

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-80

High Capacity Transit Planning Services

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	7/7/05	Discussion/Possible Action to Recommend Board Approval Action	Paul Matsuoka, Chief Policy and Planning Officer	(206) 398-5070
Board	7/14/05		David P. Beal, Program Manager, Policy and Planning	(206) 398-5124

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Agreement with Other Jurisdiction(s)		Budget Amendment	

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a contract amendment with Parsons Brinckerhoff Quade & Douglas to provide high capacity transit planning services through 2006, and provide engineering and cost estimating support for the development of the ST2 Plan, in the amount of \$7,420,000 for a new total authorized contract amount not to exceed \$11,920,000.

KEY FEATURES of PROPOSED ACTION

- Extends the contract period through the end of 2006, accommodating the new target date for a vote on ST2 no sooner than November 2006. When originally approved, the contract scope anticipated a vote on ST2 in 2005.
- Authorizes the execution of an option to extend the contract by 10½ months.
- As the Board was briefed during the development of the Long-Range Plan (LRP), Supplemental Environmental Impact Statement (SEIS) and ST2, this amendment addresses the higher than anticipated costs that have occurred because:
 - the study of additional modes (such as monorail and streetcar) that was not expressly included in the original negotiated contract price; and
 - the analysis of potential High Capacity Transit corridors was also not included in the original negotiated contract price; and
 - Sound Transit has held more public meetings and hearings than originally anticipated.
- Builds on a large body of work completed in 2004 and the first half of 2005, including draft and Final SEPA Supplemental EIS for the Long-Range Plan, fifteen issue papers and the development of the Long-Range Plan.

- Continues the consultant's support to the ST2 planning effort (including public outreach) and provides for a greater level of effort in engineering support and cost estimating. Consulting support is required because Sound Transit devotes only a few full-time positions to long-term system planning activities.
- At the time of contract award, Sound Transit's schedule for the completion of ST2 was May/June 2005. Since that time, the Board has directed staff to prepare the plan for presentation to voters by autumn 2006. This decision has extended the period of all technical work supporting plan development.

BUDGET IMPACT SUMMARY

Project Description: Consultant for High Capacity Transit

Current Status: Active

Projected Completion Date: 12/31/06

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase		
This Task		
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is assumed in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET DISCUSSION

The current 2005 budget is sufficient to cover the expenses that will be incurred in 2005 as a result of this contract amendment. Most of the expenses related to the contract amendment will fall in 2006. There is sufficient lifetime budget available to cover the costs of the amended contract in future years.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity.

BUDGET TABLE

Summary for Board Action

Action Item: Execute an amendment to the contract with Parsons Brinckerhoff Quade & Douglas to provide high capacity transit planning services through 2006, and provide planning, engineering, and cost estimating support to development of the ST2 Plan. (\$s in thousands).

	(A) Current Approved Contract Value	(B) Spent to Date	Balance	(C) Proposed Action	(D) Proposed Total Contract Value
Contract Budget:					
Parsons Brinckerhoff Quade & Douglas	4,500	3,002	1,498	7,420	11,920
Contingency	-	-	-	-	-
Total	4,500	3,002	1,498	7,420	11,920
Percent Contingency	0.00%	0.00%	0.00%	0.00%	0.00%

Phase Budget Detail - (O&M)	2005 Staff Budget	Spent to Date	Balance	Direct Charges to Projects	Total
Phase 2 Alternatives Analysis	5,018	1,462	3,556	-	5,018
Other	2,095	115	1,980	-	2,095
Total O&M Phase	7,113	1,577	5,536	-	7,113

Phase 2 Alternatives Analysis	2005 Staff Budget	Spent to Date	Remaining Balance	Amended Contract costs included in 2005	Total
Parsons Brinckerhoff Quade & Douglas	3,864	1,106	1,498	1,260	3,864
Other	1,154	76	1,078	-	1,154
Total Phase 2 Alternatives	5,018	1,181	3,837		5,018

Budget Shortfall

Level	\$	Revenues	Funding Source
NA	-	-	NA

Notes

- (A) Project budget shown on page 35 of the Adopted 2005 Budget book.
 (B) Spent to Date includes actual outlays as of May 31, 2005.

M/W/DBE – SMALL BUSINESS PARTICIPATION

Parsons Brinckerhoff Quade & Douglas, Inc. (PBQD) is the prime consultant for this contract. PBQD committed to a 20% M/W/DBE and Small Business participation goal. On all work invoiced to date, PBQD has achieved 18.42% M/W/DBE and Small Business participation.

