvements project to address one of the most heavily traveled and congested corridors in the greater Spokane region. High Performance Transit (HPT) aims to improve frequency and quality of service for STA's high ridership corridors, and the KPFF team is working with STA to refine its vision and develop and execute an investment plan for improving transit frequency and ridership. KPFF is leading a multidisciplinary team for corridor planning efforts, funding application support and cost estimating, and high-level test of fit analysis to implement proposed solutions and ideas for early planning level work. The project also includes design for two new or modified transit facilities to be located in the Spokane Valley and Liberty Lake communities. Other professional service activities include NEPA/SEPA environmental documentation, right-of-way acquisition, and construction support.



LEFT TO RIGHT: Community Transit Kasch Park Operations Base; Sound Transit, A/E On-Call

Community Transit, On-Call Architectural and Engineering Services, Snohomish County, WA

KPFF • Transpo Group • GSG Group • GeoEngineers

KPFF is serving as prime consultant, leading a multidisciplinary team that includes architectural, interiors, landscape, mechanical, electrical, surveying, geotechnical, environmental, cost estimating, waterproofing/building envelope assessment, and maintenance equipment consultants. Over 40 task orders for both small and large projects at the agency's Kasch Park and Merrill Creek bus operating bases and multiple park and ride and transit centers were assigned for planning, design, construction support, and construction management services to accommodate the agency's fluctuating needs. Task orders have included:

- » Numerous interior improvements for administrative facilities
- » Preliminary bus base expansion strategy input
- » Conditions assessment for buildings, bridges, pavement, storm drainage facilities, and yard lighting
- » Follow-on design projects for bridge repairs, pavement replacement, storm facility, and yard lighting upgrades
- » Construction management and inspection for SWIFT
- » Extensive roof assessment and replacement program for numerous facilities
- » Bus maintenance facility upgrades for lifts, fuel systems, and wash bays

Sound Transit, On-Call Architecture and Engineering Services, Seattle, WA

KPFF • GSG Group

KPFF managed Sound Transit's A&E on-call contract, coordinating multiple disciplines on concurrent task orders. A total of 46 tasks were undertaken, with fees ranging from \$2,000 up to \$260,000. As many as four task orders were requested within a week, and KPFF task managers handled this concurrent workload successfully.

This was the second consecutive on-call contract led by KPFF for Sound Transit performing this wide range of work and managing multidiscipline teams. This work included the full range of project phases, from planning studies, alternatives analysis, and final design and construction. KPFF supported Sound Transit in leading stakeholders through planning studies and alternatives analysis, moving the projects forward and reaching stakeholder consensus. Select tasks included:

- **Puyallup Station Parking Expansion** — Construction administration, cost analysis/control, scheduling, document control, and submittal review, response to RFIs, quality control/assurance, progress payment processing, field inspection services, and status reporting
- **Bus Canopy #4 at Kirkland Transit Center** — Final design of bus canopy
- **Mukilteo Commuter Rail Station Closure of Platform Opening** — Construction design drawings to close a large slab opening block



LEFT TO RIGHT: King County, Multidisciplinary Engineering Services for Federally Funded Transit Work Order Projects; King County, RapidRide Multidisciplinary Work Order Based Services

King County, Multidisciplinary Engineering Services for Federally Funded Transit Work Order Projects

KPFF

KPFF is serving as the prime project management consultant and performing structural and civil engineering services for a current on-call contract. KPFF has provided multidisciplinary services on a variety of task orders, with select tasks including:

- **RapidRide F Line Final Design and Permitting** — Civil engineering and construction support services
- **RapidRide F Line Construction Support** — Civil engineering and construction support services
- **Ryerson Lifts Earned Value Management** — Maintenance support structures and design studies
- **Ryerson Field Survey** — Maintenance facility assessment
- **Burien Transit Center Paving** — Paving, maintenance of traffic, right-of-way, and phased construction
- **South Base Switchgear Improvements** — Electrical, utility relocations, and coordination with King County stakeholders
- **Route 48 Electrification, Olive Place TPSS** — Overhead trolley engineering, alternatives studies, and peer review

King County Metro, RapidRide Multidisciplinary Work Order Based Services

KPFF • FSi

KPFF provided King County Metro Transit multidisciplinary engineering support for the RapidRide Program. Work included 14 work order-based tasks ranging from planning, concept development, feasibility studies, and design. Select task orders included:

- **Conceptual Design for RapidRide F Line** — Concept design tasks including travel time and delay studies, intersection analysis, and inventory of communication system
- **Battery and Wall Street Transit Improvements** — Conceptual design development of transit lanes, queue jumps, and channelization improvements
- **Wall Street and Fifth Avenue Transit Queue Jump** — Design of a transit signal queue jump signal
- **Ryerson Base Lift Replacement Pre-Design Report** — Development of a recommended work plan for the replacement of vehicle lifts
- **SE Connector Bus Pull-Out** — Survey and final design for a bus pull-out at SR 516 and 213th Place Southeast
- **Transit Blueprint Update** — Technical support and planning assistance to identify transit speed and reliability improvements in the Seattle Central Business District



ABOVE: King County Work Order Based Construction Management Services for Miscellaneous Transit Facility Projects

King County Metro, Work Order Based Construction Management Services for Various Transit Facility Projects

KPFF

KPFF has managed seven consecutive work order based contracts to provide construction management services. The various tasks include work order project management and administration, construction administration including cost analysis/control, scheduling, document control, submittal review, response to RFIs, quality control/assurance, status reporting, and managing construction contract claims. Specific tasks include project control and inspection for:

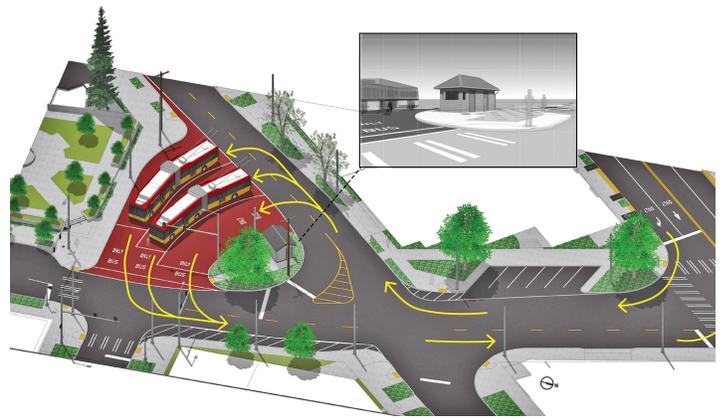
- Burien Transit Center Constructability Review
- A, B, C, D, E, & F Line RapidRide Passenger Facilities Improvements
- F Line RapidRide ITS Corridor Improvements
- Power Distribution Headquarters Replacement
- North Base Garage Hoist Replacement, Ventilation Replacement
- Bellevue Base HVAC
- Brickyard Park and Ride Expansion
- Redmond Park and Ride
- Trolley Extension to Sound Transit Light Rail
- Aurora Village Transit Center Security System
- Issaquah Highlands Park and Ride Electric Vehicle Charging
- Atlantic Base Parallelogram Lift, Site Prep
- Central Base Hoist Replacement

Sound Transit On-Call Architectural and Engineering Services for Transit Oriented Development

KPFF

Prime Consultant for an A&E on-call contract with Sound Transit for 30 task orders with fees ranging from \$12,000 to \$380,000. Task orders include several feasibility studies of a future operations and maintenance satellite facility, design for new equipment inside an existing operations and maintenance facility, demolition of an existing building with site restoration, and numerous financial feasibility, site development, and right-of-way studies. Select task orders have included:

- Project Management Quarterly Coordination
- Operations and Maintenance Facility East (OMFE) Site 4 Feasibility Analysis
- Operations and Maintenance Facility East (OMFE) Alternative 2 BNSF Overbuild Feasibility
- Othello TOD LBA and TPSS Parking Facility Design and Permitting
- Columbia City Surplus Property Analysis and Disposition Planning
- Capitol Hill TOD RFQ/P Evaluation Support and Plan Reviews
- “Kremeworks” Demolition Plans, Specifications, and Permitting
- Pine Street Triangle Redevelopment Analysis
- 901 Howell Redevelopment Analysis
- 2014 TOD Strategic Plan Update Final Draft and Edit
- Federal Way Link Extension Real Estate Advisory Services
- Federal Way Link Extension Transit Oriented Development Assessment Project Management Staff Support
- Roosevelt Station Transit Oriented Development
- 1400 Madison Transit Oriented Development
- Project Management Support Staff
- Transit Oriented Development Program Support
- Operations and Maintenance Facility East (OMFE) TOD Study
- Transit Oriented Development Support
- Overlake Transit Center Potential TOD
- East Link Corridor TOD Pre-Planning Studies
- Lynnwood Link Extension Corridor TOD Pre-Planning Studies
- Federal Way Link Extension Corridor TOD Pre-Planning Studies
- Federal Way City Center Stakeholder Organization



LEFT TO RIGHT: Tukwila Transit Center; Madison Street BRT

Tukwila Transit Center, Tukwila, WA

KPFF

This project involved development of a new transit center and improvements to Andover Park West in the City of Tukwila. The project is a key part of implementation of the Transit Network Plan for the Tukwila Urban Center (TUC) which supports future expansion of the TUC. Civil engineering services included compiling and reviewing information about the project site and future developments. KPFF developed material for and participated in stakeholder workshops to address concerns of local business owners and jurisdictions. KPFF prepared conceptual site documents that included compilation of information and stakeholder comments, and supported preparation of the Puget Sound Regional Council (PSRC) 2006 FTA Regional Competition Application including a conceptual construction cost estimate.

In conjunction, KPFF provided civil engineering and project management for PS&E for the federally funded Andover Park West Improvements that involved two new concrete bus pullouts and widening and overlay for 2,000 feet of Andover Park West. The project included roadway widening, median planters, concrete intersection, decorative sidewalk and pavement treatment, sidewalk tree planters, and new pedestrian heads and APS pedestrian pushbutton upgrades. Work also included a new 12-inch ductile iron water main through a commercial/retail area.

Madison Street Bus Rapid Transit (BRT), City of Seattle, Seattle, WA

KPFF • Nakano

KPFF is prime consultant and civil and structural engineer for the City's \$120M Bus Rapid Transit (BRT) program on Madison Street. The project aims to improve transit capacity, travel time, reliability, connectivity, comfort, visibility, and legibility in the Madison corridor. The project will incorporate a mix of center-running dedicated lanes, side-running

dedicated lanes, business access and transit-only (BAT) lanes, and mixed-flow lanes, utilizing off-board fare collection and level boarding. The project includes installation of full-depth Portland Cement Concrete Pavement (PCCP) bus lanes, pavement restoration, asphalt overlay, channelization, ADA compliant sidewalk and curb ramp design for more than 250 curb ramps, stormwater facilities, and public outreach support. Project challenges included difficult transit transfers, complex intersection geometry, and constrained right-of-way. KPFF developed solutions that included context-sensitive designs, major street re-channelization, reduced pedestrian crossing distances, and space optimization. Extensive coordination with King County Metro, SPU, and FTA is required for project delivery.

