

## **MOTION NO. M2014-44**

### **Coordination with Partner Agencies to Study and Develop Proposals for Bus-Rail Integration**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Board of Directors	June 26, 2014	Final Action	Ric Ilgenfritz, Executive Director, PEPD <b>David P. Beal, Director, Office of Planning &amp; Development</b>

### **PROPOSED ACTION**

Directs staff to study bus-rail integration as part of ongoing work supporting the Long Range Plan Update, and develop proposals to integrate transit service in concert with light rail expansion, in coordination with partner agencies to ensure that service is delivered as efficiently and effectively as possible to the public.

### **KEY FEATURES SUMMARY**

- This proposed action has the following primary goals:
  - Plan and implement a higher degree of transit system integration in the near and longer terms to maximize the performance of all transit modes for the public;
  - Achieve a higher level of efficiency in the delivery of transit service and infrastructure; and
  - Provide a higher quality, more seamless experience for transit customers.
- The proposed action would achieve these goals in the following ways:
  - Develop plans and proposals to integrate bus and rail service over time to fully utilize the significantly greater operating speeds, reliability and capacity of Link light rail and RapidRide investments.
  - Optimize efficiency by increasing and improving coordinated operations, maintenance, administration, transparency and accountability measures that Sound Transit and King County Metro currently take.
  - Deploy savings from Sound Transit operating costs to improve service or complete voter approved transit plans.
  - Jointly plan high-capacity transit facilities to best integrate access for all transportation modes.
- While conducting work under the proposed action, staff should consider other factors affected by this work, including:
  - Building upon current regionally managed services like ORCA and Trip Planner to work toward unified rider information, tools, and technologies.
  - Maintaining a focus on equity, financial and environmental sustainability, and serving transit-dependent populations.
  - Recognizing the role of private and non-profit transit providers in planning transit services.
  - Exploring opportunities to further integrate planning with state highways, ferries, and other modes.
- Information developed under this action would inform the Sound Transit Board's consideration of the Long Range Plan update, as well as subsequent system planning.

### **BACKGROUND**

Today King County Metro and Sound Transit already collaborate to deliver the regional ORCA fare system with over 400,000 daily transactions, conduct community outreach in concert with system planning, jointly operate rail and bus services in the downtown Seattle transit tunnel, and successfully build new transit ridership through the integration of Metro buses, RapidRide and

Sound Transit trains with the 2009 start of Link service in southeast Seattle and south King County. The agencies also jointly manage and operate Sound Transit's Link Light Rail and Regional Express Bus services under Sound Transit's contract with King County Metro as the operator; and jointly and individually manage the region's over 25,000 park-and-ride spaces and transit center and rail facilities throughout King County.

In February 2013, the Board directed staff to proceed with development of an updated Long-Range Plan and other steps necessary to permit development of the next phase of HCT system implementation in time for a ballot measure in 2016. The Long-Range Plan DRAFT Supplemental Environmental Impact Statement was released for public comment on June 13, 2014 with Board adoption of an updated Long-Range Plan anticipated during the fourth quarter of 2014.

Should the Board choose to direct staff to proceed with development of a new HCT System Plan, that work could start as early as January 2015.

At King County Metro Transit substantial reductions in bus service are currently being enacted following the defeat of a funding measure. It is possible that a new integrated service delivery plan in shared corridors could mitigate some of King County Metro's expected service reductions as well as permit combined operating efficiencies to accrue to both Sound Transit and King County Metro. King County Metro is also conducting forward-looking planning with its 2013 Strategic Plan update, which requires the agency to develop a Long-Range Plan for Metro's regional bus network and HOV services including VanPool, Access and Community Access Transportation programs.

In 2012 Pierce Transit also faced the defeat of a critical funding measure, requiring significant cuts, and Community Transit implemented major service cuts in 2011 and 2012.

Because integration work relates directly to the ST Long-Range Plan, it could be accomplished within the established Long-Range Plan budget and an existing contract with Parsons Brinckerhoff for Long-Range Plan consultant services during 2014. If consultant support is required past the end of this year, it can be included in and funded via the 2015 capital budget. The "ST3 Planning" capital budget has sufficient capacity to absorb this work.

For this work to proceed during 2014, no procurement activity is required. If this integrated planning work proceeds into 2015, the cost would be reflected in both the proposed 2015 budget and in an amendment to the contract with Parsons Brinckerhoff through which the Long-Range Plan consultant support is provided.

## **FISCAL INFORMATION**

Not applicable to this action.

## **SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

ST's contract with Parsons Brinckerhoff for Long-Range Plan consultant services was awarded with the following conditions:

### Small Business Goals

Sound Transit Goal: 12%

Commitment: 12.1%

<b>Subconsultant/Subcontractor</b>	<b>Business Type</b>	<b>% of Work</b>	<b>Amount</b>
GB Placemaking	Small Business	0.50%	\$23,250
RST International	Small Business (DBE)	0.90%	\$38,500
Inova	Small Business (DBE)	4.30%	\$181,000
Sheridan Consulting Group	Small Business (DBE)	0.80%	\$34,020
Transportation Consulting Services	Small Business (DBE)	3.70%	\$157,300
The Underhill Company	Small Business (DBE)	1.90%	\$79,700
<b>Total</b>		<b>12.10%</b>	<b>\$513,770</b>

**PUBLIC INVOLVEMENT**

Not applicable to this action.

**TIME CONSTRAINTS**

Not applicable to this action.

**PRIOR BOARD/COMMITTEE ACTIONS**

Motion No. M2013-11: Approved a planning approach for the next phase of the Regional Transit System Plan in order to meet the requirements for a potential public vote to fund the next phase.

Motion No. M2013-75: Authorized a contract with Parsons Brinkerhoff to provide planning services related to updating the 2005 Regional Long-Range Plan and preparing a programmatic SEPA environmental impact statement for the amount of \$4,330,493 with a 10% contingency of \$433,049, for a total authorized amount of \$4,763, 542.

**ENVIRONMENTAL REVIEW**

JI 6/18/2014

**LEGAL REVIEW**

DB 6/25/2014

**MOTION NO. M2014-44**

A motion of the Board of the Central Puget Sound Regional Transit Authority directing the chief executive officer to study bus-rail-streetcar integration, and develop transit integration plans and proposals in coordination with King County Metro and other transit providers as may later choose to participate, to ensure that transit service is delivered as efficiently and effectively as possible while providing a higher quality, more seamless experience for transit customers.

**BACKGROUND:**

An integrated, coordinated service plan can increase the efficiency and effectiveness of transit service delivery. Efficiency can be increased by utilizing the strengths of high capacity transit modes in the appropriate corridors and maximizing the strengths of the bus system. All local transit partner agencies have faced significant service reductions.

Joint and coordinated transit planning complements efforts Sound Transit already has underway, such as development of an updated Long-Range Plan as well as the system planning work which could follow as early as 2015, pending additional Sound Transit Board guidance.

Because integrated planning work relates directly to the Sound Transit Long-Range Plan it could be accomplished within the established Long Range Plan budget and consulting contract during 2014.

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is directed to study bus-rail-streetcar integration, and develop transit integration plans and proposals in coordination with King County Metro and other transit providers as may later choose to participate, to ensure that transit service is delivered as efficiently and effectively as possible while providing a higher quality, more seamless experience for transit customers.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 26, 2014.



Dow Constantine  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator