King County
METRO
Moving forward together

Capital Division
201 S. Jackson Street
KSC-TR-0412
Seattle, WA 98104-3856

August 19, 2025

Via email (PRC@des.wa.gov)
Attn: Talia Baker, Administrative Support
Project Review Committee
c/o State of Washington Department of Enterprise Services
Engineering & Architectural Services
Post Office Box 41476
Olympia, WA 98504-1476

Re: King County's Central Campus Zero Emissions Infrastructure (CCZE) Project - Application for Project Approval (Design-Build)

Dear PRC Members,

King County is pleased to submit the attached application for approval for the Central Campus Zero Emissions Infrastructure (CCZE) project to use the Design-Build alternative contracting procedures, as defined in RCW 39.10.

The CCZE project a continuation of initiatives in METRO's commitment to transitioning to a zero emissions bus (ZEB) fleet to achieve King County's Strategic Climate Action Plan (SCAP). This ambitious project involves the design and construction of critical infrastructure to support the operation of ZEB at METRO's Central, Atlantic and Ryerson Bases in Seattle, WA.

Our project delivery of choice for the CCZE project is Progressive Design-Build (PDB). We believe a PDB approach will enhance the probable success of the CCZE project substantially over a traditional Design-Bid-Build (DBB) delivery. King County has worked to ensure that the CCZE project meets the criteria under RCW 39.10.300. We are positioned with team members and support consultants that can facilitate successful outcomes in an integrated and collaborative approach. The CCZE project is highly specialized, and a PDB approach will allow for greater innovation and efficiencies between parties, as well as significant saving in time. Transparency between team members will also be enhanced compared to a DBB approach. One of our key goals is to transfer the information gained from this important project to upcoming ZEB projects.

As King County's Project Manager, I am leveraging my previous experience on electrification projects to assemble an exceptional team to successfully deliver this essential project. Carol Pennie, King County Project Representative, brings years of experience in delivering challenging transportation projects and will primarily focus on the interface between the design and construction phases. She will also perform as a critical oversight resource during the construction phase, as well. Both Carol and I have design-build experience that will greatly help facilitate utilization of the PDB delivery method within the METRO. Additionally, King County's legal,

contracts and procurement groups are fully engaged to deliver a coordinated RFQ, RFP and contract document package. Our engineering staff will also be involved throughout the CCZE project.

In addition, King County has retained David Evans and Associates Inc.(DEA), a professional project and construction management firm to assist King County throughout the CCZE project. DEA has assembled a highly qualified team with significant and relevant design-build experience, PM/CM services, and technical expertise. Within DEA's team is David Umstot, PE, CEM, of Umstot Project and Facilities Solutions, a national leader in PDB project delivery; and Jim Sammet, PE, who brings excellent insights into the State of Washington RCW 39.10 Alternative Delivery. Hurtado Consulting, Tres West, and Stepherson and Associates are all SBE firms listed as subconsultants to supplement with scheduling, electrical expertise and public engagement respectively.

In the past six-years King County has successfully completed hundreds of millions of dollars in construction projects in various fields, including transit, water/wastewater, parks and public facilities. King County is continually focusing on alternative project delivery to help facilitate successful outcomes on our projects. The CCZE project is funded in the agency budget. Continuity of the project team is key for a successful project delivery. All team members, including our consultants, will be engaged throughout the course of the CCZE project. As you may already know King County, is a leader in promoting small contractors and suppliers and women and minority-owned business participation in their projects. We will work to ensure that our RFQ, RFP and contract documents continues to advance these outreach goals.

All our team members are excited to apply their skill sets and lessons learned in an integrated and collaborative manner to ensure the success of the CCZE project. We look forward to presenting our proposed project to the Project Review Committee and receiving any input or questions you may have.

Sincerely,

Signed by:
kevin kibet
997C8C1F5138447A...

Kevin Kibet
Transit Capital Project Manager
Capital Delivery
P (206) 263-1553
kkibet@kingcounty.gov

King County

METRO

Central Campus Zero Emissions Infrastructure (CCZE) Project

ZERO EMISSIONS

STATE OF WASHINGTON

PROJECT REVIEW COMMITTEE (PRC)

Application for Progressive Design-Build Project Approval

Submitted By

King County

August 2025

State of Washington

PROJECT REVIEW COMMITTEE (PRC)

APPLICATION FOR PROJECT APPROVAL

To Use the Design-Build (DB)
Alternative Contracting Procedure

The PRC will only consider complete applications: Incomplete applications may result in delay of action on your application. Responses to sections 1-7 and 9 should not exceed 20 pages *(font size 11 or larger)*. Provide no more than six sketches, diagrams or drawings under Section 8.

Identification of Applicant

a) Legal name of Public Body (your organization): **King County**
b) Mailing Address: **201 South Jackson Street, KSC-TR-0435, Seattle, WA 98104**
c) Contact Person Name: **Kevin Kibet** Title: **Project Manager**
d) Phone Number: **(206) 263-1533** E-mail: **kkibet@kingcounty.gov**

1. Brief Description of Proposed Project

a) Name of Project: **Central Campus Zero Emissions Infrastructure (CCZE)**
b) County of Project Location: **King**
c) Please describe the project in no more than two short paragraphs.

The **Central Campus Zero Emissions Infrastructure (CCZE) Project** is a continuation of initiatives in Metro's commitment to transitioning for a zero-emissions bus fleet to achieve **King County's Strategic Climate Action Plan**. This ambitious project involves the design and construction of critical infrastructure to support the operation of **Zero Emissions Buses (ZEB)** at Metro's Central, Atlantic and Ryerson Bases in Seattle, WA. The location of the CCZE group is shown in Figure 1. Key project components include:

- **Electrical power infrastructure** developed in coordination with Seattle City Light (SCL).
- **Energy cost optimization:** accounting for SCL's variable electricity rates based on time-of-day charging and integrating these considerations into the charge management system.
- **Integration of systems** and operational elements required for seamless ZEB operation and fleet support including charging system specifications for charging speeds and the number of chargers required.
- **Vehicle Maintenance Building**: Evaluation of and updates to the existing buildings and requirements to operate and maintain ZEBs.
- **Active Bus Base:** having a team of experts to understand the impacts of implementing the necessary changes in an active/operating bus base is paramount and will result in reliable operations for the set of projects.
- **Fleet and route management:** optimizing charging schedules to align with assigned ZEB routes.

Figure 1 - Project Location

The CCZE Project builds upon the success and lessons learned from Metro's **Interim Base Electrification (IBE) Project**, leveraging insights into electric bus standards and design requirements. A critical aspect of the project is ensuring seamless coordination between the development of services, facilities, and infrastructure in conjunction with the procurement of new ZEBs meeting specifications and operational needs. By addressing these elements, the CCZE Project aims to continue Metro's initiative to establish a scalable and efficient model for electrifying Metro's fleet, setting the stage for a sustainable and emissions-free transit fleet and future.

Please refer to Appendix A for additional information about the CCZE Project including preliminary plans and concept diagrams.

2. Projected Total Cost for the Project:

A. Project Budget

Budget Item	Project Costs
Costs for Professional Services (A/E, Legal etc.)	$11,537,000
Estimated project construction costs (including construction contingencies):	$124,997,572
Equipment and furnishing costs	$35,245,428
Off-site costs	$1,444,731
Contract administration costs (owner, cm etc.)	$21,537,000
Contingencies (design & owner)	$12,602,957
Other related project costs (briefly describe)	$4,205,000
Sales Tax (Rule 171)	$21,537,000
Total	**$233,106,688**

B. Funding Status

Please describe the funding status for the whole project. *Note: If funding is not available, please explain how and when funding is anticipated*

Metro's budget for the CCZE Project is fully appropriated in the agency budget. This project is funded with internal Metro funds. Metro is also seeking grant funding opportunities for the CCZE Project as they become available to offset the amount of internal funds required. This may include Federal Transit Administration and WSDOT grant funds.

3. Anticipated Project Design and Construction Schedule

Please provide *(See Attachment B for an example schedule.)*:
The anticipated project design and construction schedule, including:

a) Procurement;
b) Hiring consultants if not already hired; and
c) Employing staff or hiring consultants to manage the project if not already employed or hired.

CCZE SCHEDULE MILESTONES

Task	Status/Duration
Procure Progressive Design-Build (PDB) Owner Advisory/Construction Management Consultant	**Completed**
PRC Approval	**September 25, 2025**
DB RFQ Advertisement	**March 20. 2026**
DB SOQ Due	**May 1, 2026**

Select/Notify Finalists	**July 10, 2026**
Issue RFP	**Sept. 9,2026**
Proposals Due	**November 12, 2026**
Notify Highest Scored Finalist	**January 26, 2027**
Notice to Proceed	**April 16, 2027**
Design & Construction Phase	**Feb. 2027 – Feb. 2031**
Closeout Phase	**Sept. 2030 – Jul. 2031**

4. **Explain why the DB Contracting Procedure is Appropriate for this project**
Please provide a detailed explanation of why use of the contracting procedure is appropriate for the proposed project. Please address the following, as appropriate:

- If the construction activities are highly specialized and a DB approach is critical in developing the construction methodology (1) What are these highly specialized activities, and (2) Why is DB critical in the development of them?

  The CCZE Project involves highly specialized construction activities related to the installation and integration of electric ZEB charging infrastructure and high-voltage electrical systems within active transit facilities. These activities include:

  - Installation of high-capacity utility service connections and transformers requiring coordination with Seattle City Light (SCL).
  - Construction and commissioning of medium-voltage switchgear, duct banks, and distribution systems.
  - Integration of vehicle charging equipment with complex software-based charge management systems.
  - Modifications to active bus maintenance facilities for safe operation and servicing of ZEBs.
  - Implementation of prefabricated gantries and above-ground raceways to reduce installation impact and support future scalability.
  - Coordination of work in a constrained, operationally sensitive transit yards without disrupting ongoing bus service.

  These construction elements are highly interdependent and require customized solutions informed by real-time collaboration between designers, builders, and equipment vendors. The Progressive Design-Build (PDB) approach enables early engagement of specialty subcontractors and manufacturers, allowing constructability, phasing, and commissioning considerations to shape the design. This is especially important for incorporating evolving charging technologies and aligning delivery with ZEB procurement and fleet rollout schedules. PDB is therefore critical to achieving a buildable, integrated, and cost-effective solution under complex site and operational constraints.

- If the project provides opportunity for greater innovation and efficiencies between designer and builder, describe these opportunities for innovation and efficiencies.

  Zero Emissions Bus infrastructure is a relatively new and rapidly evolving field in the United States. By using a PDB approach, we aim to assemble an integrated team of experts to leverage the latest state-of-the-art technologies and foster innovative solutions. This integrated collaboration between designers and builders promotes creative problem-solving and enhances project efficiencies, ultimately ensuring that the infrastructure is optimized to meet both current and future needs.

  The PDB approach also provides opportunities to streamline operations and minimize disruptions. For example, the team can explore and implement prefabricated systems, such as modular gantries and

charging stations, which can significantly reduce on-site construction time and improve installation accuracy. These prefabricated systems not only enhance project efficiency but also mitigate operational impacts by allowing critical components to be prepared off-site and quickly installed with minimal interference to daily activities.

By fostering innovation and coordination, the PDB process ensures that the project is well-positioned to deliver cutting-edge solutions while maximizing operational and cost efficiencies.

- If significant savings in project delivery time would be realized, explain how DB can achieve time savings on this project.

  The PDB approach can achieve significant time savings on this project by streamlining both the procurement and project delivery processes. Since the DB team is selected based on qualifications and a price factor for Phase 1 design services, the selection process may take a similar amount of time as the traditional design-bid-build (DBB) method. However, once selected, the DB team can overlap design and construction activities, compressing the overall project timeline.

  Unlike traditional DBB, where a fully completed design is required before construction begins, the PDB approach allows the DB team to begin construction on critical path items while finalizing other design elements. This fast-tracking capability accelerates the schedule and ensures that critical milestones are met earlier.

  Additional time savings are realized because the level of design documentation required is tailored specifically to the needs of permitting, construction, and record drawings, rather than the exhaustive details typically required for competitive lump-sum bidding. This focused documentation reduces unnecessary delays while maintaining design integrity and compliance.

  The PDB approach also facilitates early procurement and expedited coordination for key components of the project, including:

  - **Electrical distribution system** - Enables quicker identification and acquisition of the most suitable equipment, working with manufacturers.
  - **Charging system selection and procurement** – Enables quicker identification and acquisition of the most suitable charging technologies.
  - **Charging software procurement** – Allows seamless integration and early testing of software with hardware systems.
  - **Permitting** – Expedites the permitting process by leveraging the DB team's experience and resources.
  - **Seattle City Light (SCL) coordination** – Promotes early and ongoing collaboration to address utility-related requirements efficiently.
  - **Civil work** – Allows for early work packages including preparatory work, such as demolition, site grading and foundation work to proceed promptly during optimal construction windows.

  By overlapping phases and focusing on early action, the PDB approach ensures a faster, more efficient delivery of the ZEB infrastructure project without compromising quality or operational requirements.

5. Public Benefit

In addition to the above information, please provide information on how use of the DB contracting procedure will serve the public interest. For example, your description must address, but is not limited to:

- How this contracting method provides a substantial fiscal benefit;

  To reduce greenhouse gases contributing to global warming, Metro is committed to achieving a 100% Zero Emissions Fleet by 2035. CCZE project is instrumental in meeting this critical goal, where time is of the essence. The use of a PDB approach provides significant public benefits by addressing quality, time, and cost challenges more effectively than the traditional design-bid-build (DBB) method.

  1. **Quality** – The PDB approach fosters early collaboration among the owner, designer, and builder, enabling more integrated and coordinated solutions. This improves design accuracy, constructability, and performance outcomes—particularly important for complex systems like

electric bus charging infrastructure, where systems integration and operational alignment are critical.

2. **Time** – PDB allows for overlapping design and construction phases, accelerating project delivery compared to DBB. Early engagement with utilities, permitting agencies, and specialty vendors supports streamlined approvals, procurement, and phasing—key to meeting King County's 2035 zero-emissions fleet goal.
3. **Cost** – PDB enables cost transparency and continuous budget refinement during design development. The collaborative approach helps avoid unnecessary scope growth, reduces change orders, and allows for value optimization strategies such as modular construction and phasing, ensuring cost-effective delivery aligned with long-term operational savings.

In summary, the PDB method serves the public interest by delivering the CCZE Project faster and more efficiently while ensuring fiscal responsibility and alignment with the County's long-term sustainability goals. This approach secures the best blend of construction costs and future fleet operations, enabling Metro to meet its 100% Zero Emissions Fleet by the 2035 goal while maximizing public benefit.

- How the use of the traditional method of awarding contracts in a lump sum *(the "design-bid-build* method") is not practical for meeting desired quality standards or delivery schedules.

  The design-bid-build (DBB) method is not practical for the CCZE Project because it does not allow for the level of flexibility, coordination, and responsiveness required to deliver a high-quality, integrated solution within the aggressive timeline needed to support Metro's 100% zero-emissions fleet goal. DBB would require a fully complete design package before procurement, delaying construction mobilization and limiting opportunities for real-time collaboration between designers, builders, and specialized vendors. Additionally, DBB constrains the Owner's ability to adapt design elements in response to evolving technology, utility coordination challenges, and operational requirements unique to electrifying active bus bases. These constraints increase the risk of change orders, delays, and misaligned system integration. In contrast, PDB enables concurrent design and construction, continuous cost validation, and a collaborative environment that ensures delivery of a technically sound, scalable, and cost-effective charging infrastructure that aligns with Metro's performance, quality, and schedule objectives.

6. Public Body Qualifications

Please provide:

6.1. A description of your organization's qualifications to use the DB contracting procedure.

Metro has retained David Evans and Associates Inc., (DEA), a professional design and construction management firm, to assist Metro throughout the CCZE Project. DEA has assembled a highly qualified team with significant relevant project and design-build expertise.

- Mo Sheikhizadeh, PE, will serve as the DEA Services Manager, Mo brings significant experience in leadership including twelve years as the Washington State Department of Transportation's (WSDOT) State-wide Bridge Construction Engineer and management experience of over 15 DB projects.
- Jim Sammet, PE, will serve as the Resident Engineer and brings significant alternative project delivery experience including managing DB projects and PDB procurements. His experience spans professional design, owner, and contractor perspectives, with additional expertise in the electric utility and renewable energy sectors. Most recently, he led the procurement of a Systems Integrator contract for the Washington State Ferries Electrification Program, making him ideally suited to support the CCZE project.
- David Umstot, PE, DBIA, of Umstot Project and Facilities Solutions, LLC will serve as the Owner Advisor, providing leadership and DB expertise to supporting our PDB project delivery approach. David is a national leader in PDB project delivery, he will work closely with the team

in the initial set-up and PDB procurement, starting with a PDB workshop, as well as through the project on an as-needed basis. He has served in a similar role on the King County Interim Base Electrification PDB project.

DEA's team will be supported by the following firms:

- Hurtado Consulting (SBE Firm): Pre-Construction Project Scheduling, Lead Scheduler
- Tres West Engineers (SBE Firm): Electrical Subject Matter Expert (SME) for design and construction, and Electrical Inspection
- Stepherson and Associates (SBE): Public Engagement
- Vanir Construction Management: Lead Construction Estimator

Metro's staff is highly experienced in public contracting and many of the Metro team members have DB and specifically PDB expertise. Capital Division Director, Mark Ellerbrook, will provide project sponsorship. Project Manager, Kevin Kibet, PMP, DBIA, brings expertise in renewable green energy projects, as well as current DB and PDB experience on the Metro Energy Savings Performance Contracting (ESPC) and IBE bus charging projects. Project Representative, Carol Pennie, brings considerable expertise in project and construction management, and has recent DB and PDB experience. Senior Prosecuting Attorney for Metro's Contracts, Jerry Taylor JD, and Contracts Specialist Samol Hefley, will be leading the procurement and contract documents for Metro's efforts.

Metro is also well positioned with engineering support to tailor the initial conceptual design/program previously developed for the project, as well as working to ensure that the DB is meeting the initial and adjusted program. Metro's Project Engineer, Sadiq Anod, will be leading that effort for the project.

6.2. A project organizational chart, showing all existing or planned staff and consultant roles. *Note: The organizational chart must show the level of involvement and main responsibilities anticipated for each position throughout the project (for example, full-time project manager). If acronyms are used, a key should be provided. (See Attachment C for an example.)*

Please refer to **Attachment C - Organizational Chart**

6.3. Staff and consultant short biographies that demonstrate experience with DB contracting and projects (not complete résumés).

Please also refer also to Attachment D — Team Experience worksheet for additional details about key team members.

Carol Pennie, Construction Project Representative, King County Metro

Carol has over thirty-five years of experience in project management, construction management and civil engineering design. Carol holds a degree in Civil Engineering and has managed the design and construction of transit multi-modal facilities and industrial and bus maintenance facilities, including the administration of FTA funded projects in both the private and public sector. She successfully completed the Pier 50 Float Replacement, which was a DB project for Metro's Marine Transit Division. Currently, Carol is the Project Representative for the Interim Base Electrification (IBE) project, which is utilizing Washington State Department of Enterprise Services ESPC process to build a facility for 120 ZEB's. As a construction supervisor at Metro's Capital Project Delivery Section, she has demonstrated experience in facilitating integrated teams to deliver transit construction projects including DB, ESPC, Lump Sum, and work order contracting. Carol worked collaboratively with Metro Procurement and the County's Prosecuting Attorney's Office (PAO) in preparing procurement documents for PDB and GC/CM delivery. These contract documents have become templates for County-wide use.

Tyler Bir, Technical Representative, King County Metro

Tyler brings over two decades of experience in project management, engineering, and project leadership, overseeing the development and execution of complex infrastructure and transit projects. With a strong foundation in contract administration, stakeholder coordination, and regulatory compliance, Tyler has successfully participated in all phases of project lifecycles, from initial planning and design to construction and completion. As a team member at King County Metro, Tyler provides his construction management and leadership skills to deliver high-quality public works projects. He ensures alignment with strategic municipal initiatives, sustainability goals, and equity-focused policies. His knowledge in project administration, risk mitigation, and process standardization has helped to streamline operations and improved efficiency across multiple construction projects.

Kevin Kibet, DBIA, PMP: Project Manager, King County Metro

Kevin is a project management professional with 18 years of experience managing projects in transportation, energy and technology sectors. They hold degrees in Renewable and Clean Energy, and Information Technology, and They are a member of Design-Build Institute of America (DBIA). Kevin is currently managing the IBE project, which is utilizing Washington State Department of Enterprise Services Energy Savings Performance Contracting (ESPC) process to build a facility for 120 ZEB's. They will carry forward the lessons and institutional momentum on the integrated teams and the design build processes from that project. With experience and interest in managing integrated teams, change management, and development of organizational policies and structures to support projects, they are qualified to navigate the delivery of this project using the PDB alternative delivery at Metro.

Mo Sheikhizadeh, PE, (Consultant) Project Manager, DEA

Mo has more than 40 years of experience in civil engineering and construction, including 12 years as WSDOT's State Bridge Construction Engineer. He has managed over 15 heavy civil DB contracts to date. He has provided constructability, bottom-up cost estimates, construction scheduling, and design review input on countless projects throughout his career. For 14 years he managed the entire Washington State bridge construction program for consistency in best construction practices, interpretation of specifications, contract changes, evaluation of claims, and implementation of innovative construction practices. He specializes in contract dispute evaluation and settlement. During the past twelve years, Mo has worked on numerous municipal construction contracts as resident engineer and project manager.

Jim Sammet, PE, Resident Engineer, DEA

Jim Sammet, PE, is a seasoned senior project manager with over 35 years of diverse experience in executing large and complex transportation and energy projects. From project inception and design through construction, commissioning, and operational handoff, Jim has consistently delivered successful outcomes while ensuring environmental and regulatory compliance. Jim's expertise spans owner management of design and construction, oversight of resident engineering teams, and quality assurance. With a strong foundation in project development and design, he provides practical and effective technical support to address complex project issues. A leader in alternative project delivery methods, Jim has extensive experience in GC/CM, DB, and PDB. His recent accomplishments include serving as Procurement Manager for the Washington State Department of Transportation's (WSDOT) PDB procurements for the Fish Barrier Removal Program. In this role, he led the PDB procurement from PRC approval to advertisement and award.

David Umstot, PE, DBIA: PDB Advisor, Umstot Project and Facilities Solutions, LLC

David Umstot brings more than 35 years of experience to the team. This includes over 10 years of experience as a public owner using a myriad of procurement methods including pioneering PDB in the California public sector. Since 2013 he has been working with owners and project teams on projects totaling more than $15 billion in constructed value. He has been involved in more than 35 PDB projects as an owner, owner's trusted advisor, or design-build team coach. He has worked with Metro as their owner advisor on the Interim Base Electrification project since 2020. In addition, he has provided owner advisory services to a multitude of public agency owners throughout

California, Washington and British Columbia. He has provided partnering facilitation to more than 50 teams throughout North America and Europe including the University of Washington, Google, UC San Diego, SLAC National Accelerator Laboratory, Eli Lilly, Bristol Myers Squibb, National Children's Hospital of Ireland, and the US Navy, among others. David is the co-author of the book "Lean Project delivery: Building Championship Teams" published in 2017.

Rene Hurtado, PE, Lead Scheduler, Hurtado Consulting

Rene Hurtado, our lead scheduler, has worked on several large multi-disciplinary alternative delivery projects, including GC/CM, DB, and PDB contracts. Over his career, Rene has managed and constructed projects in a variety of project sizes and locations, including projects in heavily populated urban locations and environmentally sensitive, remote areas. In the last few years, Rene has worked on behalf of agencies in different capacities, but often as a schedule expert leading the review and response and update of baseline schedules and baseline schedule updates. Rene's most recent experience as the Project Manager for the Bremerton Ferry Terminal as part of the Washington State Ferries Electrification Program (WSFEP) Phases 1 and 2. The WSFEP Phases 1 and 2 includes the development of the conceptual design along with the development and implementation of the procurement for a DB contract.

Larry Bjork, Lead Cost Estimator, Vanir Construction Management

Larry has over 40 years of commercial construction experience and is skilled at providing preconstruction services, estimate and budget reviews and reconciliation, negotiating construction claims and contracts and construction project management. Larry has led construction teams on many projects which were constructed under alternate delivery methods as well as traditional contracting methods. He is also an affiliate instructor at University of Washington teaching beginning and advanced estimating in the undergraduate Construction Management Program.

6.4. Provide the ***experience and role on previous DB projects*** delivered under RCW 39.10 or equivalent experience for each staff member or consultant in key positions on the proposed project.

Please refer to **Attachment D - Team Experience.**

6.5. The qualifications of the existing or planned project manager and consultants.

Kevin Kibet, DBIA, PMP, serves as the Project Manager for the Central Campus Zero Emissions (CCZE) Project. He brings over 18 years of experience managing capital infrastructure projects in transportation, energy, and technology. Kevin is a recognized leader within King County Metro's Zero Emissions Program, where he has played a key role in advancing clean energy initiatives and transit electrification.

His project management experience spans multiple delivery models, including traditional DBB, ESPC, and PDB. Kevin's strengths include stakeholder coordination, integrated project planning, and aligning complex infrastructure programs with sustainability and operational goals. His leadership on the CCZE Project reflects King County's commitment to innovation, collaboration, and successful delivery of major public works.

Kevin will be supported by **David Evans and Associates, Inc. (DEA)**, which serves as the Owner Advisor (OA) and provides construction management and inspection services for the CCZE Project. DEA brings substantial experience delivering complex, multidisciplinary infrastructure projects with a focus on transit, electrification, and alternative project delivery methods.