Shoreline South and North Transit Centers, Sound Transit, Sound Transit, Shoreline, WA

KPFF

KPFF is leading the design for the transit centers as part of Sound Transit's Lynnwood Link Extension project. The Shoreline South design includes six active loading bays, seven layovers, internal site circulation, and a 500-stall garage and passenger pick-up and drop-off facilities. The Shoreline North design includes four active loading bays, three layovers, internal site circulation, and a 500-stall garage and passenger pick-up and drop-off facilities. The transit stations were taken from conceptual sketches and program requirements to issue for construction drawings. KPFF worked closely with King Country Metro, Sound Transit, and Community Transit at Shoreline North to design large transit facilities and light rail stations to meet the requirements and operational concerns of the transit agencies.



LEFT TO RIGHT: *Tukwila Station and Transit Center; Edmonds Station and Transit Center*

Tukwila Sounder Station and Transit Center, Sound Transit, Tukwila, WA

KPFF • Tres West

KPFF served as the prime consultant providing management and structural and civil engineering for this commuter rail station. The project included design and permitting for the transit center, parking lot, and passenger platforms while maintaining existing Sound Transit Sounder operations. Complex construction staging and sequencing was needed to maintain active BNSF railway operations, including coordination of track alignment profile adjustments required for a new platform, preload for widening existing railroad embankment with poor soils and high groundwater conditions, 600-foot concrete platforms with steel canopies and ADA accessibility throughout site, jack and bore utilities, and landscaped parking lots with green stormwater infrastructure treatment facilities. Extensive agency coordination was required with the Cities of Tukwila and Renton for Strander Boulevard Extension, King County Metro for transit circulation and layout, BNSF and Boeing for a widened embankment to support a third mainline, and SPU for work adjacent to a 60-inch-diameter water transmission main. The project site was extremely constrained due to other projects being completed within close proximity, requiring creative problem solving to achieve the regulatory requirements for approximately 458 parking stalls, while implementing an interconnected and fully functioning transit and passenger rail facility.

Edmonds Station and Transit Center, Sound Transit, Edmonds, WA

KPFF

KPFF was the prime consultant and civil and structural engineer for the design of a new multimodal station, including a transit center, commuter rail platforms, bus boarding area, and passenger shelters. KPFF's services included layout of park and ride and bus transfer loading areas; interior circulation roads; non-motorized site access; improvements to city streets; stormwater treatment, conveyance, and detention systems; water and sanitary sewer improvements for station and parking areas; and utility and BNSF coordination.

KPFF managed the final design contract and the subconsultant team for Sound Transit. KPFF worked with stakeholders, various transit agency partners, and other authorities having jurisdiction to determine how the needs of each party would need to be accommodated for in the design, construction, and operation of this facility. Multiple tasks were accommodated concurrently in design allowing for completion of the project within the identified schedule and budget. Required close coordination and study with other engineering design work to remain integrated with other proposed projects in proximity.



LEFT TO RIGHT: Issaquah Transit Center; Federal Way Transit Center

Issaquah Transit Center, Sound Transit, Issaquah, WA

KPFF

This regional transit center and parking garage project involved expanding the existing surface park and ride lot and bus loading area. Sound Transit did not want to close the existing facility or interrupt operations, so KPFF worked with the stakeholders to phase construction and to build temporary loading facilities, an interim parking site, and temporary layover areas.

The project included an 820-stall parking garage, a bus loop, and bus layover facilities. Services included the siting study/predesign effort, final design, and coordination of environmental permits and wetland mitigation. The siting study included evaluation of four sites and final site selection. The comparison of sites included accessibility to the key draw areas, the King County Metro and Sound Transit networks, existing and planned HOV improvements, cost of site acquisition and construction, environmental impacts, and ability to capitalize on existing transit facilities. Amenities include passenger shelters, customer emergency stations, a security office and police outpost, bus loading and layover areas, and bicycle storage. The design incorporated Crime Prevention through Environmental Design (CPTED) measures. The project was funded by FTA, and federal level environmental permits were required.

Federal Way Transit Center, Federal Way, WA

KPFF • Transpo Group

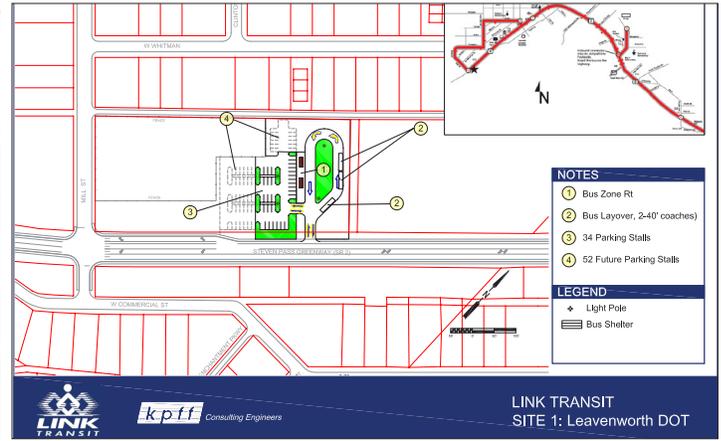
KPFF provided prime, civil engineering, and structural engineering services for this new regional transit hub serving Sound Transit, King County Metro, Pierce Transit, and local shuttle services.

A new cast-in-place, post-tensioned concrete parking garage with 1,200 stalls is efficiently laid out with clear site lines, expressive architecture, and inspiring public art. It has three elevators and four stairwells with handicap access. Closed-circuit television cameras are used to monitor the facility.

The project also included a 450-foot bus loop, a pedestrian bridge to connect the garage to the center island loading platform, and provision for future retail uses.

Services included engineering analyses, studies, and report preparation; development, evaluation, and recommendation of design alternatives; surveying; development and comparison of cost estimates for alternatives; preparation of NEPA documentation; and final design PS&E.

To further ease congestion in this area, the transit center links to I-5 via a direct access freeway ramp, which required extensive stakeholder coordination with WSDOT, City of Federal Way, Sound Transit, and various community groups.



LEFT TO RIGHT: Kitsap Transit SR 104 Park and Ride Study; Link Transit Regional Park and Ride Analysis

Kitsap Transit SR 104 Park and Ride Suitability Study, Kitsap County, WA

KPFF

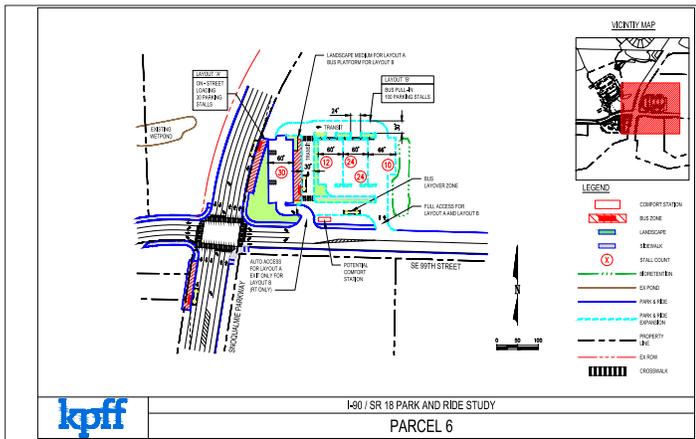
KPFF conducted a feasibility assessment for converting a four-acre site located at SR 104 and Bond Road Northeast (SR 307) for use as a park and ride facility. The scope of work included evaluation of four site alternatives ranging from 161 to 215 commuter stalls with unique bus layover and active bay solutions; four transit operation optimizations to the adjacent roadways; and non-motorized, pedestrian, and bicycle facilities.

Specific tasks included preliminary-level site plans; developing order of magnitude cost estimates; evaluation of transit and commuter access; storm drainage; environmental considerations; advising utility improvements; and opportunities for stakeholder engagement. KPFF made a recommendation from the four alternatives based on site access, bus routes to and from adjacent transit hubs, maximizing site utilization, and reducing acquisition of additional property.

Link Transit Public Transportation Benefit Area Regional Park and Ride Analysis, Chelan and Douglas County, WA

KPFF

KPFF provided planning assistance to Link Transit to review and evaluate the need and feasibility of possible park and ride lot locations. The scope of work included an evaluation of six proposed rural park and ride lots and two proposed urban park and ride lots ranging in size from 10 to 50 stalls. Tasks included sketch level site plans for the eight locations; estimates of the demand for park and ride use; evaluation of access attributes of each park and ride lot with respect to proximity to highways and local roads; compilation of an inventory of maximum number of parking spaces; evaluation of access issues for non-motorized use, including provision of ADA ramps and bicycle parking; siting of passenger amenities, including waiting areas and shelters; and development of order-of-magnitude cost estimates. KPFF then ranked the proposed park and ride sites by demand, deliverability, cost effectiveness, and overall system value. The scope of work also included recommendation of additional lots in the area that should be considered in the future. This project was completed on an accelerated schedule in only four months.



LEFT TO RIGHT: King County I-90/SR 18 Park and Ride Study; Lakewood Station and Transit Center

King County I-90/SR 18 Park and Ride Study, King County, WA

KPFF

KPFF prepared a study to explore the feasibility of locating a future park and ride facility near the I-90/SR 18 interchange. The project included identification of transit demand for facility sizing; development of evaluation criteria; assessment of sites; conceptual layouts including layover; and preliminary cost estimates for up to three locations.

King County Barton Street Bus Bulbs, Seattle, WA

KPFF

KPFF provided survey and civil engineering for intersection improvements for the Metro Route 120 and the RapidRide “C Line” improvements in West Seattle. Improvements included two bus bulbs, curb ramps, channelization, paving removal and restoration, and drainage inlets. KPFF also provided an intersection plan and cost estimating.

Lakewood Station and Transit Center, Sound Transit, Lakewood, WA

KPFF • Tres West

KPFF was the prime consultant and civil and structural engineer for this new station, which is comprised of a 600-stall structured parking garage, 400-foot transit center, pedestrian plaza, and commuter rail platform.

KPFF worked with Sound Transit to review parking alternatives to replace surface parking with a multi-level garage. KPFF worked with Pierce Transit to design the facility based on existing and future programmatic needs.

The project is located on a major arterial, providing several access and circulation challenges. Other aspects of the project included close coordination with a City of Lakewood roadway project, stormwater treatment train with infiltration, and modifications to major transmission lines adjacent to the site. Planning considerations included preservation of a native oak grove.

KPFF worked closely with Sound Transit regarding cost control. KPFF provided justification for a code interpretation that resulted in a cost savings of \$400,000 to the construction cost.

Experience of Key Personnel

As shown in our organizational chart below, we have assembled a team with the expertise and capacity to deliver any task order required by this contract. Zach Gray will serve as our project manager, and will be the

main point of contact for WTA. Zach understands how to best organize and activate multidisciplinary teams, and the skills and experience that are required to deliver projects to public agency clients effectively and collaboratively, and that meet the needs of the on-call task order work that will be required by this project.





Zach has 21 years of engineering experience, including successful prime management, planning, design, permitting, and construction support services for transit and transportation improvement projects, including transit centers; bus layover areas; parking lots; multimodal facilities with roadway and non-motorized components including bicycle, pedestrian, and shared-use paths; and maintenance and storage facilities. He has participated in workshops and open houses to encourage agency, public, and stakeholder involvement throughout the project delivery process. Zach has managed multidisciplinary teams to deliver complex transportation and transit projects for existing and new transit facilities.

