



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Dave Snider, P.E., Capital Projects Manager
Marilynne Beard, Interim Public Works Director

Date: September 11, 2014

Subject: KIRKLAND ITS IMPLEMENTATION PHASE IB – BUDGET ADJUSTMENT

RECOMMENDATION:

That City Council:

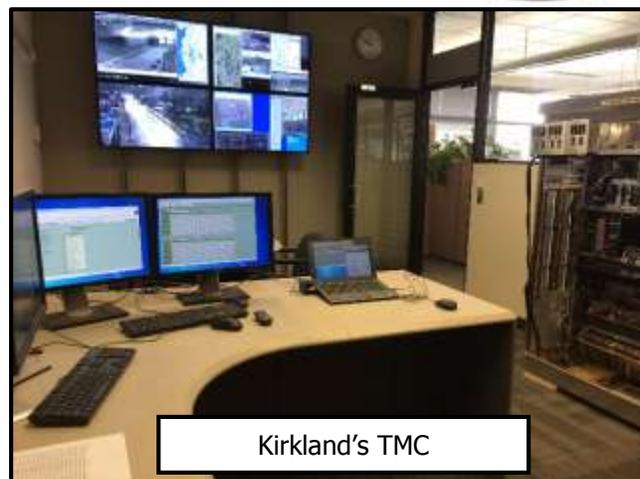
- Receives an update on the Intelligent Transportation Project (ITS) Phase I, including accessible pedestrian signal upgrades (APS),
- Provides approval for additional funding as detailed below and in the attached fiscal note, and
- Authorizes staff to advertise for construction contractor bids

BACKGROUND DISCUSSION:

Phase I of Kirkland's ITS Program was planned to be constructed with two separate contracts. Phase IA (completed and accepted by City Council on April 1, 2014) converted the former Everest Meeting Room in City Hall into a new Traffic Management Center (TMC) and represents the "facility" improvement element for the Phase I Project. The Phase IB element (this memo) provides for the installation of signal equipment at 17 locations around the City. The field related improvements of Phase IB are to be made along two arterial corridors: the Lake Washington Blvd/Market St/ 98th/100th Ave NE Corridor, from State Route 520/Northrup Way to NE 132nd Street; and the Central Way/NE 85th Street Corridor, from Market Street to 132nd Ave NE (Attachment A).

The Phase IB upgrades to traffic signals and their controllers, adds data collection and monitoring equipment, and provides for the direct connection of traffic signals to the new TMC. Implementation of ITS Phase I is intended to reduce traffic congestion and delays, providing a

Video camera
(Phase IB)



better quality of service and improved air quality through use of a coordinated transportation signal network. The Phase IB Project also provides for the installation of accessible pedestrian signals (APS) for improved pedestrian mobility.

Project Update

At their June 4, 2013 Study Session, staff presented a full report to City Council on the various ITS project phases and programs. The study session also included a demonstration of the common components of Kirkland's ITS system, the benefits of ITS, and some operational aspects of ITS. In October, 2013, the Washington State Department of Transportation Local Programs (WSDOT LP) added a new chapter to the Local Agency Guideline (LAG) manual, a document used for all federally funded projects administered through WSDOT LP, to include Americans with Disabilities (ADA) and Section 504 (non-discrimination) compliance requirements. As a result, a design contract amendment was issued to incorporate ADA and Section 504 requirements into the contract documents and adjusted the engineer's estimate for completing the physical and equipment modifications required by the change. A funding discussion and recommended budget increase appears in this memo below.

A significant added design element associated with the ADA update is the inclusion of Accessible Pedestrian Signals, or APS, at signalized intersection crosswalks. The APS element is an integrated device that communicates information about the *WALK* and *DON'T WALK* intervals in non-visual formats (i.e., audible tones or recorded voice and vibrotactile surfaces) for pedestrians who are blind or have low vision.

