

SOUND TRANSIT

MOTION NO. M99-11

**Amend Contract with Parsons Brinckerhoff Quade and Douglas, Inc. for Service
Integration Planning and Travel Demand Forecasting
BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2/18/98	Discussion/Possible Action	Barbara Gilliland, Program Manager, Systems Integration Don Billen, Project Coordinator, Systems Integration	684-1630 684-1605

ACTION:

A motion of the Finance Committee to amend Contract No. RTA/RE 44-97 (Service Integration Planning and Travel Demand Forecasting) by increasing the amount from \$800,000 to \$1,100,000 (an increase of \$300,000) to cover additional on-call technical assistance.

BACKGROUND:

Sound Transit entered a contract with Parsons Brinckerhoff Quade and Douglas Inc. commencing January 19, 1998 for Service Integration Planning and Travel Demand Forecasting. The contract is for a period of two years with an option to extend the contract on an annual basis for up to an additional three years. The project budget was negotiated at \$800,000 based on the best available information at the time in order to provide technical support to Sound Transit in three areas:

- Service Integration Plans: conceptual and preliminary bus route planning for the Central Link light rail alternatives (\$143,628).
- Transit ridership forecasts to support the Link Draft Environmental Impact Statement (DEIS) and preliminary engineering for six alignment alternatives (\$101,492).
- Additional on-call technical assistance related to the service integration plans, transit ridership forecasts, and traffic forecasts related to Regional Express projects (\$554,880).

Parsons Brinckerhoff Quade and Douglas, Inc. has already completed service integration plans and ridership forecasts for the Link light rail alternatives. These analyses have supported Link conceptual design and development of the Draft Environmental Impact Statement. They have enabled key questions to be answered such as the number of bus bays likely to be required at Link stations, ridership for alternative alignments, and parking demands at Link park-and-ride lots.

The on-call technical assistance portion of the contract was included to support additional Link service integration and ridership forecasting which might arise during the course of the contract

and to provide traffic forecasts to Regional Express HOV Access and Community Connections capital projects. All on-call assistance was at the request of Sound Transit. At the time the contract was executed, it was not known which Regional Express projects would require traffic forecasts or how many Link light rail alternatives would be studied.

Since execution of the contract, Sound Transit developed individual scopes-of-work and authorized initiation of the following on-call tasks:

- Traffic forecasts for the Lynnwood, Kirkland, Mercer Island, and Federal Way/Star Lake groupings of Community Connections and HOV Access projects (\$268,964).
- Evaluation of Transportation Systems Management (TSM) Alternatives to HOV Direct Access Ramps for the board-established HOV/TSM Committee (\$103,275).
- Traffic forecasts for the Swamp Creek Community Connection and HOV Access grouping and demand forecasts for the Tacoma Dome and South Hill park-and-ride lots (\$37,500).
- Ridership forecasts for fifteen additional Central Link light rail alternatives and for the Tacoma Link (\$49,170).
- Ridership analysis for Sound Transit fare policy development (\$14,220).

These tasks, along with their associated project administration of \$70,969, total \$544,099 and upon their completion, will nearly exhaust the on-call portion of this contract. Additional ridership forecasts and park-and-ride lot demand needs of \$270,087 have been projected through January 2000 when the initial two-year duration of the contract will expire. Traffic forecast needs for future Regional Express Community Connections and HOV Access project groupings will be accommodated by specifying Parsons Brinckerhoff Quade and Douglas, Inc. as a subconsultant to the prime preliminary engineering/environmental documentation consultants.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- Adoption of *Sound Move*, The Ten-Year Regional Transit System Plan (May 31, 1996).
- Implementation Guide - Adopted June 12, 1997 (Motion No. 32).
- Motion M98-5 - Executive Committee authorization to execute a contract with Parsons Brinckerhoff Quade & Douglas, Inc., in an amount not to exceed \$800,000, for the purposes of service integration planning, travel demand forecasting, and other on-call services.
- Resolution R98-49, adoption of Fiscal Year 1999 Budget (November 12, 1998).

EXECUTIVE SUMMARY

Scope of work

Tasks to be addressed under the requested contract amendment include:

- Develop ridership forecasts for the years 2010 and 2020 for the Central Link light rail locally preferred alternative and provide ridership analysis for Link preliminary engineering (\$28,505).
- Develop year 2020 ridership forecasts for Central Link light alternatives evaluated in the project DEIS (\$25,522).
- Prepare a 2020 ridership forecast for the full light rail system build-out, as identified in the Regional Transit Long-Range Vision, in order to respond to initial Phase II discussions and

update estimates of ultimate passenger volumes Phase I facilities will accommodate (\$91,841).

- Provide support to Link light rail New Starts Report preparation, environmental justice analysis, and document ridership forecasting assumptions (\$61,988).
- Demand forecasts for the Overlake Transit Center, DuPont, SR 512, and 112th Street park-and-ride projects (\$26,200).