Zach Gray, PE, ENV SP

Project Manager/
Main Point of
Contact

FIRM

KPFF

EDUCATION

BS Civil Engineering,
University of Utah

REGISTRATION

PE in WA

Envision Sustainability
Professional

Spanaway Transit Center, Pierce Transit, Spanaway, WA

Project Manager overseeing a multidisciplinary team providing preliminary and final design services for a new transit and park and ride facility in South Pierce County. Work includes design and land-use planning services for the initial phase of the project and future phasing to allow for expansion as additional funding becomes available. Improvements also include transit signal priority, operator comfort building, utility services, low-impact storm drainage facilities, and electrical vehicle charging stations. Transit turning simulations were completed using AutoTURN software to increase site efficiency and use. Conducted field tests to validate results.

Ben Franklin Transit, On-Call Transit Architecture & Engineering Services, Tri-Cities, WA

Engineering Design Lead for three-year on-call services agreement. Task order work includes site selection studies, planning, and preliminary and final design for three new transit hubs, grant funding application support and cost estimating, property acquisition, surveying, bus stop and shelter amenities standards for construction of up to 100 different bus stops throughout the Tri-Cities region, construction field support for bus and shelter amenity construction activities.

Tukwila Station and Transit Center, Sound Transit, Tukwila, WA

Civil Project Manager for the design and permitting for a transit center, parking lot, and passenger platforms while maintaining existing Sounder operations. The project included improving ADA accessibility throughout site, jack and bore utilities, and landscaped parking lots with green

stormwater infrastructure treatment facilities. Extensive agency coordination was required with the Cities of Tukwila and Renton, BNSF, and Boeing.

Edmonds Station and Transit Center, Sound Transit, Edmonds, WA

Project Manager for the expansion of the existing Amtrak station and parking lot facility to accommodate increased Sounder commuter rail service and use. Civil design services included layout of passenger platforms, park and ride lot, and bus transfer facility; interior circulation roads; improvements to city streets and frontage; stormwater treatment and conveyance; water and sanitary sewer improvements for station and parking areas; and utility and BNSF coordination.

Shoreline South and North Transit Centers, Sound Transit, Shoreline, WA

Lead Civil and Utilities Engineer for design of two transit centers as part of the Lynnwood Link Extension project. The Shoreline South design includes six active loading bays, seven layovers, internal site circulation, and a 500-stall garage and passenger pick-up and drop-off facilities. The Shoreline North design includes four active loading bays, three layovers, internal site circulation, and 500-stall garage and passenger pick-up and drop-off facilities.

Operations and Maintenance Facility: East, Sound Transit, Bellevue, WA

Civil Engineer for the conversion of an existing commercial and industrial site into an Operations and Maintenance Facility for the Sound Transit light rail system. The site will include a Maintenance of Way building, Operations and Maintenance (OMF) building, and Light Rail Vehicle (LRV) movement and storage tracks, along with associated ancillary structures.



Diana Timpson, PE, PMP

Task Manager

With more than 19 years of A&E design experience, Diana has been a contract manager and design lead for multidisciplinary teams on a wide range of transit projects, including multimodal transit facilities, bus maintenance facilities, commuter rail and light rail stations, garages, ferry terminals, and park and ride facilities. She has overseen multiple projects as a design team lead from early design through construction, and has managed several multidisciplinary on-call contracts for transit agencies.

FIRM

KPFF

EDUCATION

ME Structures, Cornell University

BS Civil Engineering, University of Massachusetts, Lowell

REGISTRATION

PE in WA and CA

Project Management Professional

King County Federally Funded Work Orders A&E On-Call, Seattle, WA

Project Manager for a wide range of transit facility improvement projects for HVAC upgrades, list equipment assessment and replacement, existing conditions surveys, concrete and asphalt pavement repair, and Earned Value Management reporting.

King County Metro South and Central Transit Base Expansion Work Order

Project Manager. KPFF is providing project management and engineering on small to very large multidisciplinary tasks, including circulation and coach parking planning, equipment replacement assessments, base expansion studies, stakeholder and

communications management, and planning and final design, permitting, specifications, and construction support for new bus maintenance bases.

Community Transit On-Call, Everett, WA

Project Manager. KPFF is the prime contract manager for over 40 work orders from small evaluations and studies to large expansion projects at Kasch Park and Merrill Creek operating and maintenance bases, and various park and ride and transit centers.

Sound Transit A/E Services On-Call, Seattle, WA

Project Manager. The project included 46 transit facility improvement tasks.



Ron Leimkuhler, PE

Principal-in-Charge/QA/QC/Constructability Reviews

Ron has 41 years of experience in the planning, design, and construction of transit facilities, including transit center hubs, park and rides, and maintenance bases and their associated surface and structured parking facilities. Through his involvement with public agencies and community groups, Ron has acquired the experience to assist clients in developing strategies for dealing with federal funding, environmental permitting, and public involvement. He has gained the reputation as a leader in the transportation field and is actively involved with professional societies to ensure quality infrastructure improvements throughout Washington.

FIRM

KPFF

EDUCATION

BS Civil Engineering, Montana State University

REGISTRATION

PE in WA and ID

Issaquah Transit Center, Sound Transit, Issaquah, WA

Principal-in-Charge for this FTA-funded transit center, which includes 820 park and ride stalls with a bus loop and bus layover facilities.

Madison Bus Rapid Transit (BRT), SDOT, Seattle, WA

Principal-in-Charge. Major elements for this FTA-funded urban arterial project include significant roadway reconstruction, transit improvements, stakeholder interface, and complete street design.

Tukwila Transit Center, Tukwila, WA

Principal-in-Charge for this federally funded project to assist with the development of a new on-street transit center serving a regional shopping mall and adjacent neighborhood.

Commuter Rail Stations, Sound Transit, Kent, Tukwila, Edmonds, and Lakewood, WA

Principal-in-Charge for transit center design; roadway reconstruction and widening; design of park and ride, bus transfer, and kiss and ride loading areas; stormwater; water and sanitary sewer improvements for station and parking areas; and utility coordination.



Keith Ireland, PE

Civil Site/Roadway

Keith has 10 years of experience with transit and roadway improvement projects, including roadway geometric and site 3D modeling, site layout, grading, ADA compliant design, and utility design. Keith is skilled at designing facilities with complex requirements and site constraints to meet project requirements. Keith has extensive experience designing facilities with bus transit operation on both dedicated transit facilities and on public roadways.

FIRM

KPFF

EDUCATION

BS Civil Engineering,
Washington State
University

REGISTRATION

PE in WA

Lynnwood Link Extension, Sound Transit, Lynnwood, WA

Roadway and Civil Site Engineer.

Keith's duties have included roadway and transit layouts and associated alternatives analysis to reach concurrence with local Cities and transit agencies. Keith led civil design for the Shoreline South and North stations, including bus transit facilities, kiss-and-ride drop-off, and parking garages.

Northgate Link Extension, Sound Transit, Seattle, WA

Roadway and Civil Site Design Engineer.

Keith's duties include the design of the site preparation and demolition, road

and sidewalk restoration, road profile, intersection grading, and utilities.

East Link Extension Final Design, Sound Transit, Bellevue to Redmond, WA

Keith led a number of roadway and civil site design improvements. Tasks included roadway geometrics, design site preparation and demolition plans; and design layout and grading of curb ramps to meet ADA requirements.

University Link Extension, Sound Transit, Seattle, WA

Civil Engineer for roadway and geometric design of the street improvements/restoration in the vicinity of the Capitol Hill station.



Katie Herold, PE

Stormwater

Katie has 16 years of civil engineering experience in the planning and design of projects including transportation, transit facilities, urban and rural site developments, military design-build, and parks. She specializes in stormwater design, including low impact design, water quality treatment facilities, detention, infiltration, conveyance, downstream conveyance, hydraulic report writing, construction stormwater control, and permitting.

FIRM

KPFF

EDUCATION

BS Civil Engineering,
University of
Washington

REGISTRATION

PE in WA

Merrill Creek Operations Base, Community Transit, Everett, WA

Stormwater retrofit to remove failing trench drains and repave the bus parking area while the Maintenance facility remained operational. Updated the site's Industrial Stormwater Permit.

Madison Bus Rapid Transit, SDOT, Seattle, WA

Lead Design Engineer to bring Bus Rapid Transit to the Madison Valley/Downtown Seattle corridor. Coordinated joint needs from King County Metro Transit and Seattle Department of Transportation in a congested area.

Northgate Link Extension, Sound Transit, Seattle, WA

Drainage Engineer, Quality Control, and Lead Construction Support for the drainage design associated with the Northgate Station and tunnel to grade transition areas.

King County Multistoried Parking – Issaquah Highlands Park and Ride, Issaquah, WA

Project Civil Engineer and Co-Prime Project Manager for design and construction of an approximately 1,000-stall structured park and ride facility and transit layover yard. Includes bus circulation and layover areas, pedestrian platforms, landscaping and separate shuttle bus area.



Jeff Fellows, PE

Utilities

Jeff has eight years of civil engineering experience focusing on utilities, drainage, and roadway. Much of his previous work has involved utility design and coordination for electrical and telecommunications facilities. He proactively identifies impacts during preliminary civil design and uses this information to accelerate the concurrence process.

FIRM

KPFF

EDUCATION

BSCE Civil and Environmental, University of Washington

REGISTRATION

PE in WA

Lynnwood Link Extension – L200, Sound Transit, Seattle/Shoreline, WA

Jeff led dry utility outreach, coordination, and design efforts. He identified and resolved utility conflicts based on preliminary design information. Jeff facilitated numerous utility stakeholder meetings to keep utilities updated on project design progress.

Northgate Link Extension – N111, Sound Transit, Seattle, WA

Design Engineer. Assisted in the development of designs intended to underground SCL utilities surrounding

the future Northgate Station. The designs covered roughly a half-mile-long corridor where all overhead SCL power and communications lines were relocated below ground in advance of future guideway and station construction.

King County Parks On-Call, Skyway Park Improvements, King County, WA

Design Engineer for drainage improvements and developed the drainage report. Participated in coordination with Olympic Pipeline/ BP and SCL to demonstrate project improvements would not impact either existing utility on site.



Rob Price

Construction Manager

Rob has nearly 30 years of experience managing design, planning, and construction projects for a variety of tenants and clients in the Pacific Northwest. He has overseen transit base upgrades and renovations, and facilitated dozens of project plans, schedules, and designs for a wide variety of different projects and programs. He has successfully delivered many multidisciplinary work orders and projects for transit agencies, including Community Transit and King County Metro.

FIRM

KPFF

EDUCATION

Master of Business Administration, Seattle Pacific University

BA Economics, University of Washington

REGISTRATION

40-Hour HAZWOPER Certification

Merrill Creek Base Repaving, Community Transit, Everett, WA

Design and Construction Manager. Rob led the development of this paving and storm drain system upgrade project for Community Transit since its initial conceptual phase in 2017. He managed the project's planning process, including design and construction documents, followed by construction in the field. Rob coordinated scheduling and construction sequencing throughout the project, which has required careful planning to keep the bus base fully operational.

Operations and Maintenance Building Expansion, Community Transit, Everett, WA

Project Manager leading planning and design for this expansion and retrofit project that includes 18,000 SF of new building expansion for a body shop, break room, and hoist bays as well as conversion of the existing body shop to full service vehicle maintenance bays.

Ryerson Base Hydraulic Hoist Replacement, King County Metro, Seattle, WA

Project Manager. Rob led the design and implementation team for replacement of eight hydraulic bus hoists.



Sara Roberts, PE, SE
Structural (Buildings)

Sara has worked continually on stations, garages, and other transit facilities for the past 20 years for agencies such as Sound Transit, King County Metro, Community Transit, and Everett Transit. Sara manages both new and expansion projects where the systems need to be integrated with existing construction, and construction phased to maintain operations.

FIRM
KPFF

EDUCATION
BS Civil Engineering,
Princeton University

REGISTRATION
PE and SE in WA

Sound Transit TOD A/E Services On-Call, Various Locations, WA

Project Manager for an A&E on-call contract. Task orders include several feasibility studies of a future operations and maintenance satellite facility, design for new equipment inside an existing operations and maintenance facility, demolition of an existing building with site restoration, and financial feasibility, site development, and ROW studies.

King County Metro, South and Central Transit Base Expansion

Structural Engineer for this work order-based contract. Includes site selection evaluations, property and building

assessments, modifications to existing facilities, and site planning.

Work Order for the RapidRide Program, Speed and Reliability Program, and Other Transit Facilities, King County Metro Transit

Work Order Manager/Structural Engineer for several work orders.

Issaquah Transit Center, Issaquah, WA

Design and Structural Manager for expanding this local park and ride into a regional Sound Transit facility. Includes 820 park and ride stalls, with a bus loop for loading and layover, passenger shelters, customer amenities, and underground detention vault.



Bruce Erickson, PE, SE, ENV SP
Retaining Walls and Miscellaneous Structures

With 35 years of experience, Bruce has provided structural engineering services for a variety of projects, including roadway, transit, bridges, tunnels, shoring, and buildings. He has designed over a million square feet of retaining walls during his career for projects of all sizes, in all types of terrain, and with heights ranging from under three feet to over 100 feet. Bruce has extensive experience with cast-in-place concrete, soldier pile, soil nail, sheet pile, modular block, mechanically stabilized earth (MSE), gravity block, and slurry walls, as well as other less common types of walls. He is also experienced with design of a variety of miscellaneous structures frequently needed for roadway and utility work, such as noise walls, sign and lightpole foundations, pressure pipe thrust restraints, and utility vaults.

FIRM
KPFF

EDUCATION
BS Civil Engineering,
Northwestern University

REGISTRATION
PE and SE in WA
Envision Certification
(ENV SP)

Lynnwood Link Extension, Sound Transit

Structural Engineer leading the design of 10 miles of retaining walls up to 40 feet tall, as well as multiple noise walls, utility protection slabs and pipe thrust blocks. Walls run adjacent to the I-5 corridor within WSDOT right-of-way, so they are designed to both Sound Transit and WSDOT standards.

I-405 Widening and Express Toll Lanes

Structural Lead for 140,400 SF of retaining walls, including MSE with precast facing, wire-faced MSE, soldier pile, and cast-in-place concrete cantilevered walls. Bruce also led the

design for all miscellaneous structures, including vehicle barriers, sign and tolling gantry structures, light pole foundations, precast noise walls, and vault modifications.

SR 522 Stage 3 Improvements, City of Bothell, WA

Structural Lead for 49,000 SF of retaining walls, consisting of a combination of MSE and cantilevered soldier pile. Lightweight fill was used for a portion of one MSE wall to avoid creating additional downward pressure on existing waterlines. Design work also included the foundation for a monument sign.



Ryan Peterson, PE, PTOE

Traffic Engineer

Ryan is an experienced transportation engineer with a strong background in all facets of traffic design throughout the Northwest. His focus is primarily on traffic analysis and design. Ryan provides clients with intelligent transportation systems engineering, traffic signal design, phasing, timing and coordination, as well as micro-simulation analysis using a variety of transportation modeling programs.

FIRM

Transpo

EDUCATION

ME Civil Engineering (Emphasis in Traffic and Transportation Engineering), Utah State University

BS Civil Engineering, Utah State University

REGISTRATION

PE in WA, ID, MT, WY

Professional Traffic Operations Engineer, WA

Adaptive Signal Control, Snohomish County, WA

Project Manager for implementation of the County’s first adaptive signal control system in accordance with FHWA requirements. This project involves five agency stakeholders (Snohomish County, WSDOT, Community Transit, and the Cities of Everett and Bothell). The project corridor overlaps with Community Transit’s SWIFT II BRT route, so choosing an adaptive signal system that incorporated transit was essential.

Adaptive Traffic Control System, Federal Way, WA

Project Manager for systems engineering, procurement, and

deployment of an adaptive signal system. Ryan’s work has included leading the development of system engineering documents modeled after FHWA’s Model System Engineering for Adaptive Signal Systems.

Issaquah Highlands Transit Signal Improvements, Issaquah, WA

Ryan led the design of a unique transit queue jump at the intersection located north of the Issaquah Transit Center. To address operational and safety concerns regarding merging into through traffic, Ryan presented the concept to add a queue jump from the northbound left-turn lane of the intersection.



Patrick Lynch, AICP

Traffic Engineer

Patrick is an experienced multimodal transportation planner who has successfully prepared and implemented multimodal transportation plans that focus on the needs of pedestrians, bicyclists, and connectivity to transit service. Having served as both a public agency employee and a senior-level consultant, Patrick offers unique expertise and thoughtful insights that result in effective transportation planning, realistic funding strategies, and forward-thinking transportation policies to accommodate all modes of travel and people with varying levels of mobility.

FIRM

Transpo

EDUCATION

BS Environmental Policy and Assessment, Western Washington University

REGISTRATION

AICP in WA

WSDOT, Statewide Human Services Transportation Plan, Washington State

Worked with a diverse group of stakeholders to build upon local needs in each of Washington State’s 13 regional transportation planning organization (RTPO)-sponsored transportation plans. Included reviewing regional HSTP, best practices, and meetings with agency stakeholders.

South Bellevue and Main Street Station Access Studies, Bellevue, WA

Patrick helped conduct station area access plans for both the South Bellevue and Main Street light rail stations, identifying an array of access improvements including sidewalks, bike lanes, crossings, and trails. Objectives were to establish a clear vision for the

station area, identify capital investments to enhance the community, and optimize station access for all modes. The application of ViaCity provided the City and community groups with easy-to-understand connectivity maps.

CWCOG, Cowlitz Transit Enhancement Plan, Cowlitz County, WA

Developed a transit enhancement plan to provide a comprehensive assessment of public transportation services within the Longview-Kelso area. The project reviewed Community Urban Bus Service and assessed existing services, service expansion, and analyzed coordination and connectivity. Recommendations included shifting service times, simplifying routes, upgrading bus stops, and providing new bus stops.



Paula Gilmour, PLA
Landscape Architect

Paula serves as project manager on public and private projects, including urban design, large-scale site planning, transportation, infrastructure, and environmental design. As a Project Manager for numerous transportation projects, Paula has worked with many of the agencies, municipalities, and jurisdictions of the Puget Sound region to successfully integrate their requirements into designs that meet agency goals, objectives, and budgets.

FIRM
Nakano

EDUCATION
Master of Landscape Architecture, University of Oregon

BS Watershed Studies, WWU Huxley College of Environmental Studies

REGISTRATION
Registered Landscape Architect in WA

Tukwila Transit Center, Tukwila, WA

Landscape Project Manager. A new transit center with north and southbound stops, and roadway and streetscape improvements. Nakano Associates completed landscape and irrigation design and urban design for pedestrian spaces along the corridor.

Eastlink Corridor, Sound Transit, Seattle and Mercer Island, WA

Landscape Architect. Responsibilities included the design of select I-90 corridor landscape areas, Sound Transit

wayside facilities, park mitigation, and day-to-day project management.

Madison BRT, SDOT/King County Metro, Seattle, WA

Landscape Architect including street tree planting and landscaping along the entire route.

SDOT East Marginal Way Protected Bike Lane, Seattle, WA

Landscape Architect for street tree planting and landscaping along the entire route.



Christine Scharrer AIA, RA
Architect/Space Planning

Christine has over 26 years of experience serving transit agencies and public clients in the Pacific Northwest. Since founding ScharrerAD in 2014, Christine and her team have designed transit stations and other facilities for public and agency clients, including through on-call and general engineering contracts. Christine has a long and successful history of working with KPFF on transit projects.

FIRM
ScharrerAD

EDUCATION
Bachelor of Architecture, Kansas State University

REGISTRATION
Architect in WA

Sound Transit, Stride Bus Rapid Transit 522 Segment, Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, WA

Stations and Garage Architectural Design and Planning. Christine is the lead architect for the architectural design for the new Sound Transit BRT Stations along the SR 522 and SR 523 Corridors. The project includes preliminary engineering design for three structured park and ride garage locations, coordination with the ST BRT program team, and overall station planning for the route.

King County Metro, Eastlake Layover Facilities, Seattle, WA

Christine and her team are the architects for a new comfort station building for King County Metro as a part of a larger off-street layover facilities project. Included detailed programming efforts for the layover facilities and coordination with King County Metro's operations and security teams.

Sound Transit, Lynnwood Link Extension, Shoreline, WA

Architectural Lead for North Shoreline/185th Station and Garage, including design for a new light rail transit station, parking garage, and elevated bus transit center serving multiple transit agencies.



Ola Jarvegren

Mechanical

With 20 years of engineering experience, Ola has an extensive background in the design and inspection of plumbing, HVAC, and other mechanical systems including software management systems. He possesses specialized experience in industrial ventilation and fluid delivery systems in maintenance facilities, as well as fuel, wash, and vacuum areas. Ola has worked with Whatcom County, as well as area projects with the State of Washington, Western Washington University, and the cities of Everson, Ferndale, and Bellingham.

FIRM

FSi

EDUCATION

BSME, University of Washington

Pierce Transit, On-Call A/E Services, Lakewood, WA

Mechanical Project Manager for an FTA-funded fire sprinkler, fire alarm, HVAC, and plumbing modifications at an 11,300 SF pre-engineered metal building.

Intercity Transit, On-Call Pattison Base Expansion, Olympia, WA

Mechanical Project Manager for mechanical, plumbing, and fire protection design including a new diesel

and unleaded fuel system, and piping for lubrication systems.

Pierce Transit TAMP Assessment, Tacoma, WA

Mechanical Project Manager for an on-call work order assessment for Transit Asset Management Performance (TAMP) assessment of fire protection in eight buildings. The report met the requirements of the US DOT guidebook for this FTA-funded project.



Roger Au, PE

Electrical

Roger has over 40 years of electrical engineering experience with the last 30 years being with Tres West. With his extensive involvement in the electrical field, he has become the Senior Electrical Engineer at Tres West. His thorough background has provided him a well-rounded and comprehensive expertise in a wide variety of electrical systems for projects of varying sizes and scope. Roger has become an expert in assessing existing systems for conditions and providing recommendations for repair or replacement, potential phasing options, and occupancy considerations while keeping available budget and funding constraints in mind.

FIRM

Tres West

EDUCATION

MS and BS Electrical Engineering, University of Washington

REGISTRATION

Electrical Engineer in WA

Port of Seattle, CNG Bus Maintenance Facility, Seattle, WA

Engineer of Record for electrical design for a 2,000 amp, 480 volt main switchboard serving three buildings via underground duct banks, and fitted with a 2,000 amp POS standby terminal box for a portable generator sized for 1250kW that will serve a bus washing station, fueling station, and maintenance/administration building.

Sound Transit On-Call, Various, WA

Senior Project Manager for the electrical projects for a five-year on-call contract, including the remodel of the OMFE Tenant Improvement, Union Station (30) ERV Charging Stations, UW Station Vertical Transportation, Sound Transit (9) ERV Chargers, and the Angle Lake Station Grounding repairs.