Consistent with all federally funded projects, the project also requires an authorization from WSDOT LP prior to advertising for construction contracts. Staff has completed all required federal documentation and anticipates receiving WSDOT authorization to advertise for contractor bids in early October, 2014. The completed documentation includes: a certification of right-of-way, the environmental classification summary, a signed engineer's estimate and bid ready plans and specifications. The previously WSDOT LP approved procurement for signal and data collection equipment is also nearing completion with equipment being assembled and stored at City facilities.

Current Funding and Estimated Costs

The ITS Phase I Project has a current budget of \$2,081,000 comprised of a \$1,800,000 of a federal Congestion and Mitigation of Air Quality (CMAQ) grant and \$281,000 City funding. The Phase IA Project (the TMC) was completed at a total cost of \$322,600, including all construction and equipment costs, with \$274,000 coming from CMAQ and \$48,600 in City funds being expended. Currently, there is a balance of \$1,758,400 in the original budget, including \$1,526,000 CMAQ and \$232,400 City funds (see table below and Attachment B):

	Grant	City	TOTAL
TOTAL funding	\$1,800,000	\$281,000	\$2,081,000
Expenses to date (Phase IA)	\$ 274,000	\$ 48,600	\$ 322,600
Balance	\$1,526,000	\$232,400	\$1,758,400

The current total for Phase 1B is estimated at \$1,848,165 which includes the already-purchased equipment costs of \$660,190, the current engineer's estimate of \$525,875 to construct and install the Phase IB project components, project engineering costs of \$660,000 and a 10% contingency on the remaining construction costs of \$52,100. The new total of all estimated costs for all Phase I (A and B) elements, including project management, administration and inspection, and a 10% contingency is \$2,171,000, which exceeds the current project funding by \$90,000 (\$2,171,000 - \$2,081,000). The anticipated shortfall is directly attributable to the added costs associated with the design and construction of the new WSDOT requirements for the added APS systems. As a result, staff recommends a budget adjustment of \$90,000 from REET 2 reserves (Attachment C). A clarification with WSDOT LP resulted in confirmation that the estimated increase is not eligible for a grant funding increase.

	Grant	City	TOTAL
TOTAL funding	\$1,800,000	\$281,000	\$2,081,000
Expenses to date (Phase IA)	\$ 274,000	\$ 48,600	\$ 322,600
Balance Available	\$1,526,000	\$232,400	\$1,758,400
Estimated Costs to Complete			\$1,848,165
Balance Needed	\$1,526,000	\$322,165	\$89,565

Authorization

Beginning in 2007, City Council eliminated the procurement step of staff seeking authorization to bid projects and allowed staff to proceed directly to advertisement for approved CIP projects. The visibility and significance of this project, together with an identified budget adjustment need, however, does warrant this memo and update to the Council.

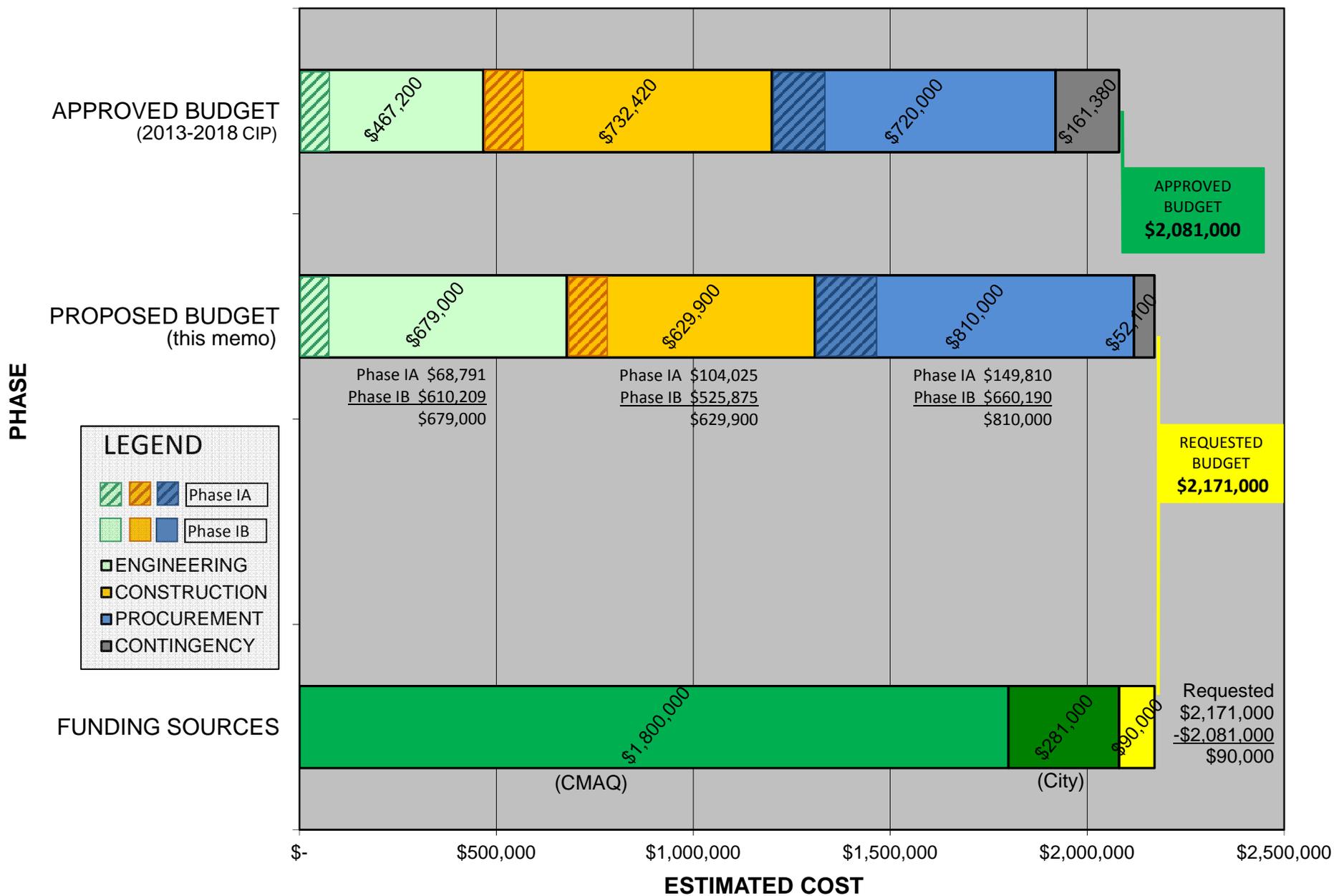
With approval for additional funding of \$90,000, together with authorization from WSDOT and City Council, staff will advertise for contractor bids in October 2014. After the project bid opening, staff will return to City Council with a new budget update and recommendation for a construction contract award, followed by a fall/winter construction start date.

- Attachment A - Kirkland ITS Implementation Phase IB Vicinity Map
- Attachment B - Kirkland ITS Implementation Phase IB Project Budget Report
- Attachment C - Fiscal Note

Kirkland ITS Implementation, Phase IB - Installation of Signal Equipment (CTR-0111-000)

Attachment B

Project Budget Report



FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Marilynne Beard, Interim Public Works Director							
Description of Request							
Additional funding for Kirkland ITS Phase IB Project (CTR 0111 000) for authorization to bid as described in the attached memo. Request of \$90,000 from the REET 2 reserve.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$90,000 from REET 2 Reserve. This reserve is fully able to fund this request.							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount This Request	Revised 2014 End Balance	2014 Target
	REET 2 Reserve	2,319,112	421,932	126,303	90,000	1,933,483	1,071,000
	Prior Authorized Uses of Reserve: NE 112th Street Sidewalk (\$214,000), Central Way Sidewalk (\$50,000); 6th Street Sidewalk (\$3,045); 98th Avenue Bridge (\$15,000); Lakeview School Walkroute project (\$3,670); 100th Ave NE Bicycle Lanes project (\$61,600); Peter Kirk Elementary Sidewalk (\$19,000), Transit Center Restroom (\$5,300) and Park Lane Pedestrian Improvements (\$50,317). Prior Authorized Additions to Reserve: NE 120th Street Extension (\$77,303) and NE 112th St. Sidewalk (\$49,000).						
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	August 13, 2014
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