

**REGIONAL TRANSIT AUTHORITY  
MOTION NO. 98-5**

A motion of the Board of the Regional Transit Authority for the Pierce, King, and Snohomish Counties region authorizing the execution of a contract with Parsons Brinckerhoff Quade & Douglas, Inc., in an amount not to exceed \$800,000 for service integration planning, travel demand forecasting and other on-call services.

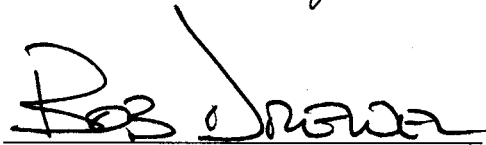
**BACKGROUND:**

Predicated upon past board and committee actions and briefing, it is proposed that the Executive Committee authorize the execution of a contract with Parsons Brinckerhoff Quade & Douglas, Inc. for integration planning, travel demand forecasting, and other on-call services.

**MOTION:**


It is hereby moved by the Executive Committee of the Regional Transit Authority to authorize the execution of a contract with Parsons Brinckerhoff Quade & Douglas, Inc., in an amount not to exceed \$800,000 for service integration planning, travel demand forecasting and other on-call services.

Approved by the Executive Committee of the Regional Transit Authority for the Pierce, King, and Snohomish Counties region at a regular meeting thereof on the 16 day of January, 1998.



Bob Drewel  
Chair of the Board

ATTEST:



Marcia Walker  
Board Administrator

# REGIONAL TRANSIT AUTHORITY

## MOTION NO. 98-5 BACKGROUND AND COMMENTS

Meeting:	Date:	Agenda Item:	Staff Contact:	Phone:
Executive Committee	1/16/98	No. 7-C	Agnes Govern Barbara Gilliland	684-1673 684-1630

### **ACTION:**

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.

### **BACKGROUND:**

As described in *Sound Move*, the RTA intends to coordinate with local transit agencies to make it convenient and easy to move around the region. The design of RTA rail and bus stations requires conceptual and preliminary bus route planning for an integrated service network among the five transit agencies serving the RTA District, so that adequate bus transfer facilities are provided at each station. Environmental, engineering, and operational analyses associated with Sound Transit facilities design require transit ridership and traffic forecasts. This contract with Parsons Brinckerhoff Quade & Douglas, Inc. will provide:

- Conceptual and preliminary bus route planning for an integrated service network among the five transit agencies serving the RTA District.
- Transit ridership and traffic forecasts in order to support RTA environmental and operational analyses.
- Additional on-call technical assistance related to the service integration plan, transit ridership forecasts, and traffic analysis.

This contract is designed to share information between Sounder commuter rail environmental contracts already underway, and planned contracts for Link light rail environmental work and Regional Express service implementation work.

### **RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:**

- Adoption of Resolution 78 granting the Executive Committee authority to execute contracts up to \$5,000,000.
- 1998 Budget adoption.

## **KEY FEATURES:**

- The initial term of this contract is expected to be approximately two (2) years to develop and provide the ridership forecasts and to provide conceptual bus route planning. The RTA will retain an option to renew for three (3) additional one-year terms.
- This contract provides on-call services for traffic data needs for environmental documentation, ridership forecast refinements during environmental analysis, and additional technical assistance as needed.
- The service integration plan directly affects the transit ridership and traffic forecasts. By combining the pieces of work into one contract, time and cost savings will be realized.
- The service integration planning component of the contract will involve substantial collaboration with local transit agencies.
- The contract team includes four sub-consultants all of whom are minority or women DBE firms. M/W/DBE participation in the first two tasks amounts to 31.9%.

## **FUNDING:**

- \$250,000 has been allocated as a part of the 1998 budget under the Link light rail and Regional Express programs to cover the first two identified tasks of this contract, Service Integration Planning and Ridership Forecasting.
- \$550,000 over 5 years for on-call services to be identified and funded from project/program budgets which the services support.

## **ALTERNATIVES:**

- RTA staff could be hired to perform this work. A greater level of effort is required in the beginning and will diminish over time.
- RTA could contract with PSRC to provide the ridership information needed but not at the level of detail necessary for facility design.
- Use previous RTA modeling results without updating to current conditions. This method would not provide as accurate data on alternative alignments and station locations studied during the environmental process.

## **CONSEQUENCES OF DELAY:**

Modifying the approach to providing these services or delaying start up of work may affect when information is available for completion of environmental documentation.