Sound Transit COMF Task 36 & Task 25

Electrical Project Manager for design of the installation of electric car chargers at the existing Central Link Operations and Maintenance Facility (COMF) at Forest Street to accommodate Sound Transit's existing electrical vehicle fleet. Tres West also provided electrical design for the installation of two electric car chargers at the existing Operations & Maintenance Facility at Forest Street to accommodate Sound Transit's existing electrical vehicle fleet.

Transportation Maintenance Facility, Bothell, WA

Engineer of Record for this new LEED Silver certified facility with space for over a hundred buses.



Fiona McNair, PWS

Environmental

Fiona has developed permit application materials and supporting studies for road, bridge, multimodal, trail, residential, and commercial construction projects and habitat restoration projects including local (critical areas, SEPA and shorelines), state (HPA, 401 water quality certification), and federal (USACE Section 10 and 404 review, ESA, FEMA, NEPA) compliance. Fiona has trusted working relationships with local planners, WDFW area habitat biologist, Corps Project Managers, and WSDOT Local Programs Engineers.

FIRM

GeoEngineers

EDUCATION

MS Resource and Environmental Management, Simon Fraser University

BS Marine and Freshwater Ecology, McGill University

REGISTRATION

Professional Wetland Scientist (PWS)

James Street Multimodal Feasibility Study, Bellingham, WA

Environmental and Regulatory Lead. Fiona led critical areas assessment and impacts minimization for this transportation alternatives analysis for constructing ADA-compliant pedestrian, bicycle, and transit-supportive improvements on James Street and identifying a preferred alternative based on benefit-to-cost analysis.

Granary Avenue and Laurel Street Improvements, Bellingham, WA

Environmental and Regulatory Lead for this federally funded road improvement

project including shoreline assessment and local, state, and federal permits including NEPA compliance (WSDOT categorical exclusion).

Hughes Avenue Improvements, Blaine, WA

Environmental and Regulatory Lead. Fiona led regulatory compliance for this federally funded road improvement project including wetland assessments and local, state, and federal permits including NEPA compliance (WSDOT categorical exclusion). Improvements included road widening, intersection improvements, and new bus stops.



Margaret Berger, MA, RPA

Cultural Resources

Margaret has 14 years of professional experience as an archaeologist. She has completed numerous transportation improvement projects subject to regulations as mandated by project funding and permitting, such as through WSDOT Local Programs. She currently manages CRC's subconsultant on-call agreement with WSDOT SW region. She has a decade of experience working with local municipalities, engineering and geotechnical firms, local Tribal communities, and DAHP to execute projects within scope and budget and in adherence to professional standards.

FIRM

CRC

EDUCATION

MA Anthropology, University of Washington

BA Anthropology and Archaeological Studies, Oberlin College

REGISTRATION

Register of Professional Archaeologists, National

Kitsap Transit, North Kitsap Maintenance Base Project, Kitsap County, WA

Project Archaeologist for an assessment for construction of a new bus maintenance base in compliance with Section 106 of the NHPA. Background research, tribal contact, and field investigations were negative for cultural resources, and it was recommended the project proceed as planned.

RH2 Engineering on behalf of Ben Franklin Transit, Tulip Lane Park and Ride, Richland, Benton County, WA

Project Archaeologist for an assessment and inadvertent discovery protocol for proposed WSDOT park and ride improvements in compliance with

Section 106 of the NHPA. Background research, tribal contact, and field investigations were negative for cultural resources. It was recommended that the project proceed as planned.

Rainier Avenue South Transit Improvement Project, Renton, WA

Project Archaeologist for a cultural resources assessment in compliance with Section 106 of the NHPA as the project was funded through the FHWA. Methods followed DAHP guidelines. Based on background research, Margaret presented project-specific recommendations to ensure archaeological deposits would not be impacted by project activities.



Cassandra Durkin

Project Clearances/Permitting

Cassandra brings over 10 years of experience with permitting throughout Washington, beginning with reviewing and approving permits as a permit administrator for Whatcom County then leading permitting efforts for public and private projects as a consultant. Cassandra works with the design team to prepare permitting strategies for individual projects and work with agencies to outline a permitting path. Her permitting experience also includes preparing federal and state permit documentation, including NEPA Categorical Exclusions, Joint Aquatic Resource Permit (JARPA) applications, facilitating Section 106 review, and obtaining Hydraulic Project Approvals (HPAs). At the local level, Cassandra is experienced in preparing materials and obtaining approvals for shoreline permits and shoreline exemptions, SEPA checklists, clearing and grading permits, and construction permits.

FIRM

KPFF

EDUCATION

MPA, University of Washington

BA Environmental Planning and Policy, Western Washington University

Seacrest Float Repairs, Seattle, WA

Environmental Permitting Lead for federal, state, and local permits.

Whatcom County Planning and Development Services, Bellingham, WA*

Planner and Permit Administrator that reviewed development projects for compliance with critical area and shoreline regulations. Review of proposals included conducting site visits to evaluate critical areas and working with project proponents to meet critical area and shoreline regulations.

**Experience prior to joining firm*

South Oxbow Bridge Inspection and Emergency Repairs, Tukwila, WA

Environmental Permitting Lead for federal, state, and local permit review processes, including NEPA Categorical Exclusion, JARPA application materials to support the US Coast Guard Letter, verification from US Army Corps of Engineers, and HPA from Washington Department of Fish and Wildlife.

Woodin Avenue Bridge, Chelan, WA

Environmental Permitting Lead for federal, state, and local permits.



Greg Mummy

Project Estimating

Greg has over 36 years of experience in construction, construction management, and the estimating process, from laborer to running his own general contracting/construction management company. Greg has provided estimating services for Sound Transit and King County Metro on their public projects.

FIRM

GSG Group

EDUCATION

Masters Degree Civil Engineering, Construction Management, Stanford University

REGISTRATION

American Society of Professional Estimators
SPIRE- Stanford Professionals in Real Estate

Tukwila Station, Sound Transit, Tukwila, WA

Cost Estimator. Prepared estimates for primary scope and multiple alternates for Sound Transit's Tukwila project. This included a proposed overhead walkway structure and several complex storm drainage options.

Sound Transit, On-Call Estimating Services, Seattle, WA

Cost Estimator. Projects included numerous building remodel estimates, track signaling upgrades, as well as site improvement estimates.

Sound Transit, On-Call Estimating for Transit Station Developments, Snohomish and King County, WA

Cost Estimator. Provided cost review and information for various future station projects.

King County Metro, Peer Review Estimates, Seattle, WA

Cost Estimator. Provided peer review estimates for projects that came in at bid time with a large discrepancy from the engineers estimate.



Adam Morrow, PLS

Surveyor

Adam has served as PSE’s survey project manager for WTA projects dating back to 1999. Last year Adam managed the construction staking for the new bus parking facility on Midway Lane, and has over 21 years of experience managing design and construction surveying projects in and around Whatcom County. Adam has been a partner at the firm since 1999.

FIRM

PSE

EDUCATION

BA Political Science,
Western WA University

REGISTRATION

Professional Land
Surveyor in WA

WTA Headquarters, Bellingham, WA

Project Survey Manager for a full topographic and boundary survey in support of design and construction of the current headquarters of the Whatcom Transportation Authority in the Irongate Industrial zone of Bellingham. Survey included location of utilities, critical areas and buffers, geotechnical test pits, and associated design and permit-related features. Services also included preparation of easement exhibits for public and private utilities and construction staking.

WTA Lynden Transportation Station, Lynden, WA

Project Survey Manager for a boundary retracement survey in anticipation of a Lot Line Adjustment to sell surplus property to a neighboring landowner. Permitting services were included.

WTA Midway Lane Bus Parking Facilities, Bellingham, WA

Construction Survey Manager for design surveying services in 2016 and provided construction staking services in 2019. A full boundary and topographic survey was completed in support of site plan design. Easement exhibits were prepared to meet City requirements.



J. Robert Gordon, PE

Geotechnical

J. Gordon has 40 years of experience managing geotechnical engineering and environmental projects, ranging from pre-purchase evaluations, traditional building and site development, and environmental assessment and cleanup. He has 27 years of local Whatcom County experience including a wide range of transit- and transportation-related projects, including building support, roadway and pavement design, bridges, and retaining structures. He works well in team environments and manages many on-call contracts with local and state level public agencies for geotechnical and environmental services. He has experience for WTA at many of their sites, and in the cities where the other WTA facilities are located.

FIRM

GeoEngineers

EDUCATION

BS Civil Engineering,
University of Colorado

REGISTRATION

PE in WA, OR, ID, AK,
and BC, Canada

WTA East Bakerview Site Purchase, Bellingham, WA

Principal-in-Charge during geotechnical/environmental site assessment, cleanup evaluations, and collaborating with WTA, WTA’s legal counsel, and the property owner during this potential property purchase for WTA.

WTA MOAB, Bellingham, WA

Principal-in-Charge during geotechnical and environmental assessment and design for the WTA MOAB site development. J. worked with WTA and the design team to incorporate

appropriate environmental controls during site development to meet regulatory standards and limit impact to MOAB operations.

WTA Cordata Transportation Hub, Bellingham, WA

Principal-in-Charge/Geotechnical Engineer. Services included Phase I and Phase II ESA, and geotechnical design report for the proposed transportation hub that included large canopies for the buses.



Kristina Guzman, SR/WA, R/W-RAC

Right-of-Way

Kristina is a results-driven professional in right-of-way acquisition, relocation, and project management. She has performed senior acquisition services on many public transportation projects, and she understands the importance of improving our public transportation. She brings enthusiasm and perseverance in successfully completing acquisitions and relocations with respect for those impacted and the interest of the public. Kristina’s experience in the right-of-way industry is predominately under the guidelines of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA).

FIRM

RES Group NW

EDUCATION

Bachelor of Arts, Society and Justice, University of Washington

REGISTRATION

Real Estate Broker License, WA

Notary License, WA

King County Metro, I Line, Renton, Kent, and Auburn, WA

ROW Project Manager. RES Group will provide continual support as part of the team to be responsible for all aspects of acquisition, relocation, additional design input, baseline budget, relocation plan, managing and overseeing appraisal and review appraisal consultants, documentations, clearing title, and facilitate closing.

Sound Transit, Light Rail Extension, Greater Seattle Area, WA

Senior Acquisition Manager and Agent. Managed acquisition process while also actively performing acquisitions.

Provided engineering support and worked closely with Sound Transit’s Community Outreach to resolve property owner’s concerns. Performed non-residential and residential relocations, acquisition of fee simple and temporary and permanent easement rights. Assisted in piloting and rollout of the Customer Relationship Management Software (CRM) within the Real Estate department.

Bus Bays, City of Phoenix, Phoenix, AZ

Project Lead for 21 bus bay projects consisting of multiple partial acquisitions of commercial properties.



Renee Rehn

Record Management/Stakeholder Coordination

Renee is experienced in contract management and administrative support. She provides budgeting, progress reports for invoicing, and administrative assistance on KPFF transportation projects. She has experience providing administrative support and document control for transit and on-call contracts.

FIRM

KPFF

EDUCATION

BA Political Science, University of Arizona School of Government and Public Policy

King County Metro, Work Order Multidisciplinary Services for RapidRide Program, King County, WA

Project Coordinator/Document Controls. Work included 14 work order-based tasks ranging from planning, concept development, feasibility studies, and design. Renee provided project and document control for this extensive on-call contract. She managed budgets and subconsultants on multiple work orders and contract amendments. Renee submitted monthly invoices and budget status to King County.

