

STAFF REPORT

SOUND TRANSIT

MOTION NO. M2000-98

**Consultant Contract for Agency-wide and Regional Transit Technology Plans
And Alternative Transit Technology Assessment Report**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	10/5/00	Discussion/Possible Action	Agnes Govern, Director, Regional Express	(206) 398-5037
Finance Committee	10/19/00	Discussion/Possible Action	Barbara Gilliland, Program Manager, Systems Integration Nick Roach, Project Manager, Systems Integration	(206) 398-5051 (206) 398-5083

PROPOSED ACTION

Approval by the Finance Committee of Motion No. M2000-98 would authorize the Executive Director to execute a contract with Bucher, Willis, and Ratliff Corporation for \$540,000 with a 5% contingency reserve of \$27,000 for the development of a five-year agency-wide and regional transit technology plans and Alternative Transit Technology Assessment Report for a total authorized contract amount not to exceed \$567,000.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to execute a contract with Bucher, Willis, and Ratliff Corporation for \$540,000 with a 5% contingency reserve of \$27,000 for the development of a five-year agency-wide and regional transit technology plans and Alternative Transit Technology Assessment Report for a total authorized contract amount not to exceed \$567,000.
- ◆ Provides Sound Transit's three lines of business and its transit partner agencies with a five-year plan for the development and implementation of transit technology to improve transit services and operating functions. Also, provides an assessment of alternative modal technologies that may be implemented in future phases of Sound Move. The Transit Technology Plan and Alternative Transit Technology Assessment Report will identify proposed allocations of Research and Technology funds for the year 2002-06 time period.

Discussion of Proposed Action:

The Sound Move plan approved by the voters in 1996 called for an innovation fund to "evaluate and fund innovative ways to provide transit service, reduce dependency on single occupancy vehicles, improve public transportation's cost-effectiveness, and better respond to customer needs." This program, now referred to as the Research and Technology fund program, would

evaluate technological innovations such as alternative fuels and propulsion systems, quieter equipment, lighter vehicles, and ways to improve passenger comfort.

Motion No. M98-74 (October 1998) provides that approximately 80% of the funds will be used for projects that enhance the current transit system and/or increase overall system ridership. This includes not only Sound Transit services but those of Sound Transit's regional transit partner agencies as well. The remaining funds will be available as a grant program for the evaluation of potentially new modal systems that could be deployed in future phases of Sound Move.

Recently, Sound Transit inaugurated the process to distribute Research and Technology funds. The Sound Transit Board at the February 24, 2000 meeting, approved funding for 11 projects for \$1,342,000. Approximately 80% of the total went to seven projects that were to enhance Sound Transit and its transit agency partner bus systems, Sounder commuter rail, and Link light rail. Staff from Sound Transit and its transit partner agencies identified these projects. The remaining three projects--which are to be funded by the balance of funds for evaluating potentially new technologies that could be applied in future phases of Sound Move--were identified through a competitive grant process.

The project selection process mentioned above was viewed by staff as only an interim approach. The Technology Plan approach, which was presented to the Executive Committee at the September 19, 1999 meeting, was viewed as a much better process to select projects seeking Research and Technology funds. The plan development process would provide a better framework to strategically and more effectively identify projects that meet transit agency goals and objectives for a five-year timeframe, or the balance of the Sound Move plan. The plan provides for greater continuity of project design and implementation over an approach whereby projects are selected on competitive annual or biannual cycle.

The comprehensive agency-wide and regional transit technology plans will provide for the creation of a five-year strategic array of critical projects that will help the region introduce new technology for existing bus and commuter and light rail systems. The Alternative Transit Technology Assessment Report will highlight promising modal technologies that may be introduced and operated by Sound Transit in future phases of Sound Move and should receive high priority for Research and Technology funding to conduct more detailed analyses if warranted.

BUDGET

Total R&T Budget for Years 2000 and 2001	Budget for R&T Preliminary Engineering for 2000 and 2001 (A)	Expenditures and Commitments to Date (B)	Total Amount Requested (C)	Remaining Budget (A-[B+C])
\$10,253	\$7,458	\$1,367	\$567	\$5,524

All figures shown are YOES\$ in thousands. Budget amounts shown are from the Adopted 2000 Budget.

ALTERNATIVES

The previous approach (1999) used for selecting projects that enhance existing bus and rail systems involved the development of a list of projects that totaled the budgeted amount of funds

for a given fiscal year. This approach involved a formal call for projects to Sound Transit's three lines of business and its regional transit partner agencies. Projects seeking Alternative Transit Technology account funds were identified through an open-ended competitive grant selection process.

Although the Finance Committee could decide to choose the above alternative, staff believes that the process to develop the Transit Technology Plan Report will provide for more dialogue and consensus among transit agencies in identifying projects that better meet regional and local goals and objectives. Staff also believes that by preparing the assessment report, the region will benefit by having more and better up-to-date information on alternative transit technologies and the analyses will be catered to physical and operating conditions unique to the Puget Sound region. This should lead to better grant applications by project applicants seeking Research and Technology funds.

CONSEQUENCES OF DELAY

Postponing action will already constrain a tight schedule for identifying possible Research and Technology funds for Sound Transit's transit partner agencies in time to meet their respective FY 2002 budget deadlines.

A delay will also affect the timing of completion for the Alternative Transit Technology Assessment Report. This report is necessary as input to the TransLake Washington Environmental Impact Statement project, which is on an accelerated schedule.

REGIONAL PARTNERSHIP AND COOPERATION

Staff members from Community Transit, Everett Transit, King County Metro, and Pierce Transit will assist in the Transit Technology Plan development process. The general managers from the transit partner agencies have approved the Plan Purpose Statement and Goals.

Project staff will work with the TransLake Washington team in evaluating technology options that cross Lake Washington as part of the Alternative Transit Technology Assessment Report process.

PUBLIC INVOLVEMENT

Although public input has not been secured up to this point, project staff will maintain a special web site to disseminate information on activities and products produced during the project.

LEGAL REVIEW

MBL 10/30/2000

SOUND TRANSIT

MOTION NO. M2000-98

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to executive a contract with Bucher, Willis, and Ratliff Corporation for \$540,000, plus a 5% contingency reserve of \$27,000, for the agency-wide and Regional Transit Technology Plans and Alternative Transit Technology Assessment Report for a total authorized contract amount not to exceed \$567,000.

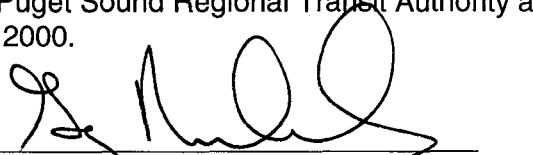
Background:

The comprehensive agency-wide and Regional Transit Technology Plans will provide for the creation of a five-year strategic array of critical projects (including Research and Technology fund allocations) that will help the region introduce new technology for existing bus and commuter and light rail systems. The Alternative Transit Technology Assessment Report will highlight promising modal technologies that may be introduced and operated by Sound Transit in future phases of Sound Move and should receive high priority for Research and Technology funding to conduct more detailed analyses if warranted.

Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute a contract with Bucher, Willis, and Ratliff Corporation for \$540,000, plus a 5% contingency reserve of \$27,000, for the agency-wide and Regional Transit Technology Plans and Alternative Transit Technology Assessment Report for a total authorized contract amount not to exceed \$567,000.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 19th day of October, 2000.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator

October 30, 2000

TO: Finance Committee

FROM: Nick Roach
Research and Technology Project Manager

SUBJECT: Background on Transit Technology Plan Consultant Team:
Bucher, Willis and Ratliff Corporation – Motion No. M2000-98

At the October 5, 2000 meeting of the Finance Committee, Chair Greg Nickels requested staff prepare background information on the firm of Bucher, Willis, Ratliff (BWR) Corporation. This firm was chosen through a competitive RFP process as the most qualified prime consultant to prepare a five-year, agency-wide and regional transit technology plans and Alternative Transit Technology Assessment Report. The following is a brief summary of the BWR team and what qualifications they bring to the project.

BWR is a full-service engineering and planning professional services firm, headquartered in Kansas City, Missouri. The firm has been in business for over 40 years. BWR has 14 national and 2 international offices. One of the national offices is located in downtown Seattle. BWR is ranked in Engineering News-Record as one of the largest engineering design firms of its kind in the nation.

BWR provides comprehensive transportation planning and engineering services in such areas as airports, highways and bridges, transit systems, and right-of-way acquisition. They have been involved in planning and design of Intelligent Transportation Systems (ITS) for over 25 years. In addition to ITS projects, they have managed projects such as the planning of public transportation service improvements and the design of the infrastructure to support state-of-the-art public transit systems. These three areas form the prime focus areas for assessment under the scope of the Transit Technology Plan.

In addition to BWR's technology experience, the firm has had extensive transportation planning experience in Washington State, including Transportation Plans for the Cities of Kenmore, Burien, Lake Forest Park, and Auburn.

Dr. Bruce Abernethy, P.E., will be BWR's project manager on the project. Dr. Abernethy has over 30 years experience with planning, designing, and building transportation systems. He was project manager for BWR's work on the Dade/Broward/Palm Beach County (Miami/Ft. Lauderdale, Florida) Intelligent Corridor System ITS Plan. In addition, he was the Project Manager for the El Paso, Texas, Comprehensive ITS Deployment Plan. Dr. Abernethy is currently Vice Chairman of the Institute of Electrical and Electronics Engineers Intelligent Transportation Systems Standards Group.

Assisting BWR will be the firms of DKS and Associates, K2 Associates (local Minority Business Enterprise engineering firm) and LTK Engineering. All of these firms have local offices. DKS and Associates brings very complementary experience, including ITS planning and design, bus and light rail, advanced traveler information systems and Northwest transportation knowledge and experience. K2 and Associates brings a strong ITS planning and design background,

especially in the area of transit signal priority design and implementation. Finally, LTK Engineering brings its experience of bus and rail vehicle technology and propulsion systems. Both DKS and Associates and LTK Engineering are currently under Sound Transit contracts for other projects.

The selection of the BWR team involved scoring and interviewing two proposals. A team headed by the Seattle office of Parsons Brinkerhoff, Quade, and Douglas submitted the other proposal. The selection committee was made up of technical staff from Sound Transit's three service lines and lead technical staff representatives from King County Metro and Pierce Transit. The selection committee was unanimous in its selection of the BWR team as the most qualified to do this work.

If you have any questions, or need additional information, please call me at (206) 398-5083, or e-mail me at roachn@soundtransit.org. Thank you.

NR:mh

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Barbara Gilliland