Procurement and selection process

This contract was procured through a standard Sound Transit RFP/RFQ process that resulted in three firms being interviewed and the selection of Parsons Brinckerhoff Quade & Douglas, Inc.

M/W/DBE participation

The contract team consists of four sub-consultants all of whom are minority or women DBE firms. The original two scopes of work resulted in an M/WDBE participation of 31.9%. The nature and timing of the on-call services has resulted in an overall M/WDBE participation level of 16.7%. Experience gained by the sub-consultants over the last year will allow their participation in the remaining on-call work to increase and result in a revised overall M/W/DBE participation of 18.1%.

Cost

Ridership forecasts for Central Link light rail locally preferred alternative	\$28,505
2020 ridership forecasts for DEIS Central Link light alternatives	\$25,522
2020 ridership forecast for the full light rail system build-out	\$91,841
Support to Link light rail New Starts Report	\$61,988
Demand forecasts for park-and-ride projects	<u>\$26,200</u>
Total	\$234,057

Contingency

An additional contingency of \$65,943 is proposed. This amount will be used to cover unanticipated work requests that may result over the year.

FUNDING:

The additional \$300,000 required to cover the additional on-call technical assistance requested has been included in the individual 1999 project budgets listed above and adopted by the board.

ALTERNATIVES:

The Finance Committee could choose to: 1) reject the request for contract amendment approval; 2) reduce the amount of the contract amendment by \$91,841 and instruct staff to rely on full-system ridership forecasts last updated in 1992; 3) instruct staff to acquire in-house modeling and analysis capability; or 4) solicit additional qualifications and proposals to complete the work needed to provide additional travel demand forecasting. These courses of action are not recommended, as continuing to use one firm to provide travel demand forecasting is the most efficient use of resources and ensures consistency between multiple forecasts. Sound Transit

does not currently have on staff the requisite expertise or specialized software to perform and complete this type of analysis. Therefore, amending the contract with Parsons Brinckerhoff Quade and Douglas, Inc. is a necessary step to move these projects forward to implementation.

CONSEQUENCES OF DELAY:

Additional ridership forecasting work is critical to completion of the Central Link Light Rail Project environmental documentation and preliminary engineering.

LEGAL REVIEW:

The Legal Department has reviewed and approved the Background and Comments and the Motion.

SOUND TRANSIT

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A motion of the Finance Committee of the Central Puget Sound Re to amend Contract No. RTA/RE 44-97 (Service Integration Planning and Travel Demand Forecasting) by increasing the amount from \$800,000 to \$1,100,000 (an increase of \$300,000) to cover additional on-call technical assistance requested by Sound Transit.

Background:

Sound Transit's (ST) Executive Director executed a contract commencing January 19, 1998 between Parsons Brinckerhoff Quade and Douglas Inc. and ST for Service Integration Planning and Travel Demand Forecasting. The contract is for a period of two years with an option to extend the contract on an annual basis for up to an additional three years. The project budget was negotiated at \$800,000 based on the best available information at the time in order to provide technical support in three areas: Service Integration Planning related to Link light rail; transit ridership forecasts to support the Link Draft Environmental Impact Statement (DEIS); and additional on-call technical assistance for Link and Regional Express projects.

Since execution of the contract, the first two elements of the contract have been completed and individual scopes-of-work have been authorized on the following on-call tasks:

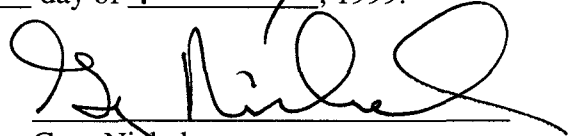
- Traffic forecasts for the Lynnwood, Kirkland, Mercer Island, and Federal Way/Star Lake groupings of Community Connections and HOV Access projects.
- Evaluation of Transportation Systems Management (TSM) Alternatives to HOV Direct Access Ramps for the board-established HOV/TSM Committee.
- Traffic forecasts for the Swamp Creek Community Connection and HOV Access grouping and demand forecasts for the Tacoma Dome and South Hill park-and-ride lots.
- Ridership forecasts for fifteen additional Central Link light rail alternatives and for the Tacoma Link.
- Ridership analysis for Sound Transit fare policy development

These tasks, upon their completion, will nearly exhaust the dollar amount authorized for this contract. Additional ridership forecasts and park-and-ride lot demand needs of \$300,00 have been projected through January 2000 when the initial two-year duration of the contract will expire.


Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that Contract No. RTA/RE 44-97 between the Central Puget Sound Regional Transit Authority and Parsons Brinckerhoff Quade and Douglas, Inc., be amended to increase project budget by \$300,000 to \$1,100,000.


Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 18 day of February, 1999.



Greg Nickels
Finance Committee Chair



ATTEST:



Marcia Walker
Board Administrator