130th Avenue NE Station Area Park and Ride, City of Bellevue, WA

Invoicing, earned value, and budgets for six subconsultants, and contract amendments.

Ben Franklin Transit, On-Call Transit Architecture & Engineering Services, Tri-Cities, WA

Invoicing and budgets for multiple task orders and 8 subconsultants, scope, fee, and contract amendments.

King County Metro, Atlantic Base Bus Yard Pavement, King County, WA

Invoicing and budgets for 12 subconsultants, and contract amendments.

Similar Work References

BEN FRANKLIN TRANSIT Transit Planning & Design Services On-Call

Name, address, e-mail address and telephone of the project manager

Keith Hall, Director, Planning & Service Development
Ben Franklin Transit
1000 Columbia Park Trail
Richland, WA 99352
KHall@bft.org
(509) 734-5170

Cost of the contract

\$1.5M

Dates services encompass

2019 to present

Services provided

KPFF is providing prime management, civil, structural, and construction management services, leading a multidisciplinary team for Ben Franklin Transit (BFT) to assist with implementation of BFT's six-year capital investment plan through an on-call agreement for transit and transportation planning, design, and construction management services to enhance safety and increase BFT's ridership and improve transit utilization.

List partnered firms in project and relationships

Our proposed subconsultant GeoEngineers is providing geotechnical engineering and environmental documentation/permitting on this contract. KPFF is also overseeing a multidisciplinary team of additional subconsultants for transportation and traffic engineering, surveying/mapping, right-of-way acquisition, and landscaping.

Project location

Tri-Cities, WA

Status of the contract

Currently open and active

PIERCE TRANSIT Spanaway Transit Center

Name, address, e-mail address and telephone of the project manager

Sean Robertson, Senior Construction Project Manager
Pierce Transit
3701 96th Street SW
Lakewood, WA 98499
srobertson@piercetransit.org
(253) 983-3359

Cost of the contract

Approximately \$500,000

Dates services encompass

2019 to present

Services provided

KPFF is providing preliminary and final design of a transit and park and ride facility, including early support to select a preferred site.

List partnered firms in project and relationships

Our proposed subconsultant Nakano Associates is providing landscape architecture, GeoEngineers is providing geotechnical engineering, and Tres West is providing mechanical engineering. KPFF is also overseeing a multidisciplinary team of additional subconsultants for traffic/signal/BRT planning, architecture, electrical engineering/lighting, and cultural resources.

Project location

Spanaway, WA

Status of the contract

Currently open and active

“

“[KPFF] was very understanding of the process that public agencies have to go through...they adjusted their schedule accordingly and were able to speed up and slow down as needed.”

*Judy Rile, King County Metro,
Eastgate Park and Ride*

“KPFF has been a great team member on the City's highly complex \$120 million Madison Street BRT project, which is on schedule, under budget, and well managed. They have assembled a consultant team that is suited for this specific project and is sensitive to the City's WMBE program. I recommend them to any agency.”

*Jeff Lundstrom, SDOT Project Manager on the
Madison Street BRT Project*

SOUND TRANSIT A&E On-Call

Name, address, e-mail address and telephone of the project manager

Fouad Chihab, Corridor Design Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104
fouad.chihab@soundtransit.org
(206) 398-5481

Cost of the contract

\$1.4M

Dates services encompass

2011 to 2017

Services provided

KPFF managed Sound Transit's A&E on-call contract, coordinating multiple disciplines on concurrent task orders. A total of 46 tasks were undertaken, with fees ranging from \$2,000 up to \$260,000. As many as four task orders were requested within a week, and KPFF task managers handled this concurrent workload successfully. This was the second consecutive on-call contract led by KPFF for Sound Transit performing this wide range of work and managing multidiscipline teams. Work included the full range of project phases, from planning studies, alternatives analysis, and final design and construction. KPFF's use of S/DBE firms was 24%, which exceeded the 20% small business goal.

List partnered firms in project and relationships

Our proposed subconsultant GSG Group provided estimating. KPFF also oversaw a multidisciplinary team of additional subconsultants for architecture, mechanical, electrical, survey/platting, and financial.

Project location

Seattle, WA [VARIES]

Status of the contract

Completed 2017

COMMUNITY TRANSIT A&E On-Call

Name, address, e-mail address and telephone of the project manager

David True, Manager – Capital Program Developments
Community Transit
7100 Hardeson Road
Everett, WA 98203
david.true@commtransit.org
(425) 348-2689

Cost of the contract

\$5.1M (Current)

Dates services encompass

2012 to present

Services provided

KPFF is serving as prime consultant, leading a multidisciplinary team that includes architectural, interiors, landscape, mechanical, electrical, surveying, geotechnical, environmental, cost estimating, waterproofing/building envelope assessment, and maintenance equipment consultants. Over 40 task orders for both small and large projects at the agency's Kasch Park and Merrill Creek bus operating bases and multiple park and ride and transit centers were assigned for planning, design, construction support, and construction management services to accommodate the agency's fluctuating needs.

While no S/DBE goal was listed for the project, KPFF's S/DBE usage has so far exceeded 50%, as we have used every opportunity available to engage our S/DBE firms on this contract, including a tremendous success in having our S/DBE provide the majority of construction management and inspection support for the SWIFT II Green Line construction.

List partnered firms in project and relationships

Proposed subconsultants used on this project include GSG Group (estimating), GeoEngineers (geotechnical and environmental), and Transpo Group (traffic). KPFF is also overseeing a multidisciplinary team of additional subconsultants for architecture, mechanical, electrical, survey/platting, and financial.

Project location

Everett, WA [VARIES]

Status of the contract

Currently open and active

Financial Stability

Provide a statement of the firm's financial strength, stability, capacity and resources. Provide official reports and other similar materials if available. Provide information about financial history of the firm, demonstrating viability of firm.

KPFF has been a client of US Bank since 1984. Regarding our firm's financial strength, stability, capacity, resources, and viability, please see letter of reference from US Bank below, as well as the letter from KPFF's CFO.



usbank.com

Brian Reisenauer
Senior Vice President
WASHINGTON COMMERCIAL BANKING
1420 Fifth Avenue, PD-WA-T11S
Seattle, Washington 98101-0720
p. 206.344.3681
m.206.552.6103
brian.reisenauer@usbank.com

June 3, 2020

KPFF, Inc.
1601 Fifth Avenue, Suite 1600
Seattle, WA 98101-3665

To Whom It May Concern,

At the request of our valued client, KPFF, Inc., we hereby submit the following information.

KPFF, Inc. has been a client of U.S. Bank since 1984. During that time, it has reliably maintained in our bank, self-generated cash reserves to support the cash requirements of its engineering operations.

Please let me know if you have any further questions.

Kind regards,

Brian Reisenauer

Brian Reisenauer
Senior Vice President
Washington Commercial Banking

1601 Fifth Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 kpff.com



October 20, 2020

To Whom It May Concern:

Please be advised that KPFF, Inc. (d/b/a KPFF Consulting Engineers) was incorporated in the State of Washington on July 26, 1963. Our Federal Tax ID number is 91-0755897.

We are a civil and structural consulting engineering firm and currently have 1,200 employees working in eleven states.

Our gross revenue for the fiscal year ending April 30, 2020 was \$227 million. Our net income before bonuses for the same period was \$40 million.

We maintain adequate cash reserves to cover payroll and expenses.

Sincerely,

Nikhil Kalghatgi, Principal
CFO/Treasurer

Identify any past (within last three (3) years) or pending litigation alleging failure to perform in accordance with contractual obligations and describe present status. Explicitly state if there is no such litigation.

See chart below.

Matter Name	Court	Date Filed	Description	Status	Common Matter Name
Jackson County vs. Ogden Romer Wilkerson et al.	State of Oregon Circuit Court, County of Jackson County	9/20/2018	Professional negligence allegation	Settled	Jackson County Parking Garage
Macerich HHF Broadway Plaza, LLC v. Rudolph & Sletten, Inc., et al.	State of California Superior Court, Contra Costa County	5/14/2020	Professional negligence allegation	Open Matter	Broadway Plaza
PMC Building, LLC v. Rumpakis, Rumpakis Trust, Bitar Trust	Arbitration Service of Portland	6/18/2020	Professional negligence allegation	Open Matter	District Office
Chicago Title Insurance Co. v. Eastbank Development LLC, et al.	Superior Court of California, County of LA, Central District	8/15/2020	Professional negligence allegation	Open Matter	200 Mesnager Street
Steadfast Insurance Co. v. Stantec Consulting Services Inc.	Superior Court of Washington for King County	10/14/2020	Professional negligence allegation	Open Matter	Operations Maintenance Facility- East (OMFE)

List any projects resulting in time extensions and the assessment of liquidated damages against any member of the project team during the last five (5) years. Explicitly state if there were no extensions/assessments.

KPFF has had no projects resulting in time extensions and the assessment of liquidated damages against any member of the project team during the last five (5) years.

Identify any past (within last three (3) years) or pending liens, claims, infractions or citations filed by the State or federal government, recorded with the Whatcom County Auditor, or filed by subcontractors, suppliers or materialmen. List with whom, for what, and the amount claimed. Explicitly state if none of these situations apply.

Within the last three years, KPFF has had no past or pending liens, claims, infractions or citations filed by the State or federal government, recorded with the Whatcom County Auditor, or filed by subcontractors, suppliers or materialmen.

Administration

Contract Requirements and Terms and Conditions

KPFF confirms our ability to comply with the Contract requirements (updated per Addenda #1) and perform consistently with Contract terms and conditions substantially similar to those provided.

Project Approach and Understanding

Our wide breadth of on-call experience has shown us that no two on-call tasks are the same and we will right-size the needs for each task order to align with WTA's objectives and project needs. This understanding informs our approach to on-call work with a foundation of flexibility tailored to the size of requested task. We will focus a significant amount of effort on correctly scoping the task order with WTA and team members, then supply the staff who have the best qualifications, availability, and commitment to make the project successful. Some task orders will necessitate resources from the subconsultant team, and KPFF will maintain constant communication with our team to confirm each firm has the capacity and depth to serve this project as needed.

Zach Gray will serve as your On-Call Project Manager, and will be personally responsible for the Team's performance, coordination, and on-time deliverables to WTA. Zach will be responsible for the day-to-day management of the project team to ensure that the project meets the requirements of the client for quality, that deadlines are fulfilled, and that the process and project delivery stays on budget. We follow a set of guidelines that help to facilitate the process and provide the client with a level of assurance that tasks and projects are progressing successfully. Diana Timpson will serve as task manager and will work with the KPFF team and WTA to identify scope, develop task orders and level effort, and facilitate team communication needed to advance project work activities. She will assist in the design integration process, resolve outstanding issues, and help coordinate task order specifics with WTA and design team as needs arise.

Internal Procedures for Quality Assurance and Quality Control

We understand that Quality Assurance and Quality Control are processes for making sure the intent is successfully executed through design and construction. More specifically, Quality Control is the process by which we find and correct mistakes and oversights. Quality Assurance is the process by which we minimize the occurrence of mistakes and oversights in the first place. As the principal-level Quality Control Manager, Ron Leimkuhler will work

with WTA's PM to tailor a QA process appropriate to each task's scope and schedule.

Quality Assurance

We begin quality assurance at conceptual design, integrating senior designers with the appropriate experience who can provide strategic direction, allowing design issues to be addressed early. Quality assurance continues throughout the life of the project and includes everyone on the design team, from drafters and subconsultants to our client's staff. Throughout the process, KPFF assures project quality by:

- » Full integration of the QA program as part of project scoping.
- » Documenting all design decisions.
- » Stressing clear and open communication with the team and our client partners.
- » Coordinating the design process through meetings, e-mail, and phone conversations.
- » Real-time over-the-shoulder reviews and spot-checking assurance.
- » Utilizing document review software such as Bluebeam to resolve outstanding design issues and comments.

Quality Control

Our Quality Control focuses on the accuracy, clarity, and consistency of the project deliverables because we understand that the success of a project is directly attributed to the quality of the bid documents. The bid documents must clearly and directly convey the design intent, so as to eliminate confusion, misunderstanding, and the potential for errors during construction. In practice, Quality Control includes everyone on the design team, including WTA staff. We pay close attention to every aspect of the design documents, from compliance with engineering standards to conformance with CADD standards.

Minutes of all design meetings document discussions and design decisions. A Basis of Design document will be prepared and distributed at each submittal. This process fully documents the design decisions and states the project design criteria. Typically, this documentation will have an appendix with all meeting minutes to date so the source of key design criteria can be traced to the meeting where it was established.

Quality Control Reviews

- » Task manager and principal reviews:
 - 30% review examines the soundness of the engineering concept and system being applied.
 - 60% review ensures that the project is

progressing in the right direction and being presented correctly.

- 90% review confirms constructability and design thoroughness to confirm documents are biddable and buildable.
 - 100% review ensures the completeness of the plans, specifications, and construction cost estimate.
- » Independent constructability reviews at 60% level.
 - » Independent peer review of drawings and specifications by each discipline at 30%, 60%, 90%, and 100% submittals. Each review results in a highlight check set of drawings and specifications that form a record of the review and reconciliation of comments.
 - » Independent interdisciplinary review of drawings and specifications at 30% and 90%.
 - » Independent design check at the 90% level to check calculations and details. Design checkers will follow guidelines established in the applicable design manuals.
 - » Client and customer comments for each submittal are recorded on a comment register electronic form. Each subsequent submittal includes the previous review comment form with annotations reconciling each comment.
 - » KPFF’s subconsultants follow this program. KPFF reviews and annotates comments from each team member to assure that client comments are considered appropriately and incorporated into deliverables.
 - » Cost estimate and constructability reviews include several elements that facilitate accomplishing the project within budget.
 - » Constructability and clarity of project design and details verification that the project can be built in a straightforward way. We have found that this process consistently reduces contractor risk, leading to lower bids.

Cost Control

Design cost control starts with a well-defined scope of work. KPFF will develop a comprehensive and detailed scope of work for each task assignment. The scope will be organized into a work breakdown structure, providing direct linkage between scoping narratives for individual elements of work and the associated hours. Each team member will participate in developing the scope of work and hourly estimates. In this way, all team members have a clear understanding of their responsibilities for the project upfront and have the appropriate hours budgeted. A master spreadsheet will be prepared that pulls all team member hours and costs into an overall team cost for each element of work.

KPFF’s overhead rate is one of the lowest in the industry, which is a demonstration of our corporate philosophy to streamline our operation and focus on efficiency and value to the client.

Construction cost control for our projects routinely includes a constructability review that involves discussions with contractors to verify the feasibility of new designs, construction and crane access, and costs.

KPFF’s superior performance is demonstrated by our consistent record of meeting schedules and budgets, as well as delivering projects that are bid within the engineer’s estimate with an extremely low incidence of change orders.

Project	On Budget / Schedule	Engineer’s Estimate	Construction Bid	Change Orders
Redondo Heights Park and Ride	Yes	\$4.1M	\$3.9M	<1%
Issaquah Highlands Park and Ride	Yes	\$16.4M	\$16.7M	1.7%
Mercer Corridor Project West	Yes	\$55M	\$41M	<4%*
Kasch Park Operations Base Pavement Rehabilitation	Yes	\$3.7M	\$3.1M	2%
Arlington Vehicle Maintenance Facility	Yes	\$2.18M	\$2.05M	2.3%

**City and third party betterment requests resulted in increased change orders*

Ability to Meet Deadlines

KPFF has a reputation for our responsiveness to our clients’ needs. We are equipped to deal with changes in the design and construction process by using both the latest technology and highest levels of personal involvement. It is this level of cooperation we develop with our clients that best enables us to facilitate changes at both the design and construction stages of projects. Changes are conveyed to the entire KPFF design team through meetings and electronic communication to ensure smooth implementation.

KPFF’s proven track record of meeting schedules is based on proactive issue resolution and a realistic

understanding of the staff required to complete tasks. During the initial phase of the work, key team members will meet with WTA staff and regulatory agencies to outline the decision process and review the project schedule. This type of proactive communication defines expectations and ensures key decisions will not impact the schedule.

Our project manager will utilize Microsoft Project software to develop a project schedule based on the number of hours each assigned team member will spend on specific tasks through the various phases of work and the WTA's schedule needs.

Change Management

Our project management system includes a clearly defined process for changes in our scope, schedule or budget. In general, we use the following steps; however, we work with our clients to establish a routine that integrates with their systems. The following steps are typical and are not time-consuming.

- » **Identification/Notification:** Change is identified and both the client and the project manager are notified.
- » **Solutions/Alternatives:** The project manager works with the team to define the change and identify realistic solutions along with their associated budget, scope, and schedule impacts. Where possible, we provide alternative approaches to give our client options.

- » **Discussions/Recommendations Coordination:** The project manager meets with our client to present potential solutions and options. Working together, we come up with an approach that best serves your project. This decision drives agreement on scope/schedule/budget adjustments.
- » **Implementation:** Change is documented and integrated into the project controls, and the team is provided with written notification and the change is discussed at a team meeting. Our client receives a copy of the change documentation.

On-Call Experience

KPFF frequently provides engineering services for government agencies at short notice. We have an excellent understanding of State and Federal project development, design, and the construction processes. Over the years, KPFF has developed working relationships through multiple on-call contracts with various government agencies. KPFF's on-call contract experience gives us an unparalleled understanding of how to manage and complete on-call work orders. Our team communicates effectively to provide the right staffing level, expertise, and approach to any given task, whether large or small. Our ability to effectively meet the demands of the work order process is demonstrated by our repeated success with on-call contracts with many local agencies. We continue to be awarded significant task orders under these contracts because we are responsive to our clients, meet aggressive schedules, provide specialized local staff, and meet budget and schedule targets for our projects.

KPFF ON-CALL EXPERIENCE (BRIEF SELECTION)

- » Ben Franklin Transit, Transit Planning and Design Services On-Call
- » Community Transit On-Call Architectural and Engineering Services
- » King County Metro Transit Work Order for the RapidRide Program, Speed and Reliability Program, and Other Transit Facilities
- » King County Engineering Services for Federally Funded Transit Work Order Projects
- » King County Work Order Construction Management for Transit Facilities
- » King County Work Order for Multidisciplinary Engineering Services for Road Services Division
- » King County Work Order for Structural/Bridge Design
- » SDOT Roadway On-Call
- » SDOT Structural Engineering On-Call
- » Sound Transit On-Call Architecture/Engineering Services
- » Sound Transit On-Call Architectural/Engineering Services for Transit Oriented Development
- » Washington State Ferries Terminal Design and Construction Management Services
- » WSDOT Structural Engineering On-Call Services

Flexibility and Responsiveness

KPFF's culture and capacity allow us to respond quickly to short-notice requests. Our corporate culture is based on a guiding principal of providing high quality service to our clients and achieving work through repeat business. This is exactly what an on-call agreement entails and the reason KPFF has been successful with other on-calls for Community Transit, King County Metro, Sound Transit, WSDOT, and many others.

Our staff is large enough to handle sudden changes to project scope and/or schedule, yet small enough to allow for meaningful principal involvement on your project. Because of our management organization and in-house specialists, we can offer lower overhead, more responsive service, and true principal involvement in all phases of work.

Accelerated Schedules: Short-notice requests are common with on-call contracts. For KPFF, responding to short-notice requests presents an opportunity to demonstrate our focus on superior customer service. KPFF's deep capacity of local engineering resources in our local offices allows us to respond to almost any schedule required by our clients.

Emergencies: KPFF has an excellent track record of responding to emergency design requests from numerous clients on a same-day or next-day basis. In a letter referring to a situation in which bid documents had to be completed in five days, KPFF's client, Jeff Wolfe of Sound Transit, remarked, "It seemed like an impossible task to do, but KPFF made it happen."

Systems and Software for Planning, Scheduling, Cost Estimating, and Project Management

KPFF employs an earned value cost management system – an industry-standard means of identifying, tracking, controlling, and reporting performance relative to baseline scope, schedule, and budget metrics. In our experience, the earned value approach has proven very effective at providing early warning of scope creep, schedule delays, and cost overruns.

The Project Manager (PM) will develop the project schedule showing all tasks, dates, and predecessor/successor relationships between tasks, float, and milestone due dates for all deliverables using the Microsoft Project software tool. The PM will receive bi-weekly budget reports of billings for project tasks so they are up-to-date on expenditures. A project coordinator prepares monthly invoicing for final review by the PM that identifies each project's subtasks, subconsultant billings, and direct expenses. These are compiled with summaries of project status, estimated future monthly billings, and any anticipated changes to scope. Finally, these are compiled and provided to the client for review and approval in an acceptable format.

Ability to Work With Agency Staff in an Approachable and Collaborative Fashion, Advise Without Making Decisions

Good client and team communication is essential to working collaboratively to accomplish projects. Keeping WTA's project manager and key staff informed of important issues as they develop allows you to make good, timely decisions that are essential to a successful project. Central to our client-focused business philosophy is our ability to serve as an extension of your staff. This results in clear understanding of expectations and builds trust. Zach Gray will prepare a communication plan as part of project setup. This plan provides a road map for effective dissemination of information within the team and client organization. By defining who needs to be included in different types of communication, we make sure that people who need to know are kept informed.

In our experience, it is paramount to work together at the project onset to develop clear goals, objectives, and success factors. Once documented, these are referenced and inform the process, including scoping, concept design, final design, bidding, and construction, and can make the difference between a completed project and a successful project.

When the project planning work is done well at project onset, then our collaboration through the rest of the project is primarily one of communication. Regular coordination meetings will include administrative and technical topics and actions to effectively manage project progress, deliverables, quality, risks, and change.

Over 30% of KPFF's active projects are located outside a 100-mile radius of our Seattle office. Among these have been several projects for nearby public agencies in Whatcom County. KPFF is well-versed at establishing and running virtual meetings to improve team interaction and collaboration. We are currently utilizing software tools such as Zoom, MS Teams, and GoTo meeting to conduct our business practice. These tools have become incredibly valuable with recent developments related to working remotely due to COVID-19. During this pandemic, KPFF has successfully implemented remote working and projects have remained on time, on budget, and successful. Our team recognizes the value of face-to-face discussions and looks forward to incorporating these meetings back into our projects in the future.

Zach has a reputation for being an open communicator, and provides a management style that allows open communication between all members of the design team and WTA staff. At the same time, he acts as a single point of contact for clients so they don't need to call multiple people to get questions answered. If he doesn't know the answer to a question, he works with his team to get answers.

Project Team, Specific Responsibilities in Regards to this RFP, Past Relative Project Experience and Involvement

Staff Resource Commitment

Our key personnel were selected based on their specific expertise, availability to complete the anticipated work of this project, and commitment to seeing this work through to completion. Within our Transportation Group, KPFF has a number of projects approaching advertisement for construction or general completion in the next couple of months. Our staffing plans, which are updated weekly, show availability and capacity to support this project work. We are

confident that the project needs will be met and commit to meeting WTA's desired schedule.

KPFF understands the time-sensitive nature of on-call work, and how important every team member's responsiveness is to the success of our clients. When task order work comes up on short notice with very quick turnaround times, KPFF's deep capacity of talented individuals and engineering resources in our local offices allows us to respond to the schedule required. This includes over 200 civil and structural engineers as well as 40 CAD technicians in our Seattle office. If additional expertise or capacity is required, or if staff is needed to cover planned or unplanned absences, Zach Gray can draw upon the full breadth of our staff and staff of the firms on our team to fill the need.

Name/Role/Responsibilities	Select Past Relative Project Experience
<p>Zach Gray, PE, ENV SP, Project Manager KPFF</p> <p>Establish and manage scope, schedule, and budget; point of contact for WTA; lead coordination meetings with WTA and team; task/project delivery assurance; assign and manage team; daily risk management; prepare progress reports</p>	<ul style="list-style-type: none"> Spanaway Transit Center, Pierce Transit (PM) Ben Franklin Transit, On-Call Transit Architecture & Engineering Services (Engineering Design Lead) Tukwila Station and Transit Center, Sound Transit (Civil PM) Edmonds Station and Transit Center, Sound Transit (PM)
<p>Diana Timpson, PE, Task Manager KPFF</p> <p>Lead task teams; perform daily operation management; perform internal review and guidance to team members</p>	<ul style="list-style-type: none"> King County Federally Funded Work Orders A&E On-Call (PM) King County Metro South and Central Transit Base Expansion Work Order (PM) Community Transit On-Call (PM)
<p>Ron Leimkuhler, PE, Principal-in-Charge/QA/QC/Constructability Review KPFF</p> <p>Direct support to Project Manager (PM) and provides coverage in his absence; resource and advisor to PM on technical issues and critical challenges; ensure team meets WTA's expectations; quality control and quality assurance through project duration; perform constructability review and analysis</p>	<ul style="list-style-type: none"> Issaquah Transit Center, Sound Transit (PIC) SDOT Madison Bus Rapid Transit (PIC) Tukwila Transit Center (PIC)
<p>Keith Ireland, PE, Civil Site/Roadway KPFF</p> <p>Lead designer for geometrics for roads, sidewalks, pathways, ADA facilities, and traffic median/islands; channelization; site grading; traffic circulation; parking lot layouts; bike facilities; signage; bus stops and layover sites; temporary traffic control plans; right-of-way plans; cost estimating for civil site, storm, and utilities; PS&E package preparation</p>	<ul style="list-style-type: none"> Lynnwood Link Extension, Sound Transit (Roadway and Civil Site Engineer) Northgate Link Extension, Sound Transit (Roadway and Civil Site Engineer) East Link Extension Final Design, Sound Transit (Civil Engineer)

Name/Role/Responsibilities	Select Past Relative Project Experience
<p>Katie Herold, PE, Stormwater KPF</p> <p>Lead designer for stormwater collection and conveyance; water quality treatment systems; flow control with detention/retention systems; DOE stormwater compliance; low impact development systems; temporary erosion control plans</p>	<ul style="list-style-type: none"> Merrill Creek Operations Base, Community Transit (Drainage Lead) Madison BRT, SDOT (Lead Design Engineer) Northgate Link Extension, Sound Transit (Drainage Engineer)
<p>Jeff Fellows, PE, Utilities KPF</p> <p>Lead designer for franchise utility coordination; utility conflict resolution; design overhead and underground placement; vault and duct bank configurations; utility access design; interfacing and coordination with MEP</p>	<ul style="list-style-type: none"> Lynnwood Link Extension – L200, Sound Transit (Utility Lead) Northgate Link Extension – N111, Sound Transit (Design Engineer) King County Parks On-Call, Skyway Park Improvements (Design Engineer)
<p>Rob Price, Construction Manager KPF</p> <p>Lead in construction support services including post-award review, approval and documentation of materials, design proposals, change order management, construction inspection, payment request management, reporting documentation</p>	<ul style="list-style-type: none"> Merrill Creek Base Repaving, Community Transit (Design and Construction Manager) Operations and Maintenance Building Expansion, Community Transit (Project Manager) Ryerson Base Hydraulic Hoist Replacement, King County Metro (Project Manager)
<p>Sara Roberts, PE, SE, Structural (Buildings) KPF</p> <p>Lead for structural analysis and design for buildings and parking lot structures</p>	<ul style="list-style-type: none"> Sound Transit TOD A/E Services On-Call (PM) Work Order for RapidRide Program, Speed and Reliability Program, and Other Transit Facilities, King County Metro Transit (Work Order Manager/ Structural Engineer) Issaquah Transit Center (Structural PM)
<p>Bruce Erickson, PE, ENV SP, Retaining Walls and Miscellaneous Structures KPF</p> <p>Lead for retaining walls; structural foundations; heavy load pads; and miscellaneous structures</p>	<ul style="list-style-type: none"> Lynnwood Link Extension, Sound Transit (Structural Engineer) I-405 Widening and Express Toll Lanes (Structural Lead) SR 522 Stage 3 Improvements, City of Bothell (Structural Lead)
<p>Ryan Peterson, PE, PTOE, Traffic Engineer Transpo Group</p> <p>Lead for high frequency traffic service and infrastructure design; transit center traffic flow</p>	<ul style="list-style-type: none"> Adaptive Signal Control, Snohomish County (PM) Adaptive Traffic Control System, Federal Way (PM) Issaquah Highlands Transit Signal Improvements (Design Lead)
<p>Patrick Lynch, AICP, Traffic Engineer Transpo Group</p> <p>Lead for traffic modeling; traffic signal design; light system analysis and design; pedestrian/ non-motorized signal/crossing systems</p>	<ul style="list-style-type: none"> WSDOT, Statewide Human Services Transportation Plan (PM) South Bellevue and Main Street Station Access Studies (PM) CWCOG, Cowlitz Transit Enhancement Plan (PM)

Name/Role/Responsibilities	Select Past Relative Project Experience
<p>Paula Gilmour, PLA, Landscape Architect Nakano Associates</p> <p>Lead for landscaping layout; site furnishings; decorative lighting and facilities; people space layouts; pocket parks</p>	<ul style="list-style-type: none"> • Tukwila Transit Center (Landscape) • Eastlink Corridor, Sound Transit (Landscape) • Madison BRT, SDOT/King County Metro (Landscape)
<p>Christine Scharrer AIA, RA, Architecture/Space Planning Scharrer Architecture and Design</p> <p>Lead for architecture and space planning design for facilities</p>	<ul style="list-style-type: none"> • Sound Transit, Stride Bus Rapid Transit 522 Segment (Lead Architect) • King County Metro, Eastlake Layover Facilities (Lead Architect) • Sound Transit, Lynnwood Link Extension, Shoreline, WA (Lead Architect)
<p>Ola Jarvegren, Mechanical Engineer FSi</p> <p>Lead for mechanical design and inspections of plumbing, HVAC, and other mechanical systems including software management systems</p>	<ul style="list-style-type: none"> • Pierce Transit, On-Call A/E Services (Mechanical PM) • Intercity Transit, On-Call Pattison Base Expansion (Mechanical PM) • Pierce Transit TAMP Assessment (Mechanical PM)
<p>Roger Au, PE, Electrical Engineer Tres West</p> <p>Lead electrical analysis and system design</p>	<ul style="list-style-type: none"> • Port of Seattle, CNG Bus Maintenance Facility (Electrical Engineer of Record) • Sound Transit On-Call (Senior Electrical Project Manager) • Sound Transit COMF Task 36 & Task 25 (Electrical Project Manager)
<p>Fiona McNair, PWS, Environmental GeoEngineers</p> <p>Environmental design impact</p>	<ul style="list-style-type: none"> • James Street Multimodal Feasibility Study, (Environmental and Regulatory Lead) • Granary Avenue and Laurel Street Improvements (Environmental and Regulatory Lead) • Hughes Avenue Improvements (Environmental and Regulatory Lead)
<p>Margaret Berger, MA, RPA, Cultural Resources CRC</p> <p>Lead archeology and historical investigation, analysis, and report preparation in compliance with Section 106</p>	<ul style="list-style-type: none"> • North Kitsap Maintenance Base, Kitsap Transit (Project Archaeologist) • Tulip Lane Park and Ride, Ben Franklin Transit (Project Archaeologist) • Rainier Avenue South Transit Improvement (Project Archaeologist)
<p>Cassandra Durkin, Project Clearances/Permitting KPFF</p> <p>Lead for the preparation of permit applications, support documentation, and permit processing</p>	<ul style="list-style-type: none"> • Seacrest Float Repairs (Environmental Permitting Lead) • Whatcom County Planning and Development Services (Planner and Permit Administrator) • South Oxbow Bridge Inspection and Emergency Repairs (Environmental Permitting Lead)

Name/Role/Responsibilities	Select Past Relative Project Experience
<p>Greg Mummy, Project Estimating GSG Group</p> <p>Lead for building/CSI/architectural element estimating, and will supplement civil site work and roadway estimating that KPFF performs in-house</p>	<ul style="list-style-type: none"> • Tukwila Station, Sound Transit (Cost Estimator) • On-Call Estimating Services, Sound Transit (Cost Estimator) • On-Call Estimating for Transit Station Developments, Sound Transit (Cost Estimator)
<p>Adam Morrow, PLS, Surveyor PSE</p> <p>Lead surveying services including topographical, utility, facility mapping, right-of-way determination, and construction layout</p>	<ul style="list-style-type: none"> • WTA Headquarters (Project Survey Manager) • WTA Lynden Transportation Station (Project Survey Manager) • WTA Midway Lane Bus Parking Facilities (Construction Survey Manager)
<p>J. Robert Gordon, PE, Geotechnical GeoEngineers</p> <p>Lead for soil analysis; foundation analysis and design recommendations; infiltration determination; and other geotechnical services</p>	<ul style="list-style-type: none"> • WTA East Bakerview Site Purchase (Geotechnical PIC) • WTA MOAB (Geotechnical PIC) • WTA Cordata Transportation Hub (Geotechnical PIC)
<p>Kristina Guzman, SR/WA, R/W-RAC, Right-of-Way RES Group NW</p> <p>Lead for right-of-way negotiation, offer, and acquisition process; preparation of support documents</p>	<ul style="list-style-type: none"> • King County Metro, I Line (ROW Project Manager) • Sound Transit, Light Rail Extension (Senior Acquisition Manager and Agent) • Bus Bays, City of Phoenix (Project Lead)
<p>Renee Rehn, Record Management/Stakeholder Coordination KPFF</p> <p>Direct support for the PM to manage all project documentation; stakeholder outreach</p>	<ul style="list-style-type: none"> • King County Metro, Work Order Multidisciplinary Services for RapidRide Program (Record Management) • 130th Avenue NE Station Area Park and Ride, City of Bellevue (Record Management) • Ben Franklin Transit, On-Call Transit Architecture & Engineering Services (Record Management)

Cost

Per RFQ page 16, proposers will not submit a fee schedule with their initial qualifications statement. WTA will request a fee schedule from the top scoring proposers as determined by the evaluation criteria.