DEA's team includes seasoned professionals with expertise in electric charging infrastructure, cost estimating, risk management, systems integration, and construction management. DEA has supported King County Metro through early phases of the CCZE Project and is fully engaged in the planning and procurement process.

Key DEA team members include **Mo Sheikhizadeh**, DEA's services manager, who has over 40 years of experience managing the delivery of complex transportation and public infrastructure projects. He brings extensive experience with alternative project delivery methods, and plays a key

role in coordinating technical input, procurement support, and stakeholder engagement on the CCZE Project. **Jim Sammet**, is a senior advisor and DEA's Resident Engineer for the project and brings over 35 years of experience in infrastructure project delivery and he leads procurement strategy and contract support, drawing from recent PDB work with WSDOT and work in the electric utility and renewable energy industries.

DEA is supported by a highly qualified group of subconsultants including:

- **Umstot Project and Facilities Solutions, LLC**, led by **David Umstot**, is nationally recognized for its leadership in PDB and Lean Construction. David brings direct experience supporting procurement strategy, contract development, and project delivery alignment for both the CCZE and Interim Base Electrification (IBE) projects. He has been involved in more than 35 progressive design-build projects since 2007.
- **Hurtado Consulting** is a certified SBE and MBE firm with extensive experience in transit system implementation, program management, and FTA-funded projects. Founder **Rene Hurtado** brings over 30 years of experience, including key roles supporting agencies such as Sound Transit, LA Metro, and TriMet. His expertise includes project controls, program implementation, and change management. Hurtado Consulting supports scheduling on the CCZE Project as well as program integration, and project delivery oversight.
- **Vanir Construction Management** contributes deep expertise in DB delivery and construction phase management for large infrastructure and transportation projects. The firm is currently supporting Metro on the IBE project, providing cost and procurement advisory services. **Larry Bjork**, Vanir's senior lead, brings decades of experience in cost estimating, risk management, and delivery support for major transit capital programs.

This integrated team is positioned to provide comprehensive advisory services from procurement through commissioning, with proven collaboration and continuity from the IBE project that will support successful PDB delivery of the CCZE Project.

6.6. If the project manager is interim until your organization has employed staff or hired a consultant as the project manager indicate whether sufficient funds are available for this purpose and how long it is anticipated the interim project manager will serve.

Not Applicable

6.7. A brief summary of the construction experience of your organization's project management team that is relevant to the project.

In the past six years, King County has delivered hundreds of millions of dollars in capital construction projects across its transit, water/wastewater, parks, and general facilities portfolios. This includes experience managing complex scopes, operating within constrained urban environments, and delivering on schedule and budget under a range of contract models. The CCZE Project will benefit from this institutional knowledge and depth of experience.

King County Metro's team for the CCZE Project includes senior-level staff with proven construction delivery credentials. Key personnel such as Jennifer Knauer, Kevin Kibet, Carol Pennie, Tyler Bir, and Samol Hefley have led the successful implementation of numerous capital programs and are all dedicated to the success of the CCZE Project. This team is also helping lead Metro's transition to alternative delivery, leveraging lessons learned from the Interim Base Electrification (IBE) project and aligning internal processes with RCW 39.10.

The owner advisor team, led by David Evans and Associates, Inc. (DEA), brings a broad and deep portfolio of construction-phase experience that spans multiple sectors, delivery models, and agency environments. DEA has successfully supported large public owners across Washington State in project planning, procurement, and delivery oversight—often in operationally complex environments like active transit facilities. Their work includes construction management, cost estimating, and risk-informed decision support during both preconstruction and implementation phases.

Supporting DEA, Umstot Project and Facilities Solutions, LLC brings nationally recognized expertise in PDB and Lean delivery, grounded in decades of direct experience managing and advising on major capital construction projects. Hurtado Consulting contributes deep knowledge of FTA-funded transit construction programs, with specific expertise in project controls, schedule management, and program-level implementation. Vanir Construction Management offers robust estimating and cost validation expertise and is currently providing construction-phase advisory services on the IBE project, bringing critical insight into King County's standards and processes.

Together, this integrated team contributes hands-on experience from the delivery of billions of dollars in public infrastructure construction, including DB and PDB, and is well equipped to provide proactive oversight and technical advisory services throughout the construction phase of the CCZE Project.

Please see our individual biographies in Section 6.3 above for more details.

6.8. A description of the controls your organization will have in place to ensure that the project is adequately managed.

Metro will implement robust project control procedures encompassing all phases of the CCZE Project, from pre-design through final closeout. These controls will be based on the County's project management plan (PMP) and the construction specifications included in the contract documents, including Section 01 31 00 (Project Management and Coordination) and Section 01 32 30 (Lean Construction Processes).

Kevin Kibet, the designated County Project Manager, will oversee a team of experienced internal staff and consultants with a proven track record of successful project delivery. Kevin will be supported by DEA's team and subconsultants, who bring experience managing complex, multi-disciplinary programs under alternative delivery models. This team includes specialists in procurement, program management, engineering review, quality assurance, and cost control.

A comprehensive PMP is being finalized to define authority, communication, schedule integration, and reporting. The PMP will be updated periodically to reflect changes in project personnel and scope. The County will establish project-specific procedures for validating scope, facilitating RFQ/RFP solicitations, and evaluating design-builder proposals per RCW 39.10.330. A risk register will be used and continuously updated to manage key risks and associated contingencies.

King County will deploy construction management software, such as Procore or an equivalent platform, to ensure document control, schedule coordination, and team accountability. The Design-Builder will be contractually required to implement and maintain this system, allowing all stakeholders to access and manage submittals, RFIs, progress logs, quality documentation, and issues in a collaborative environment.

Design review and change management processes will follow structured logs and design comment reconciliation protocols. The County will be the final reviewer of engineering deliverables and responsible for stakeholder integration during design. The Lean Construction specification (Section 01 32 30) provides a framework for implementation of Target Value Design (TVD), pull-based scheduling, and cross-functional collaboration through TVD clusters and the Project Management Team (PMT). Performance metrics and continuous improvement feedback loops will be embedded in the project culture.

Quality control and assurance will be planned and implemented collaboratively by Metro and the Design-Builder, using Lean principles such as first-run studies, quality checklists, and real-time quality planning. A Built-In Quality Plan and logistics plan will be developed to support efficient and timely field execution with minimal disruption and waste.

Finally, the DEA team will compile a comprehensive close-out report to document all major milestones, performance metrics, and lessons learned, ensuring that the County has full transparency and knowledge transfer for future projects.

6.9. A brief description of your planned DB procurement process.

King County Metro will conduct the DB procurement process consistent with the process and criteria requirements of **RCW 39.10**. King County will follow the required two-part procurement process for DB, starting with the issuance of a Request for Qualifications (RFQ). Once Statements of Qualifications (SOQs) are submitted, Metro will review and score SOQs in accordance with the criteria identified in the RFQ. Based on SOQ scoring, Metro will select finalists to submit proposals, which is anticipated to include three to five finalists.

The selected finalists will receive a Request for Proposals (RFP), which will identify the submittal requirements for proposals, to include management and technical information, proposed pricing for preconstruction and design services, and one or more price-related factors applicable to the construction scope. During the proposal period, it is anticipated that an interactive proprietary meeting and interview will be held with each finalist. The interactive proprietary meetings will not be scored though the interviews will be scored alongside their RFP proposals. Metro will then conduct proposal scoring according to the criteria laid out in the RFQ and RFP to identify the highest ranked firm. Metro plans to provide an honorarium for the finalists that are not awarded the contract.

Phase 1 of the agreement will define preconstruction and design services. Once the project scope, performance criteria, and design are sufficiently developed, a Change Order for Phase 2 work will be issued, which will establish the construction contract value, schedule, and all necessary terms for project execution. The GMP is currently expected to be established between the 30% and 60% design milestone.

The County is closely coordinating with its legal, procurement, and owner advisor teams to ensure this process aligns with RCW 39.10 and leverages lessons learned from its successful use of PDB on the IBE project.

6.10. Verification that your organization has already developed (or provide your plan to develop) specific DB contract terms.

The well-established Metro team, in collaboration with the KC Prosecuting Attorney (PAO), Jerry Taylor, and other stakeholders within the County, have developed new PDB procurement and contract templates, utilizing DBIA contract templates as a starting point. The new boilerplate PDB procurement documents, agreement and terms and conditions have been tailored to King County tolerances. The new documents are being used on two ongoing PDB projects and Metro continues to track lessons learned, ideas for improved language for future procurements, and potential contract refinements. Metro's OA will also lend expertise and support to this effort by identifying lessons learned and sharing best practices and discussing questions posed by PAO and procurement staff. Procurement and Payables (P&P) team manages final templates for RFQ, RFP, Agreement and Terms and Conditions documents tailored for PDB and ready for project-specific refinement.

7. Owner Readiness *(to be answered by the Owner)*

a) What have you done as an Owner to prepare yourself and your staff for this DB project?

Metro has taken several steps to prepare for the successful execution of the CCZE Project using PDB. In 2019, a large portion of project management, construction management, staff were trained in DBIA's Certification workshop, and the Course "Progressive Design Build Done Right". These efforts build on internal experience and lessons learned from prior alternative delivery projects, including the Interim Base Electrification (IBE) project, which is currently under construction. With this project, we will continue the training with several iterations of not only County staff, but the entire team, including leadership. This will allow teams to have similar references on how to deliver the project.

In preparation for the CCZE Project Metro has assembled qualified staff supported by an external consultant team with deep experience in PDB delivery. Internal staff, including the Project Manager

(Kevin Kibet, PMP, DBIA), Construction Project Representative (Carol Pennie), and Technical Representative (Tyler Bir) have participated in previous PDB and DB training courses and procurements and are familiar with their unique challenges and advantages. External staff are led by **David Evans and Associates (DEA)**, providing project management, resident engineering, estimating, electrical engineering, and scheduling support. DEA staff include **Mo Sheikhizadeh, PE** (Services Manager), who brings extensive experience managing over 15 heavy civil Design-Build contracts during his time as WSDOT's State Bridge Construction Engineer and **Jim Sammet, PE** (Resident Engineer), who brings deep experience with alternative project delivery, including recent PDB procurements and execution for WSDOT. DEA is also supported by a highly qualified team of subconsultants and advisors, including:

- **David Umstot, PE, DBIA** (Owner Advisor) – a nationally recognized expert in PDB delivery who has supported more than 35 PDB projects and is currently advising Metro on the IBE project.
- **Rene Hurtado, PE** (Lead Scheduler, Hurtado Consulting) – a specialist in construction scheduling for large alternative delivery projects, including recent experience supporting Washington State Ferries' Electrification Program Phases 1 and 2.
- **Larry Bjork** (Lead Estimator, Vanir Construction Management) – with over 35 years of experience in heavy civil construction, he is supporting cost estimating and pricing evaluations.

This integrated team is working collaboratively with Metro staff to prepare procurement documents, refine performance-based technical requirements, and support early alignment with PDB delivery best practices.

i. How have you communicated with other public owners to understand the organizational alignment and administrative time needed to manage an alternative delivery project?

Metro has gained valuable insights into organizational alignment and administrative readiness for PDB through two key channels:

First, the County's **Owner Advisor, David Umstot, PE, DBIA**, has brought forward extensive lessons learned from his advisory work on more than 35 PDB projects across North America. This includes experience with public agencies such as the **University of Washington.** These lessons cover critical topics including team structure, governance, procurement strategy, risk allocation, and decision-making models that support effective collaboration and streamlined project execution.

Second, Metro has directly engaged with other public agencies implementing PDB. including the **Lake Washington School District, and University of Washington**, to exchange insights and reflect on practical lessons from alternative delivery implementation. Metro also participates in local DBIA Owners Forums. These discussions have helped inform Metro's expectations for staffing, schedule commitments, internal approvals, and procurement sequencing needed to support a successful PDB process.

By leveraging both expert advisor input and peer agency discussions, Metro has developed a strong awareness of the organizational and administrative adjustments necessary to support alternative delivery and is applying those insights to the CCZE Project.

ii. What training have you as an Owner and your staff taken?

King County Metro staff have participated in targeted training programs to prepare for the successful implementation of PDB delivery. These include the **DBIA Certification Workshop**, **Progressive Design-Build Done Right**, and **DBIA's Collaborative Delivery Leadership Academy**. These trainings have strengthened the team's understanding of PDB best practices, collaborative contracting principles, and the Owner's role in fostering an integrated project delivery

environment. The knowledge gained is directly informing Metro's procurement strategy, team organization, and approach to risk allocation and project execution for the CCZE Project.

iii. How have you considered the differences in alternative delivery vs Design Bid Build with regards to contract requirements around risk allocation, attitudes towards contract changes, disputes, etc.?

Metro has actively evaluated the structural and cultural differences between PDB and traditional Design-Bid-Build (DBB) delivery methods as part of its project planning for the CCZE Project. A key step in this process was a **project delivery method selection workshop**, using **Choosing by Advantage**, a Lean construction tool, facilitated by Owner Advisor **David Umstot, PE, DBIA**, in which **internal project staff, Metro management, and external consultant team members** participated. This collaborative evaluation assessed the alignment of various delivery methods with the unique goals and constraints of the CCZE Project, including schedule urgency, system integration, stakeholder coordination, and flexibility to adapt to evolving technology. The outcome of this process was a clear consensus that PDB best aligned with the County's project goals and delivery requirements.

As part of this assessment, Metro considered several core differences between PDB and DBB, including:

- **Risk Allocation** – PDB allows for early identification and collaborative allocation of risks between the Owner and Design-Builder, reducing the adversarial nature often present in DBB delivery.
- **Contract Changes and Flexibility** – PDB is inherently adaptive, allowing changes to be managed through a structured, transparent, and cooperative process during Phase 1, in contrast to DBB's rigid change order environment.
- **Dispute Resolution Culture** – PDB promotes early issue resolution and joint problem solving, minimizing the potential for formal disputes and fostering long-term project team cohesion.

This thorough evaluation has informed the development of contract documents, procurement materials, and internal alignment efforts for the CCZE Project, ensuring that Metro is positioned to manage the expectations, behaviors, and structures unique to PDB delivery.

b) How does your organization ensure that knowledge is passed down to your staff and project team?

Metro supports knowledge retention and sharing through:

- Use of standardized procurement templates and contract provisions refined through prior DB and GC/CM experience.
- Structured debriefs and lessons-learned meetings conducted at the close of major project milestones.
- A centralized documentation system to retain process documentation, key decisions, and reference materials for future projects.
- Consultant continuity between successive projects (e.g., Vanir and Umstot serving on both IBE and CCZE) to provide institutional memory and mentoring for new staff.

This approach supports consistent practices across teams and helps to embed PDB-specific competencies into the County's capital project delivery systems.

c) How have you familiarized yourself and your staff with DB Best Practices?

Metro staff and consultants have reviewed the Design-Build Institute of America's and CPARB's Design-Build Best Practices Guidelines and are incorporating its principles into the procurement strategy and technical requirements for the CCZE Project. These best practices are being used to guide decisions related to:

- Evaluation scoring and team qualifications.
- Use of performance-based specifications.
- Early and continuous collaboration during design development.
- Risk identification, allocation, and mitigation during Phase 1.
- Use of an open book cost model to support the development of a mutually agreed GMP.

Metro staff have completed DBIA certification workshop, Progressive Design-Build Done Right™ Primer, Collaborative Delivery Leadership Academy, several DBIA conferences, and Construction Management Association of America (CMAA) conferences.

8. Public Body (your organization) Construction History:
Provide a matrix summary of your organization's construction activity for the past six years outlining project data in content and format per the attached sample provided: *(See Attachment E. The applicant shall use the abbreviations as identified in the example in the attachment.)*

- Project Number, Name, and Description
- Contracting method used
- Planned start and finish dates
- Actual start and finish dates
- Planned and actual budget amounts
- Reasons for budget or schedule overruns
- Small-, minority-, women-, and veteran-owned business participation planned and actual utilization.

Please Refer to **Attachment E - Construction History**.

9. Preliminary Concepts, sketches or plans depicting the project
To assist the PRC with understanding your proposed project, please provide a combination of up to six concepts, drawings, sketches, diagrams, or plan/section documents which best depict your project. In electronic submissions these documents must be provided in a PDF or JPEG format for easy distribution. Some examples are included in attachments E1 through E6. At a minimum, please try to include the following:

- A overview site plan *(indicating existing structure and new structures)*
- Plan or section views which show existing vs. renovation plans particularly for areas that will remain occupied during construction.
  Note: applicant may utilize photos to further depict project issues during their presentation to the PRC

The conceptual plans and drawings in Attachment A are from the Parametrix's 2019 Conceptual Design Report and the informational sketches are from Wise Charging. Parametrix's 180-page report with modifications by Metro's engineering department will serve as an initial starting point for the DB coming on board.

10. Resolution of Audit Findings on Previous Public Works Projects
If your organization had audit findings on any project identified in your response to Question 7, please specify the project, briefly state those findings, and describe how your organization resolved them.

Metro has received no audit findings on any of the public works projects listed in response to Question 7.

11. Subcontractor Outreach

Please describe your subcontractor outreach and how the public body will encourage small-, minority-, women-, and veteran-owned business participation. Please include past performance inclusion goals (%) and actual utilization ($).

Metro is a national leader in promoting **Equity and Social Justice (ESJ)** through strategic planning and innovative approaches. A key focus is how to direct government spending to enhance equity outcomes, particularly by increasing the participation of small businesses, women-owned businesses, and minority-owned businesses in public contracting.

To advance this goal, Metro will establish a minimum participation requirement for **Small Business Enterprises (SBE)**, as certified by the **Washington State Office of Minority and Women Business Enterprises (OMWBE)**. This requirement will be expressed as a percentage of the total contract value to be performed by SBE firms. To ensure successful SBE participation, Metro will also require proposers to submit an **Equity and Social Justice (ESJ) Innovation Plan**, outlining their approach to maximizing SBE involvement in the project.

The ESJ Innovation Plan will include:

- **Outreach and engagement strategies** to connect with SBE firms.
- Identification of **subconsultant and subcontractor opportunities** for SBE participation.
- Identification of **barriers to participation** and proposed strategies to overcome them.
- Plans for **technical assistance, mentorship, and capacity-building** to support small and diverse businesses.
- **Monitoring and performance metrics** to track and ensure progress toward meeting SBE participation goals.

Proposers will be asked to address specific inclusion strategies for **design tasks**, **construction subcontracting**, and **equipment/supply purchases** from SBE firms.

Throughout the contract, the awarded firm will be required to submit monthly reports detailing:

- Activities carried out under the **ESJ Innovation Plan** for that month.
- Planned activities for the upcoming month.
- Information on all **subcontract awards** and **payments to subcontractors/subconsultants/suppliers**, reported through Metro's **Diversity Compliance Management System (DCMS)**.

If the awarded firm fails to meet the established SBE utilization requirement at any point, Metro may require a **corrective action plan** to address and resolve the shortfall.

To illustrate Metro’s track record, past performance inclusion goals and actual utilization data are provided in **Attachment F**.

CAUTION TO APPLICANTS
The definition of the project is at the applicant's discretion. The entire project, including all components, must meet the criteria of RCW 39.10.300 to be approved.

SIGNATURE OF AUTHORIZED REPRESENTATIVE
In submitting this application, you, as the authorized representative of your organization, understand that: (1) the PRC may request additional information about your organization, its construction history, and the proposed project; and (2) your organization is required to submit information requested by the PRC. You agree to submit this information in a timely manner and understand that failure to do so may delay action on your application.

The PRC strongly encourages all project team members to read the Design-Build Best Practices Guidelines as developed by CPARB and attend any relevant applicable training. If the PRC approves your request to use the DB contracting procedure, you also agree to provide additional information if requested.

The 2021 Legislature updated RCW 39.10.330(8) stating that Design-Build contracts must require the awarded firm to track and report to the public body and to the office of minority and women's business enterprises (OMWBE) its utilization of the OMWBE certified businesses and veteran certified businesses. By submitting this application, you agree to include these reporting requirements in project contracts.

I have carefully reviewed the information provided and attest that this is a complete, correct and true application.

Signature: Signed by: Kevin Kibet 997C3C45133447A... _____

Name: *(please print)* Kevin Kibet *(public body personnel)*

Title: Transit Capital PM

Date: 8/19/2025

Attachment A

Preliminary Concept Plans & Diagrams

Existing Bases

The Central Campus Zero Emissions (CCZE) Project focuses on Central Campus, which includes the Central, Atlantic, and Ryerson Bases. These bases support various bus maintenance operations and differ in the number of available bus repair bays. The CCZE Project concentrates on the work at Central and Ryerson bases to install charging infrastructure and adequately sized parking spaces for BEBs. Atlantic Base, which currently services trolley buses, was not included in the transition plans at this time.

PROJECT LOCATION

Ryerson Base

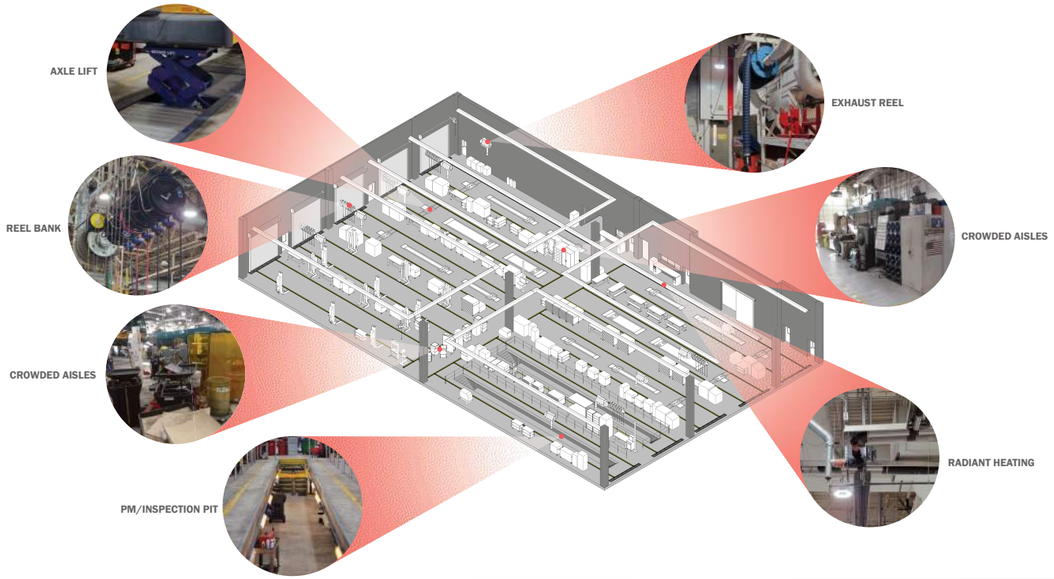
The following conceptual design drawings will focus on Ryerson Base. The Ryerson Base is located on the western part of Central Campus, separated from the Central and Atlantic Bases by the SoDo Busway. The building footprint is approximately 37,500 square feet and includes a series of support spaces such as administrative offices, shop areas, and storage. The facility has a total of ten maintenance bays, including six repair bays and four preventative maintenance/inspection bays. Bus parking is located to the north and south of the base building, with the fuel and wash area adjacent to the southern parking area. Ryerson Base supports parking for both 60-foot and 40-foot diesel and hybrid buses.

RYERSON BASE

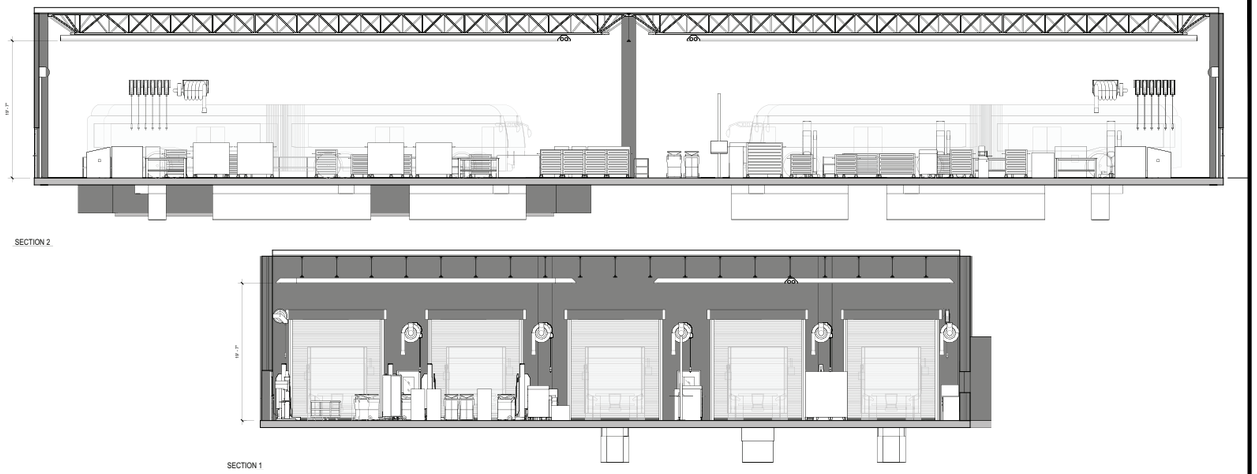
FIGURE 5.3
RYERSON BASE
CONCEPT SITE LAYOUT

ATTACHMENT A

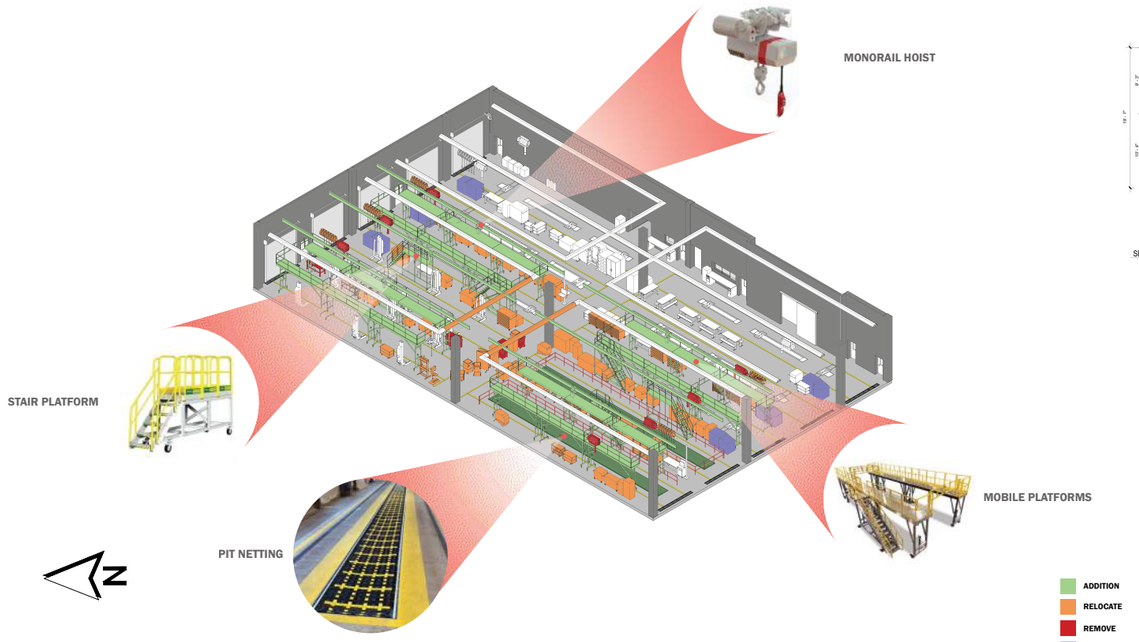
EXISTING CONDITIONS - Ryerson Maintenance Base



EXISTING CONDITIONS - Ryerson Maintenance Base



POTENTIAL CONFIGURATION - Ryerson Maintenance Base



POTENTIAL CONFIGURATION - Ryerson Maintenance Base

KING COUNTY METRO

TRANSIT SYSTEM ELECTRIFICATION PLAN

FIGURE 5.3
RYERSON BASE
CONCEPT SITE LAYOUT

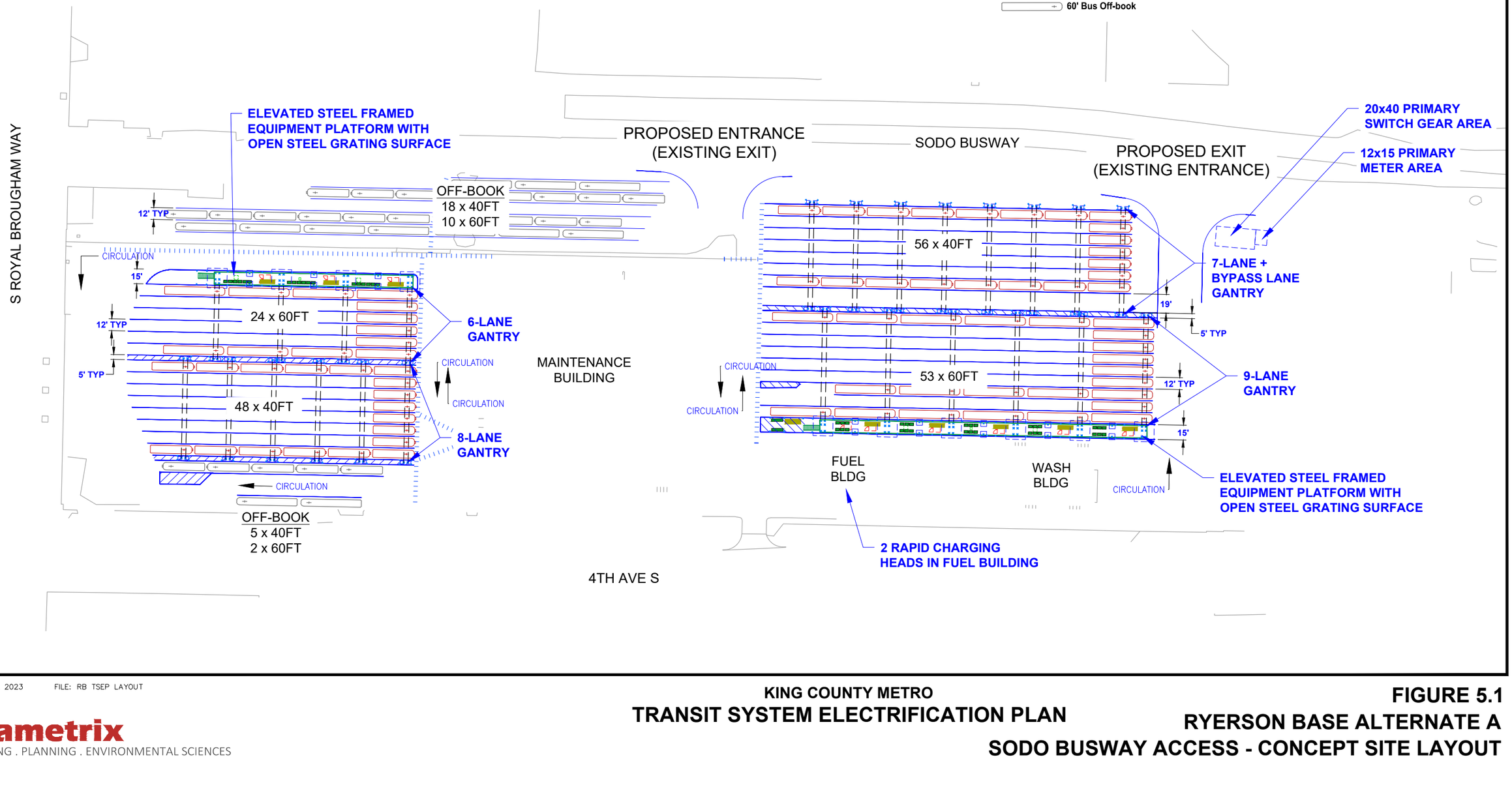
ATTACHMENT A

GENERAL NOTES

Truss Bridge Gantry/Cantilever Structures
181 charging positions : 104 for 40ft, 77 for 60ft
46 chargers & 2 rapid chargers

LEGEND

- Transformer, 2500 kVA Pad Mount (dimensions approximate)
- Switch Gear (dimensions approximate)
- Charger (ABB HVC 360 kW dimensions assumed)
- Rapid Charger (ABB HVC 450 kW dimensions assumed)
- Communications Equipment (See Communications Layout)
- Bollard
- 40' Bus Charging Space
- 60' Bus Charging Space
- 40' Bus Off-book
- 60' Bus Off-book



DATE: October 20, 2023 FILE: RB TSEP LAYOUT

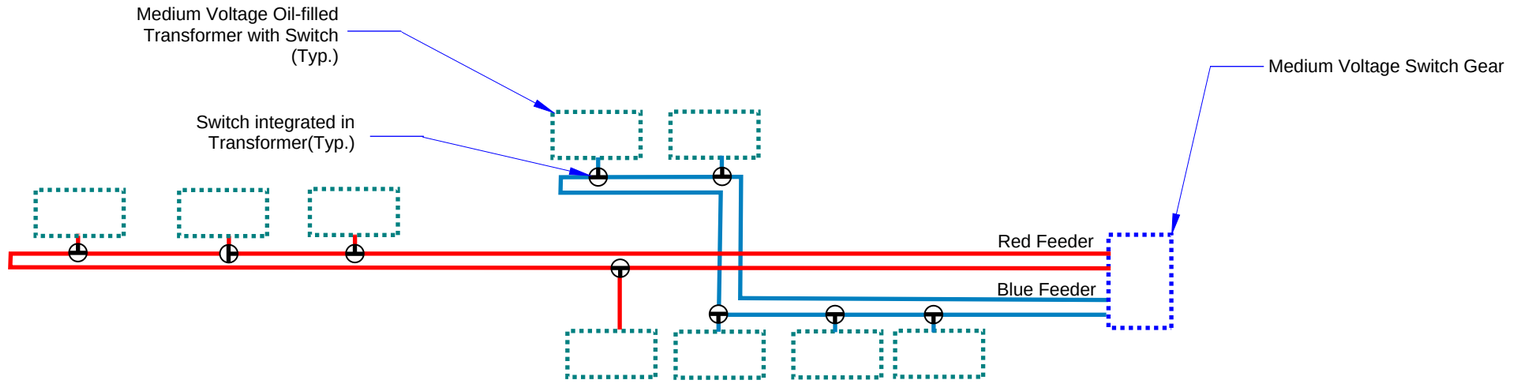
Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