For this contract amendment, PBQD estimates 20% M/W/DBE and Small Business participation, for overall contract M/W/DBE and Small Business participation commitment of 20%.

Utilization Breakdown Table

Subconsultant	Business Type /(function)	Percent of Work	Dollar Value
Enviroissues, Inc.	WBE/DBE (planning, public involvement, facilitation)	9.8%	\$727,160
Mirai Associates, Inc.	MBE/DBE (BRT planning, traffic analysis, alternatives analysis)	3.2%	\$237,440
GHL Consultants	MBE/DBE (civil and structural engineering)	2.7%	\$200,340
Connetics	Small business (bus operations planning, O&M cost estimating)	3.3%	\$244,860
The Underhill Company, LLC	WBE/DBE (public outreach, non-motorized planning)	1.0%	\$74,200
Total		20%	\$1,484,000

EEO Commitment

PBQD is an employee-owned, national firm with workforce demographics of 24.5% women and 29.7% minorities.

Apprentice Utilization Commitment

Not applicable to this action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

This proposed contract amendment will provide for the continuation (and intensification) of the types of consulting services - planning, engineering, cost estimating - that have been provided to Sound Transit since the original contract award. Specifically, the scopes of services that will be provided under this proposed contract amendment include:

- Continued public outreach and involvement throughout the development of a draft and Final ST2 Plan
- Development of final analytical methods (forecasting, cost estimating, evaluation, risk assessment)
- Continued technical planning and engineering support, including:
 - Travel demand modeling and ridership forecasting
 - Capital cost estimating
 - Project phasing analysis
 - Project evaluation
 - Operations planning and operations and maintenance cost estimating
 - Engineering, including analysis of alignments and profiles
- Ongoing support to Sound Transit's involvement with the Expert Review Panel (ERP)
- Assurance of compliance with the planning requirements of the HCT Act (RCW 81.104)
- Support to Sound Transit's development of a ST2 Financial Plan

- Development of a DRAFT ST2 Plan by December 2005 to permit coordination with a Regional Transportation Investment District (RTID) measure, if appropriate
- Development of a Final ST2 Plan and support to development of a ballot proposal

Sound Transit is empowered to plan, build, and operate a high-capacity transportation (HCT) system for the urbanized portions of King, Pierce, and Snohomish counties. High-capacity transit is defined by the State Legislature as:

A system of public transportation services operating principally on exclusive rights of way, and the supporting services and facilities necessary to implement such a system ... which, taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.

The assistance provided to date through the HCT planning contract with PBQD provided Sound Transit with a wide range of technical assistance in producing the following work:

- Scoping for the Supplemental Long-Range Plan EIS (mailings, announcements, location reservations, five public meetings to solicit public comment)
- Draft SEIS (released December 2, 2004)
- 10 public hearings (January 2005) to solicit public comment on the draft SEIS
- 15 Issue Papers supporting Long-Range Plan and ST2 Board decisions
 - N1: Bus Rapid Transit on SR 99
 - N2: I 5 Corridor Northgate to Everett HCT Assessment
 - N2S: Light Rail on SR 99
 - N2S2: I 5 Northgate to Everett HCT Assessment (Supplemental to N2)
 - S4: Potential Tacoma Link Extension – West
 - S6: Potential Tacoma Link Extension – East
 - E1: I 90/East King County HCT Analysis – East
 - E1S: Hybrid Scenarios (Supplemental to E1)
 - N3: Seattle Streetcar Options
 - N4: SR 522 Corridor HCT Assessment
 - N5: Convertibility of BRT to Light Rail
 - S1: Tacoma Link Integration with Central Link
 - S2: Potential Rail Extensions to Frederickson and Orting
 - S3: HCT System Development Issues in the South Corridor
 - S5: Rail Between Burien and Renton
- Draft Long-Range Plan (released for public review April 28, 2005)
- 14 public meetings to solicit public input on the draft Long-Range Plan (May/June 2005)

- Active public outreach through varied methods, such as:
 - Transit Squads distributing information at transit centers, rail stations and park-and-rides
 - Mall Patrols at regional shopping malls, handing out ST materials and answering questions
 - Fairs and Festivals Outreach targeting selected events throughout the five subareas
 - Game Day Ambassadors distributing information at the Everett and Tacoma Dome Sounder Stations and aboard trains on Seahawk and Mariner game days
 - Three Traveling Displays circulating to libraries and city halls, around the region
- Ongoing activities related to Sound Transit involvement with the State’s HCT Expert Review Panel
- Response to more than 1,000 public comments on the draft SEIS
- Final SEIS, providing environmental clearance to approximately 400 individual capital and operating projects (published June 1, 2005)