KING COUNTY METRO

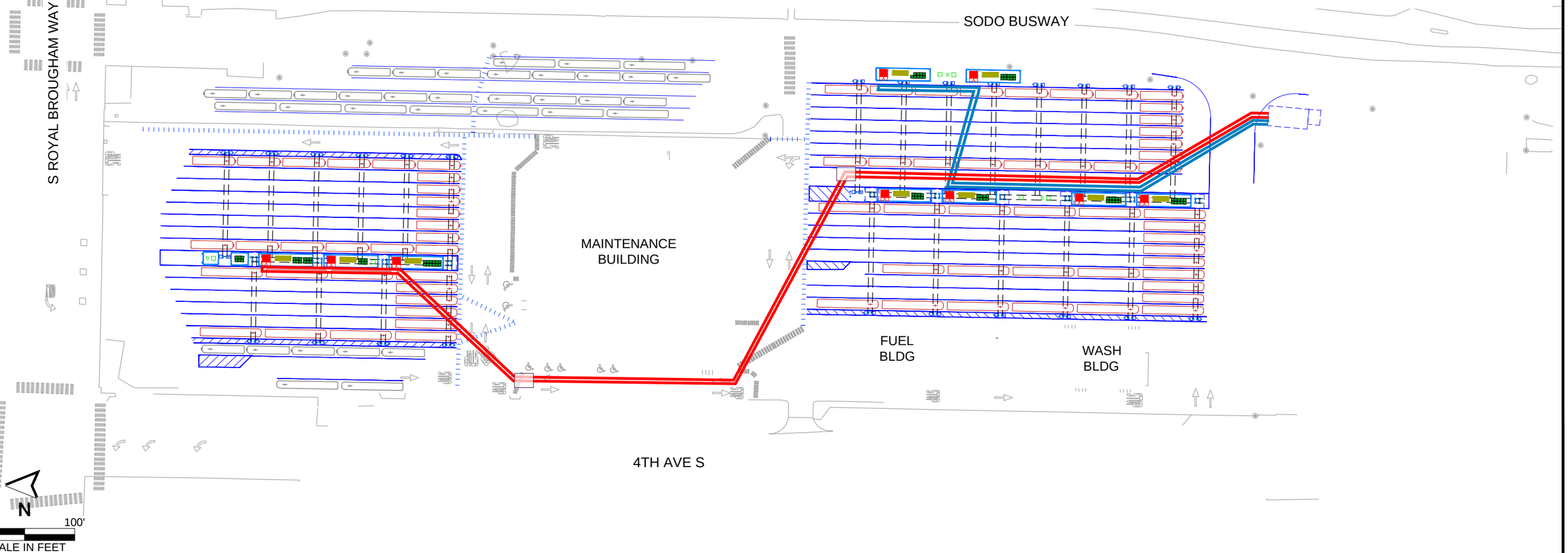
TRANSIT SYSTEM ELECTRIFICATION PLAN

FIGURE 5.1
RYERSON BASE ALTERNATE A
SODO BUSWAY ACCESS - CONCEPT SITE LAYOUT

ATTACHMENT A



Medium Voltage Feeder Schematic



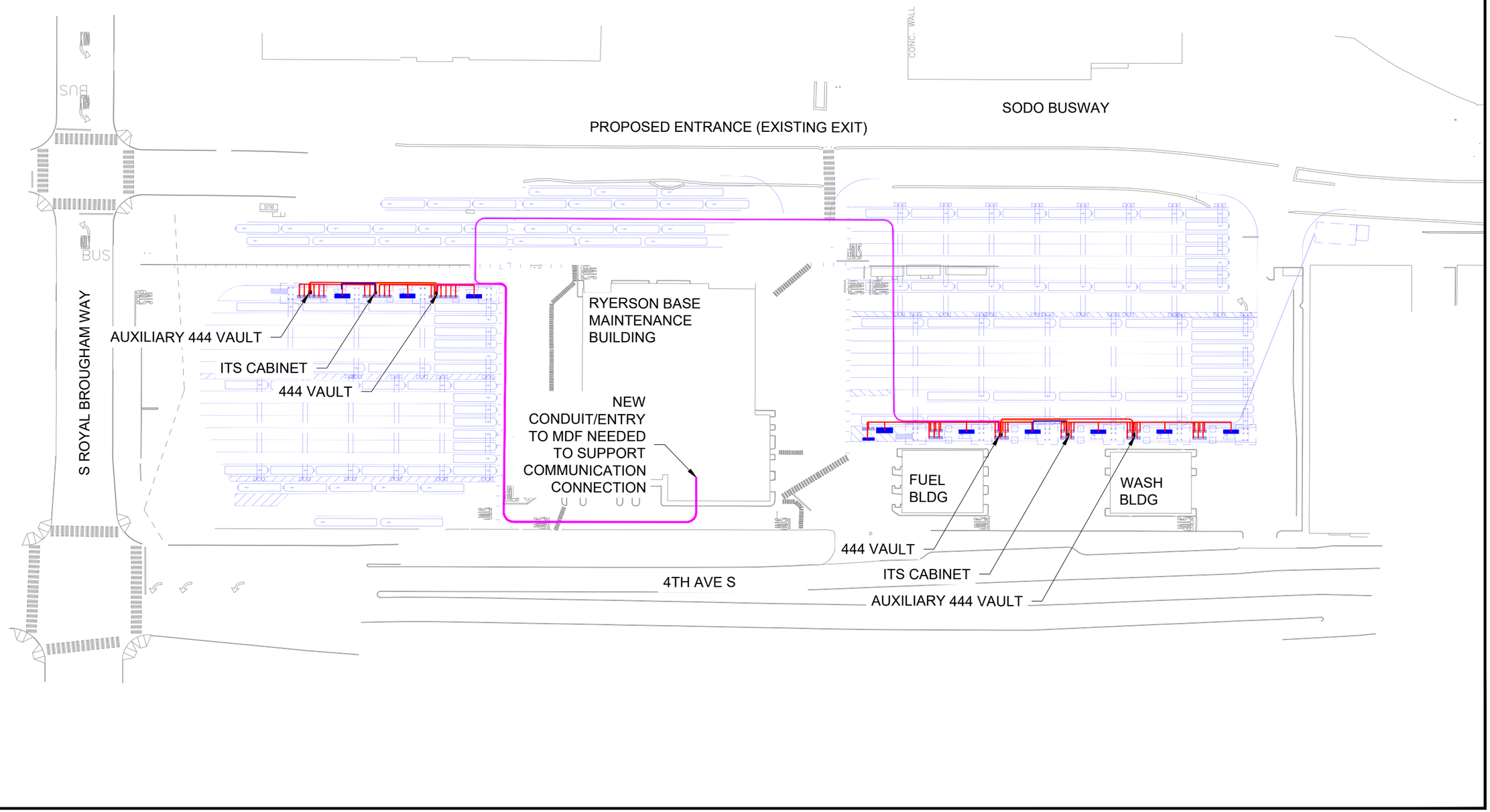
DATE: May 17, 2023 FILE: RB TSEP LAYOUT

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

KING COUNTY METRO
TRANSIT SYSTEM ELECTRIFICATION PLAN

FIGURE 5.2
RYERSON BASE ALTERNATE A
ELECTRICAL LAYOUT

ATTACHMENT A



DATE: November 2, 2023 FILE: RB COMM

Parametrix
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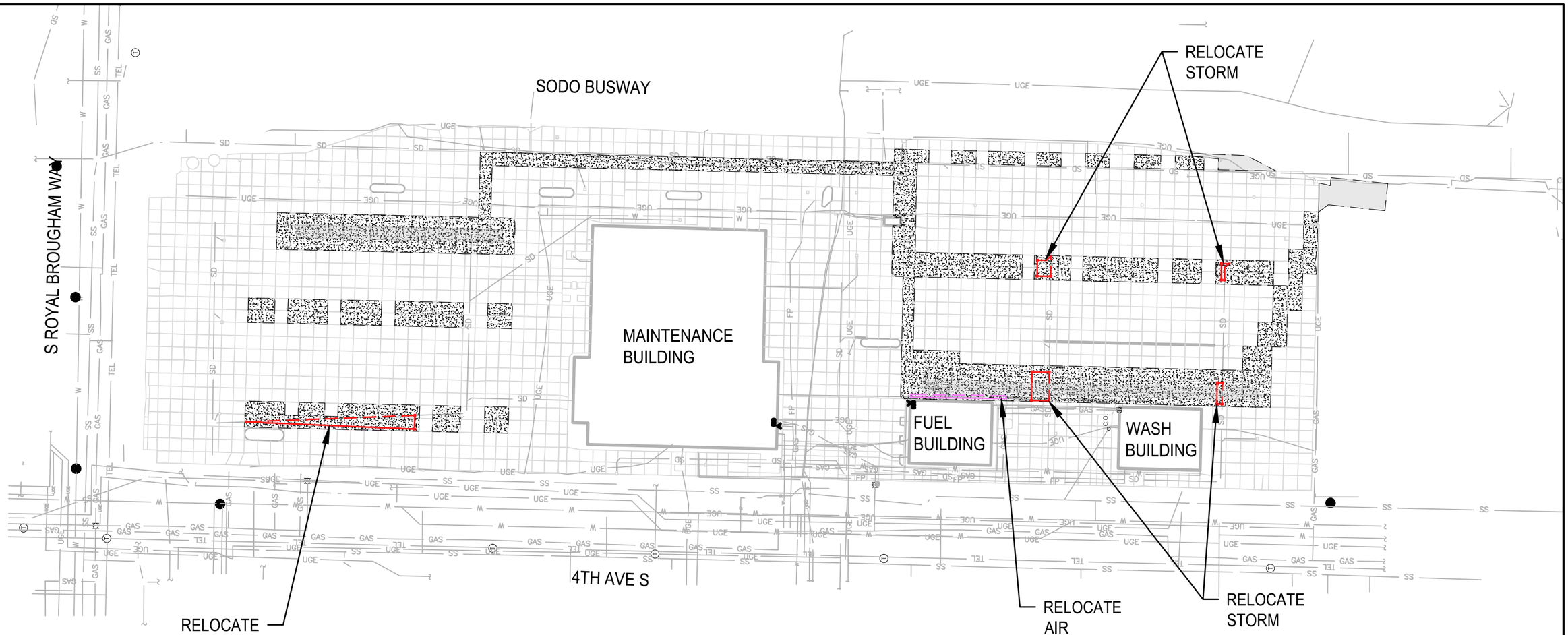
concord ENGINEERING

KING COUNTY METRO
TRANSIT SYSTEM ELECTRIFICATION PLAN

FIGURE 5.3
RYERSON BASE
CONCEPT SITE LAYOUT

ATTACHMENT A



LEGEND

- SAWCUT AND REMOVE EXISTING PAVEMENT
- RESTORE PORTLAND CEMENT CONCRETE PAVEMENT
- RESTORE ASPHALT CONCRETE PAVEMENT

TOTAL AREA SAWCUT AND REMOVAL: ~6200SY
TOTAL AREA PCC PAVING: ~5050SY
TOTAL AREA HMA PAVING: ~300SY

Parametrix

N

0 100

1 INCH = 100 FT.

King County Metro Transit
Transit System Electrification Planning
Ryerson Base Paving Removal and Utility Relocation

Attachment B

Schedule

Attachment B - Project Schedule

King County METRO
Moving forward together

Description	2025	2026	2027	2028	2029	2030	2031
Procurement Preparation							
Delivery Method & PRC Approval		**PRC Approval – Sept. 2025**					
RFQ & Contract Development		**RFQ – March 2026**					
PDB Procurement							
Step 1: RFQ/Shortlisting			**Shortlist – July 2026**				
Step 2: RFP/Evaluation and Selection				**Selection – Jan. 2027**			
Contract Negotiations				**Execute Contract - April 2027**			
Preconstruction Phase (Preliminary: pending Design Builder schedule input)							**Substantial Completion Feb. 2031**
Alt Analysis/Design/GMP Development					**GMP - Oct 2028**		
Final Design/Permitting							
Construction & Commissioning							
Closeout Phase							**Closeout July 2031**

Attachment C

Organizational Chart

ZERO EMISSIONS

Attachment C - Organizational Chart

Central Campus Zero Emissions Project

King County METRO
Moving forward together

Executive Leadership
Mark Ellerbrook
King County
Sponsor

Senior Leadership Team

Design-Builder SMT Rep	King County SMT Rep	Design-Builder SMT Rep
Principle **Design-Builder (TBD)** *Builder SMT Rep*	**Jennifer Knauer** King County Capital Delivery Unit Manager	**Design-Builder (TBD)** Principle *Design SMT Rep*

Project Management Team

Project Management Team	Project Management Team	Project Management Team	Project Management Team	Project Management Team
Dave Umstot Umstot Services *Design-Build and Risk Analysis*	**Carol Pennie** King County *Project Representative*	**Kevin Kibet, PMP, DBIA** King County *Project Manager*	**TBD** Project Manager *Builder PMT Rep*	**TBD** Design Manager *Design PMT Rep*

Technical Representative
Tyler Bir
King County
Technical Rep

Construction Team
Mo Sheikhizadeh
DEA
Team Performance, Contracts and Payment Approvals

Construction Team
Jim Sammet
DEA
Resident Engineer
CM and Quality Control Oversight

Construction Team
TBD
Civil/Structural Engineering, Environmental Permitting and Inspection

Construction Team
TBD
Structural Trades

Construction Team
Rene Hurtado
Hurtado Consulting
Scheduling

Construction Team
Larry Bjork
Vanir
Cost Estimator

Construction Team
Tres West
Electrical Trades

Construction Team
TBD
Civil Trades

Progressive Design Builder Team

Progressive Design Builder
TBD

Design Subconsultant
TBD

Subcontractors
TBD

Design Team
TBD
Design Manager

Design Team
Sabet Vallejo
Structural Engineer
King County

Design Team
Sadiq Anod
Project Engineer
King County

Design Team
TBD
Civil Engineer
King County

Design Team
TBD
Civil Engineer
Design Rep

Design Team
TBD
Electrical Engineer
Design Rep

Project Controls
Tony Wasser
Project Controls Supervisor
King County

Contracts
Samol, Hefley
Contract Specialist
King County

Legal Counsel
Jerry Taylor
Senior Prosecuting Attorney
King County

Metro Parties Of Interest

ESJ	Scheduling & Service Planning	Capital Planning
TBD King County	**TBD** King County	**Stephen Ryker** King County
Vehicle Maintenance, Eng, & Ops.	**Power**	**Sustainability**
Nate Stevens King County	**Bradley Rush** King County	**Caroline VanHarmelen** King County

Legend
- Project Leadership
- Design-Builder Team
- Project Advisory & Support
- METRO Project Team
- Metro Stakeholders

Attachment D

Team Experience

ZERO EMISSIONS

Attachment D Team Experience

King County Central Campus Electrification -

King County METRO
Moving forward together

							Role During Project Phases (Y/N)			
Name	**Firm**	**Summary of Experience**	**Project Name**	**Role**	**Project Size**	**Project Type (GCCM, DB, DBB)**	**Planning**	**Design**	**Construction**	**Timeframe**
Kevin Kibet, PMP, DBIA	King County Metro	Kevin is a project management professional with 18 year of experience managing projects in transportation, energy and technology sectors. They hold degrees in Renewable and Clean Energy, and Information Technology and they are DBIA certified. Kevin is currently managing the Interim Base Electrification project, which is utilizing Washington State Department of Enterprise Services Energy Savings Performance Contracting (ESPC) process to build a facility for 120 BEBs. They will carry forward the lessons and institutional momentum on the integrated teams and the design build processes from that project. With experience and interest in managing integrated teams, change management, development of organizational policies and structures to support projects, he is qualified to navigate the delivery of this project using alternative delivery at Metro.	Interim Base Electrification	Project Manager	$115M	ESPC	Yes	Yes	Yes	2023-Present
			Interim Base Electrification	Project Manager	94M	PDB	Yes	Yes	No	2021-2022
			South Base Test Chargers	Project Manager	$12 M	ESPC	Yes	Yes	Yes	2020-2021
			RapidRide H Line	Project Manager	$62 M	DBB	Yes	Yes	Yes	2018-2023
			Eastlake Layover Facility	Project Manager	$18 M	DBB	Yes	Yes	Yes	2018-2022
			Montlake Hub Improvements	Project Manager	$4 M	DBB	No	Yes	Yes	2018-2020
Carol Pennie	King County Metro	Carol has over thirty-five years of demonstrated experience in project management, construction management and civil engineering design. Carol holds a degree in Civil Engineering and has managed the design and construction of transit multi-modal facilities and industrial and bus maintenance facilities, including the administration of FTA funded projects in both the private and public sector. She has recently completed the Pier 50 Float Replacement, which was a DB project for Metro's Marine Transit Division. As a Construction Supervising Engineer V at Metro's Capital Project Delivery Section, she has demonstrated experience in facilitating integrated teams to deliver transit construction projects including DB, ESCO, Lump Sum, Work Order contracting. She will secure excellent results for the IBE project.	King County Marine Division Pier 50 Float Replacement Project	Contract Project Representative	$8 M	DB	Yes	Yes	Yes	2017-2020
			KC South Interim Base Building Demolition	Contract Project Representative	$900,000	DBB			Yes	2018
			KC Atlantic Base Yard Refurbishment	Construction Project Representative	$30 M	GCCM	Yes			2020-present
			KC Frye Warehouse and AC Base Operations Demolition	Contract Project Representative	$2 M	DBB			Yes	2016-2018
			KC ESCO HVAC Replacement	Construction Project Representative	$20 M	ESPC	Yes			2020-present
			KC South Base Test Chargers	Construction Project Representative	$5 M	ESPC			Yes	2020-present
			King County Multistoried Structured Parking Program	Consultant Program and Project Manager	$70 M	DBB	Yes	Yes	Yes	2000-2010
Tyler Bir	King County	Tyler brings over two decades of experience in project management, engineering, and project leadership, overseeing the development and execution of complex infrastructure and transit projects. With a strong foundation in contract administration, stakeholder coordination, and regulatory compliance, Tyler has successfully participated in all phases of project lifecycles, from initial planning and design to construction and completion. As a team member at King County Metro, Tyler provides his construction management and leadership skills to delivering high-quality public works projects, ensuring alignment with strategic municipal initiatives, sustainability goals, and equity-focused policies. His knowledge in project administration, risk mitigation, and process standardization has helped to streamline operations and improved efficiency across multiple construction projects.	Interim Base Electrification	Construction Manager	$115M	ESPC	No	No	Yes	2023-Present
			Atlantic Base HVAC Replacement Project	Construction Manager	$15M	ESPC	No	No	Yes	2020-Present
			Central Base Wash / Vac Replacement	Construction Manager	$1M	ESPC	No	No	Yes	2022-2023
			Van Distibution Center Asphalt Concrete Paving	Construction Manager	$900,000	DBB	No	No	Yes	2019 - 2020
Sadiq Anod	King County Metro	Sadiq is a licensed electrical engineer with nearly a decade of hands-on experience as a project and design engineer for King County Metro. He holds both a BS and a Professional Master's in Electrical Engineering and maintains a Washington PE license. Sadiq stamps and leads designs that cover medium-voltage feeders up to 35 kV and, most often, 480 V/277 V and 120 V/208 V distribution systems, along with SCADA-PLC controls, advanced lighting, and integrated security. Since 2016 he has delivered the technical work for base-facility power expansions, energy-efficiencyupgrades, and battery-electric-bus charging infrastructure. His responsibilities span alternatives analysis, detailed load calculations, construction drawings, specifications, cost estimates, consultant-submittal reviews, and field inspections. He collaborates closely with project managers on budgets and schedules and supports maintenance teams during commissioning. By pairing rigorous NEC and IEEE code knowledge with an energy-conservation focus and equity-mindedapproach, Sadiq provides safe, cost-effective engineering solutions that keep King County's regional transit network operating reliably while advancing Metro's zero-emission goals.	Interim Base Electrification	Electrical Engineer	$94M	PDB	Yes	Yes	No	2021-2022
			South Base Test Chargers	Electrical Engineer	$12M	ESPC	Yes	Yes	Yes	2020-2021
			RapidRide H Line	Electrical Engineer	$63M	DBB	Yes	Yes	Yes	2018-2023
			Eastlake Layover Facility	Electrical Engineer	$18M	DBB	Yes	Yes	Yes	2018-2022
			Yard Lighting Projects	Electrical Engineer	$24M	ESPC	Yes	Yes	Yes	2019-Present

ZERO EMISSIONS

Attachment D Team Experience

King County Central Campus Electrification -

King County METRO
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							Role During Project Phases (Y/N)			
Name	**Firm**	**Summary of Experience**	**Project Name**	**Role**	**Project Size**	**Project Type (GCCM, DB, DBB)**	**Planning**	**Design**	**Construction**	**Timeframe**
Samol Hefley	King County Metro	Samol is a Contract Specialist with 21 years of experience procuring contracts for public works construction, goods and services, architectural, engineering, and professional services. Samol will provide support to the Metro team during the progressive design build (PDB) procurement; Support will be provided during the development of the PDB RFQ and RFP documents, as well as during the review, scoring, and selection processes. Samol has previously worked on Design-Build procurements, has completed design-build training, is a Certified Professional Public Buyer (CPPB) through the Universal Public Procurement Certification Council (UPPCC), and a certified Associate through the Design Build Institute of America. Prior to joining King County, Samol worked for 17 years at City of Tacoma doing agency-wide procurements.	Alder Powerhouse Unit 11 Rebuild Project	Senior Buyer	$8 M	DB	Yes	Yes	Yes	2018-2019
			Solid Waste Management Compressed Natural Gas (CNG) Station Upgrade	Senior Buyer	$2.7M	DBB	Yes	Yes	Yes	2019-2020
			Solid Waste Management Vehicle Maintenance Facility Upgrade	Senior Buyer	$1.7M	DBB	Yes	Yes	Yes	2019-2020
			Jefferson & Hood Street Surface Water Interceptor Project	Senior Buyer	$30.3M	DB	Yes	Yes	Yes	2018-2019
			CTP Electrical Distribution System Replacement	Senior Buyer	$18.5M	DBB	Yes	Yes	Yes	2019-2020
Eileen McHugh	King County	Eileen brings over thirty-five years of experience in project management, architecture, and project leadership, overseeing the development and execution of complex higher education, hospital, high-rise and transit projects. With a strong foundation in project management, strategic planning, and complex regulatory compliance, Eileen has successfully participated in all phases of project lifecycles, from initial planning and design to construction and completion. Eileen has managed a variety of project sizes and locations, including projects in heavily populated urban locations and environmentally sensitive areas. Her knowledge of life safety and fire codes has proven valuable on renovation projects and additions. She has worked on behalf of the City of Seattle and King County, as well as a consultant for the University of California at San Diego and applied a broad base of knowledge and experience from feasibility planning and stakeholder outreach to team management, design, construction and technical expertise as a licensed architect.	Seattle Municipal Tower Elevator Modernization	Program Manager/Supervisor	$30M	DBB	No	No	Yes	2023-2025
			UCSD Franklin Antonio Hall Research Lab	Project Manager/Sr Technical Architect	$180M	GCCM	Yes	Yes	Yes	2021-2023
			Interim Base Electrification	Capital Supervisor	$115M	ESPC	No	No	Yes	2025
			Expansion Project - Swedish Hospital First Hill	Project Architect/Enabling Projects Manager	$1.3 B	GCCM	Yes	Yes	No	2018-2019
David Umstot, PE, DBIA	Umstot Project and Facilities Solutions, LLC	David is a Professional Civil Engineer (PE) with more than 35 years of leadership experience in private sector and public agency construction program management and facilities management. He is a nationally recognized leader in Lean Project Delivery and design-build. David has worked with more than 100 organizations coaching owners, developers, builders, designers, and specialty trade contractors in Lean thinking, culture change, and continuous improvement as part of the company's core offerings. A large part of the firm's practice is tied to supporting progressive design-build projects. Over his career, David has been involved in more than 50 DB projects as a practitioner, owner, and advisor including 35 progressive design-build projects since 2008. He has worked with 10 different public agencies to help successfully deliver their first progressive design-build project. He was recognized in 2012 with a national DBIA Leadership award for pioneering the use of progressive design-build in California's higher education community.	King County Metro Interim Base Electrification Project, Tukwila, WA	Progressive Design-Build Consultant	$49.6 M	PDB	Yes	Yes	Yes	2020-present
			Saddleback College Advanced Technology and Applied Sciences Building	Progressive Design-Build Consultant	$53 M	PDB	Yes	Yes	Yes	2017-2021
			Fullerton College Instructional Building and Central Plant Expansion	Progressive Design-Build Consultant	$49.6 M	PDB	Yes	Yes	Yes	2017-2021
			Los Angeles World Airports, LAX Terminal Cores Project for Automated People Mover	Lean Coach and Facilitator for Lean Progressive Design-Build Project	$340 M	PDB		Yes	Yes	2017-2020

ZERO EMISSIONS

Attachment D Team Experience

King County Central Campus Electrification -

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							Role During Project Phases (Y/N)			
Name	**Firm**	**Summary of Experience**	**Project Name**	**Role**	**Project Size**	**Project Type (GCCM, DB, DBB)**	**Planning**	**Design**	**Construction**	**Timeframe**
Larry Bjork	Vanir	Larry has over 40 years of commercial construction experience and is skilled at providing preconstruction services, estimate and budget reviews and reconciliation, negotiating construction claims and contracts and construction project management. Larry has led construction teams on many projects which were constructed under alternate delivery methods as well as traditional contracting methods. He is also an affiliate instructor at University of Washington teaching beginning and advanced estimating in the undergraduate Construction Management Program.	Highline High School	Project Director and Cost Consultant	$200M	GCCM	Yes	No	Yes	2018-2021
			Evergreen High School	Project Director and Cost Consultant	$175M	GCCM	Yes	No	Yes	2023-2025
			Pacific Middle School	Project Director and Cost Consultant	$100M	GCCM	Yes	Yes	Yes	Ongoing
Mo Sheikhizadeh, PE	David Evans and Associates Inc. (DEA)	Mo has more than 40 years of experience, including twelve years as WSDOT's State Bridge Construction Engineer. He has provided constructability, bottom-up cost estimates, construction scheduling, and design review input on countless projects throughout his career. He managed the entire statewide bridge construction program for consistency in best construction practices, interpretation of specifications, contract changes, evaluation of claims, and implementation of innovative construction practices for 11 years. Mo has been involved with over 15 design build contracts and one progressive design build contract, all with WSDOT. He specializes in contract dispute evaluation and settlement. During the past fifteen years, Mo has worked on numerous municipal construction contracts as resident engineer and project manager.	I-405, NE 6th to I-5 Hard Shoulder Running (HSR) & ELT Improvements, WSDOT, Bellevue, WA	Materials Engineer	$50M	DB	No	No	Yes	2016-2018
			Panama Canal - Three Locks, Panama Canal Authority	Cocrete mixes and durability analyst	$5.2B	DB	No	Yes	Yes	2008-2011
			SR 519 - I-90 to SR 99 Intermodal Access I/C Improvements Phase 2, WSDOT, Weattlle WA	Quality verification and change order oversight as the State Bridge Construction Engineer.	$53M	DBB	No	Yes	Yes	2008-2011
Jim Sammet, PE	David Evans and Associates Inc. (DEA)	Jim Sammet, PE is a senior project manager with over 35 years of experience delivering large, complex transportation and energy projects. He has led efforts from planning and design through construction, commissioning, and operational handoff, consistently achieving project goals while maintaining environmental and regulatory compliance. Jim brings deep expertise in owner-side construction management, resident engineering oversight, and quality assurance. With a strong technical foundation, he provides practical solutions to complex project challenges and supports high-performing project teams. Jim is a recognized leader in alternative delivery methods, with extensive experience in GC/CM, design-build, and progressive design-build. Recently, he served as Procurement Manager for WSDOT's progressive design-build contracts under the Fish Barrier Removal Program. In this role, he led the CPARB application and review process and managed the procurement from advertisement through contract execution. His broad skill set and commitment to excellence make him a trusted partner in advancing major infrastructure initiatives.	Washington State Ferries Electrification Program - Seattle and Bainbridge Island Ferry Terminal Electrification	Consultant/Advisor	TBD	DB	Yes	N/A	N/A	2024-Present
			I-5/US12/SR 507/SR 702 Thurston Grays Harbor & Pierce Co- Remove Fish Barriers, WSDOT	Procurement Manager/ Consultant	$450M	PDB	Yes	No	No	2023-2024
			SR3/ SR104/ SR303/ SR307/SR308 Kitsap County Remove Fish Barriers	Procurement Manager/ Consultant	$350M	PDB	Yes	Yes	Yes	2022-Present
			SR3/SR16/SR166 - Gorst Bundle Remove Fish Passage, WSDOT	Procurement Manager /Consultant	$133M	DB	Yes	No	No	2022-2023
			SR 2022 Evans/Patterson/Tribes Fish Passage, WSDOT	Design Quality Assurance Manager	$8 M	DB	Yes	Yes	Yes	2018-2019
Rene Hurtado	Hurtado Consulting	Rene Hurtado has worked on several large multi-disciplinary alternative delivery projects, including design-build, CM/GC, and progressive design-build contracts. Over his career, Rene has managed and constructed projects in a variety of project sizes and locations, including projects in heavily populated urban locations and environmentally sensitive, remote areas. In the last few years, Rene has worked on behalf of agencies in different capacities.	Highway 101: Carpinteria to Santa Babara	Contractor's Pre-Constrcuction Manager	$500 M	GCCM	Yes	Yes	Yes	2020-2021
			I-405, Renton to Bellevue Widening and Express Toll Lanes	Contractor's Design Manager	$705 M	DB	Yes	Yes	Yes	2019
			Gordie Howe International Bridge Shadow Estimate and Claims Analysis	Esimate and Schdule Consultant	$3.8 B	DB	No	No	Yes	2022

Attachment E

Construction History

King County METRO
Moving forward together

King County Metro - Attachment E Construction History (Within 6 Years)

ZERO EMISSIONS

Project #	Project Name	Project Description	Contracting Method	Planned Start	Planned Finish	Actual Start	Actual Finish	Planned Budget	Actual Budget	Reason for Budget or schedule overrun
1	Harbor Maleng Building Single Patient Rooms	Convert two outpatient clinic floors in Maleng building into single patient rooms and renovate two floors in Ninth and Jefferson Building (NJB) into outpatient clinics.	Progressive D-B	Nov-21	Jun-25	Nov-21	ongoing	$75M	$78M	Harborview requested additional scope and will be providing additional budget ($3M) for this project
2	Montlake HUB Capital Improvements	Construction of a concrete plaza adjacent to the University of Washington's Husky Stadium including raised concrete planters, bus zones, roadway paving, and signal work. Work included critical milestones to avoid impacting football games and school commencement.	D-B-B	Jun-17	May-20	Jun-20	Jul-20	$3.4 M	$3.5 M	Budget changes due to Seattle City Light design changes, additional paving and power to the RTIS system. Time extension due to weather impacts.
3	Third Avenue ORCA Reader Improvements	Project specific work order contract for construction of ten bus zones (foundations, electrical power, sidewalk reconstruction) in the City of Seattle to support Metro's service relocations from the Downtown Tunnel to 3rd Avenue.	D-B-B	Mar-19	Mar-20	May-19	Jun-20	$2.8 M	$3.3 M	Additional funds were allocated to the budget to construct two additional bus zones. Contract time was extended to obtain Street Use Permits from the City.
4	South Interim Base (SIB) Development	Project specific work order contract to construct an interim bus. Work included concrete and asphalt paving, utilities, excavation and grading, storm drainage and water quality. Concrete foundations for Owner-procured modular and Pre-Engineered Buildings, installation of Owner-procured data/comm equipment, maintenance equipment and vehicle lift equipment.	D-B-B	Jun-19	Jun-21	Jul-19	Jun-21	$23 M	$26.4 M	Contract price was revised to include construction contingency.
5	Judge Patricia A. Clark Children and Family Justice Center - Phase 1A *(* not a Metro Department project but a King County Department of Executive Services project)*	The Children and Family Justice Center replaces an outdated Youth Services Center with a trauma-informed facility that provides modern youth and family court services as well as a flexible and therapeutic juvenile detention center. The new facility includes: 137,000 sf courthouse with 10 courtrooms, an increase of three courtrooms and 40,000 sf; 92,000 sf, 112-bed juvenile detention center allowing for flexibility to reduce detention space in the future; 10,200 sf of youth program space; and 1.55 acres of open area including pedestrian and bicycle pathways and a public plaza. *(Phase 1B includes 360 car garage along with landscaping for 9.1 acres and the Alder School due in 2021))*	D-B	Mar-15	Nov-19	Mar-15	Nov-19	$154 M	$186 M	Phase 1A construction was delayed by political opposition and issuance of the Master Use Permit. The team was able to reduce and mitigate the impact of this delay by approximately two months through efficient management of the schedule and performance of the work.
6	Safety and Training Building	Due to the construction of the South Annex Base the Safety and Training facility needs to be relocated. Metro has signed a Lease for a build to suit space that is 12,000 sq. ft facility with a 350,000 sq ft training and storage yard.	Lease - Build to Suit	Mar-20	Dec-19	Mar-20	Mar-21	$3.7 M	$4.7 M	Cost variance due largely to insecurity in Gross Maximum Price from owner as Design/Build was negotiated and completion date was impacted by Covid and permitting.
7	Passenger Ferry Terminal at Colman Dock	10,000 SF passenger ferry terminal located at Colman Dock, Seattle, WA. King County Water Taxi and Kitsap Fast Ferry operate out of the terminal serving 1.25 million passengers annually. Project achieved Platinum on the King County Sustainable Infrastructure Scorecard and included passenger wait area, small office space, two pedestrian bridges and 1% for art.	Joint Venture	Aug-17	Sep-18	Aug-17	Sep-19	$35 M	$35 M	Construction was delayed one year due to schedule impacts of the Colman Dock project. The project was delivered under budget despite the schedule delay. Final cost is still being determined (project is in closeout).
8	Atlantic Vehicle Maintenance (VM)	Replace existing HVAC system serving the shop and storage spaces in the Vehicle Maintenance building. The HV units servings shops will be replaced by new units with dual-core heat recovery, electric resistance heating and CO/NO2 control for VAV operation. The storage spaces will be supplied ventilation air by a DOAS unit with zone level electric unit heaters. Building HVAC controls will be upgraded.	D-B using ESCO	Mar-21	Dec-22	Jun-21	Jan-27	$15 M	29M	Scope addittion and COVID Impacts
9	South Base Test Chargers	King County Metro is committed to lowering its carbon footprint. To meet this commitment King County Metro is rolling out an Electric Bus Fleet. As part of the roll out King County Metro is developing an Electric Bus Charger test facility at its South base. This project includes installation of new electrical service, duct bank, and charger infrastructure	D-B using ESCO	Jan-21	Jul-22	Jan-21	Sep-24	7M	8M	COVID impacts and manufacturer delays

Abbreviations D-B: Design Build; D-B-B: Design-Bid-Build; ESCO: Energy Savings Performance Contracting

Attachment F

Past Performance of Inclusion Goals

King County METRO
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Attachment F- Past Performance of Inclusion Goals

ZERO EMISSIONS

Contract Number	Contract Title	Contract Value	Start Date	End Date	Current Goal SBE	Current % Complete (Based on Schedule)	Payments to Subs	Current Goal Participation
KC000339	Architectural, Engineering and Related Services for East Side Passenger Integration	$ 2,684,710.90	3/17/2022	1/31/2026	20.00%	84%	$ 291,970.34	28.26%
E00661E20	Architectural, Engineering, and Related Services for South Annex Base	$ 48,657,810.89	2/19/2021	12/31/2027	15.00%	63%	$ 3,668,596.54	10.99%
KC001167	Broad Street Traction Power Substation Equipment Replacement	$ 6,351,000.00	2/26/2025	8/25/2027	15.00%	13%	$ -	0.00%
KC000030	Construction Management & Inspection Services for South Annex Base	$ 2,702,443.58	4/23/2021	12/30/2025	20.00%	89%	$ 154,963.17	8.89%
P00255P19	Construction Management and Inspection Services for RapidRide H Line Construction	$ 2,739,336.02	7/9/2020	6/1/2025	95.00%	100%	$ 412,488.94	16.83%
KC000332	Construction Management and Inspection Services for RapidRide I Line	$ 390,599.12	1/25/2022	6/30/2025	30.00%	99%	$ 27,894.35	17.11%
E00624E19	Engineering and Related Services for Atlantic Base Bus Yard Pavement Replacement	$ 8,350,693.54	10/14/2020	9/30/2027	23.00%	67%	$ 2,212,614.17	33.48%
E00630E19	Engineering and Related Services for Broad Street Substation	$ 861,771.95	9/2/2020	12/31/2024	10.00%	100%	$ 265,786.18	34.52%
KC000971	Engineering and Related Services for RapidRide A & F Lines Improvements for MTD	$ 658,924.03	3/11/2024	2/28/2025	33.00%	100%	$ 53,870.51	10.19%
KC001134	Engineering and Related Services for the Trolley Optimization Planning Project for Metro Transit Department	$ 259,802.11	9/5/2024	7/3/2025	60.00%	96%	$ -	0.00%
KC000305	Engineering and Related Services for Transit System Electrification Planning	$ 2,851,246.12	3/11/2022	6/30/2025	22.00%	99%	$ 566,159.69	21.88%
E00476E17	Engineering Planning and Design Services for RapidRide H Line	$ 9,365,870.24	8/9/2017	6/30/2025	20.00%	100%	$ 2,380,908.94	26.32%
E00577E18	Engineering Services for HVAC Replacement at Atlantic Base, South Facilities, South Base, and East Base	$ 2,973,260.85	9/5/2019	12/31/2027	20.00%	70%	$ 511,864.13	18.36%
KC000437	Engineering Services for Rt 48 Electrification	$ 1,135,606.85	12/15/2022	8/29/2025	15.00%	93%	$ 98,510.01	14.35%
E00517E17	Engineering Services for Transit Base Hyraulic Lift Replacement Project	$ 786,893.02	4/20/2018	10/1/2021	18.00%	100%	$ 170,894.64	23.95%
E00585E19	Engineering, Planning, and Design Services for RapidRide 1027	$ 3,841,865.70	8/12/2019	9/30/2025	20.00%	95%	$ 741,841.25	20.72%
E00566E18	Engineering, Planning, and Design Services for RapidRide 1033 - Renton, Kent and Auburn	$ 27,800,560.81	3/6/2019	6/30/2025	18.00%	100%	$ 7,638,795.68	29.19%
KC000225	Heavy Civil GC/CM Services for Atlantic Base Yard Refurbishment Project	$ 45,193,442.92	11/16/2021	3/3/2027	15.00%	68%	$ -	0.00%
P00273P20	Independent Commissioning Authority (CxA) Services for the South Annex Base	$ 312,444.27	2/17/2021	8/1/2024	0.00%	100%	$ -	0.00%
KC000770	Metro Fixed Assets Program Owner Advisor	$ 3,303,737.03	6/26/2023	12/31/2025	12.00%	79%	$ 100,444.97	5.05%
P00274P20	OA and CM&I Services for Atlantic Base Refurbishment Project	$ 5,145,694.80	1/27/2021	12/31/2027	15.00%	63%	$ 33,436.16	1.42%
KC001127_228	Owner Adv, Construction Management & Inspection Services for Central Camp Electrification	$ 5,891,915.67	10/2/2024	9/30/2027	15.00%	24%	$ 34,048.29	23.89%
P00270P20	Owner Advisory, Construction Management and Inspection, and Related Services for Electrification for South Base Test Site and Interim Base at South Campus	$ 4,580,337.43	10/4/2020	6/30/2025	15.00%	99%	$ 786,516.07	31.28%
E00471E17	Planning and Design Services for Rapidride Expansion	$ 4,387,461.05	12/19/2017	10/31/2020	20.00%	100%	$ 990,022.20	23.82%
KC001261	Planning and Engineering Services for Metro Route 106 Speed and Reliability Improvement	$ 626,729.35	4/20/2025	4/30/2026	40.00%	16%	$ -	0.00%
KC001240	Planning and Engineering Services for Metro Route 60 Speed and Reliability Improvement;	$ 617,919.67	4/16/2025	4/30/2026	15.00%	17%	$ -	0.00%
KC000192	Planning and Engineering Services for South King County Corridor Improvements	$ 1,335,640.25	9/22/2021	12/31/2025	19.05%	88%	$ 141,530.54	21.68%
P00261P19	Planning Services for Fixed Asset Program and State of Good Repair Program	$ 736,389.05	11/14/2019	6/30/2024	10.00%	100%	$ 68,159.84	10.96%

King County METRO
Moving forward together

Attachment F- Past Performance of Inclusion Goals

ZERO EMISSIONS

Contract Number	Contract Title	Contract Value	Start Date	End Date	Current Goal SBE	Current % Complete (Based on Schedule)	Payments to Subs	Current Goal Participation
		$ 327,836.03					$ -	0.00%
KC001172	Planning, Engineering and Related Services to Develop a Long-term Facilities Plan For Metro Contracted Services		10/7/2024	10/31/2025	14.00%	66%		
KC001297	Professional Services for Metro Transit Project Control	$ 491,825.26	5/6/2025	10/31/2027	15.00%	5%	$ -	0.00%
KC000144	Progressive Design Build for Interim Base Electrification	$ 3,474,823.52	7/28/2021	12/31/2024	13.00%	100%	$ 276,767.44	13.37%
KC000995	Project Control Services for Metro Transit Department	$ 866,439.68	4/15/2024	4/15/2028	17.00%	30%	$ 13,028.38	7.18%
KC000583	RapidRide Prioritization Plan	$ 938,963.31	1/13/2023	8/31/2024	15.00%	100%	$ 183,236.54	23.94%
KC000412	Re-Connecting To Transit	$ 1,500,000.00	5/26/2022	1/31/2025	10.00%	100%	$ 106,983.83	5.42%
KC000562	Route 36 Corridor Improvements	$ 1,066,059.67	11/5/2022	2/28/2026	15.00%	79%	$ 223,672.36	34.38%
KC000068	Survey and Related Services for the Trolley Master System Drawing Program	$ 2,790,153.61	8/26/2021	8/31/2025	10.00%	95%	$ 245,821.45	8.85%
KC001001	SW 100th St Non-Motorized Safety Improvements - Rebid	$ 1,832,085.37	2/5/2024	11/8/2024	15.00%	100%	$ 150,433.23	8.92%
1219-19_61352	Transitioning Metro's Non-Bus Fleets to Zero-Emissions	$ 608,990.64	1/23/2020	8/31/2021	0.00%	100%	$ -	0.00%
KC000846	West Seattle Mobility Hub for Metro Transit Department	$ 899,023.55	8/24/2023	9/30/2024	13.00%	165%	$ -	0.00%
		$ 209,340,307.86						