A significant contract amendment is necessary at this time because since the contract was awarded (January 22, 2004) the levels of effort for all the major activities associated with the eventual development of the ST2 Plan have increased substantially. In fact, when the staff report supporting the Finance Committee’s approval of this contract stated, “The contract amount is based on the assumption that Phase 2 Plan decisions are generally within the scope of the Regional Transit Long-Range Vision, not a fundamental departure from it ...” As the SEIS, Long-Range Plan and ST2 have evolved, ST has considered and studied many things which are significant departures from the scope of the Vision, such as:

- Multiple technologies in several major corridors where the *Vision* already indicated a policy preference for eventual implementation of a specific transit mode
- Analysis of hybrid (mixed technology) alternatives within individual corridors
- Detailed analysis of several modes or technologies not anticipated at the time of the original contract award and with which ST has little or no direct experience (such as rail convertible BRT, monorail, and streetcars)
- New corridors not included in the Vision
- Policy-level questions that can be addressed only with some technical planning support

This action will provide Sound Transit with technical assistance in developing the ST2 Plan, no later than summer 2006, consistent with current Board direction to staff.

Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
Resolution 73	Adoption of Sound Move and the Regional Transit Long-Range Vision	5/31/96
M2003-110	Directed staff to seek technical assistance with regional planning activities related to updating the Long-Range Vision system plan and authorizing the Chief Executive Officer to enter into a Project Agreement with the Puget Sound Regional Council for technical planning support.	10/16/03
M2004-07	Executed a task-order contract with Parsons Brinckerhoff, Inc. to provide high-capacity transit planning services related to updating the 1996 Regional Transit Long-Range Vision, preparing a programmatic supplemental environmental impact statement, and developing a Phase 2 Plan for a total authorized contract amount not to exceed \$4,500,000.	1/22/04
M2005-36	Executed Supplement No. 2 to Agreement GCA 3536 Task Order #8 with the Washington State Department of Transportation for professional services and support to the State-appointed Expert Review Panel performed by WSDOT and its consultant(s) during the development of Sound Transit's ST2 system plan.	4/7/05

CONSEQUENCES OF DELAY

Delay in this action would affect the accelerated development of the ST2 plan and a range of technical work that will support ST2 decisions.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

JW 6/23/05

SOUND TRANSIT

MOTION NO. M2005-80

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with Parsons Brinckerhoff Quade & Douglas to provide high capacity transit planning services through 2006, and provide engineering and cost estimating support for the development of the ST2 Plan, in the amount of \$7,420,000 for a new total authorized contract amount not to exceed \$11,920,000.

Background:

Parsons Brinckerhoff Quade & Douglas is currently providing planning and engineering support to the Long-Range Plan and the development of a second-phase ST2 Plan. Since the award of the original contract on January 22, 2004, activities associated with development of the ST2 Plan have increased substantially. This contract amendment will provide for the continuation (and intensification) of consulting services such as; planning, engineering, cost estimating that have been provided to Sound Transit since the original contract award. The scopes of services that will be provided under this proposed contract amendment include:

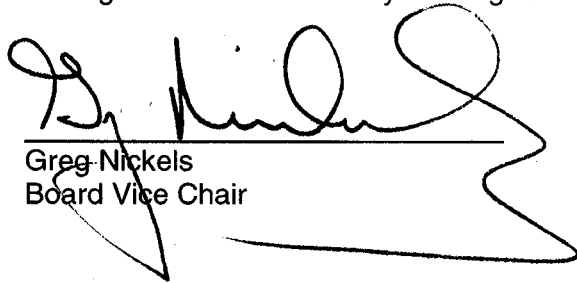
- Public outreach
- Development of analytical methods
- Travel demand modeling and ridership forecasting
- Capital cost estimating
- Project phasing analysis
- Project evaluation
- Operations planning and O&M cost estimating
- Engineering, including analysis of alignments and profiles
- Ongoing support to Sound Transit's involvement with the Expert Review Panel
- Assurance of compliance with the planning requirements of RCW 81.104
- Support to Sound Transit's development of a ST2 Financial Plan

This contract amendment will provide Sound Transit with technical assistance in developing the ST2 Plan consistent with current Board direction to staff.

Motion:


It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with Parsons Brinckerhoff Quade & Douglas to provide high capacity transit planning services through 2006, and provide engineering and cost estimating support for the development of the ST2 Plan, in the amount of \$7,420,000 for a new total authorized contract amount not to exceed \$11,920,000.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 14, 2005.



Greg Nickels
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator