

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2003-110**

**Project Agreement between Sound Transit and the  
Puget Sound Regional Council for Technical Planning Support**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	10/16/03	Discussion/Possible Action	<b>Paul Matsuoka, Policy and Planning Officer</b>	(206) 398-5070

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
Competitive Procurement		Execute New Contract/Agreement	✓
Sole Source		Amend Existing Contract/Agreement	
Interlocal Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

*3Applicable to proposed transaction.*

**OBJECTIVE OF ACTION**

Execute a Project Agreement between Sound Transit and the Puget Sound Regional Council (PSRC) for the PSRC to provide high-capacity transit (HCT) planning support that will assist Sound Transit in updating the Regional Transit Long-Range Vision to ensure integration with the PSRC's update of the Metropolitan Transportation Plan (MTP). This agreement is consistent with the 1998 Memorandum of Understanding (MOU) between Sound Transit and the PSRC concerning planning coordination and cooperation. This agreement also responds to the Federal Transit Administration's (FTA) suggestion that there should be increased coordination and integration of planning activities between Sound Transit and PSRC.

**ACTION**

Directs staff to seek technical assistance with regional planning activities related to updating the Long-Range Vision system plan and authorizes the Chief Executive Officer to enter into a Project Agreement with the Puget Sound Regional Council for technical planning support and to reimburse the Puget Sound Regional Council for work performed under this agreement up to an amount not to exceed \$365,000.

**KEY FEATURES**

Defines a scope of work for PSRC to complete, as summarized in the following task areas:

1. Demographic information updates.

PSRC will provide revised population, employment, and other demographic information important to travel demand forecasting models and environmental assessment work.

2. Assessment of local land use plans' compatibility with and support for HCT facilities and services.

PSRC will prepare a report summarizing land use plans of cities and counties, their compatibility with and support for HCT services, and the location of urban centers and other important activity nodes that would lend themselves to high ridership. The report will cover the next logical set of HCT extensions beyond Sound Move that would support the region's land use plans most compatible with Vision 2020 and Destination 2030.

3. Review of region's HCT corridors as identified in the Sound Transit Long-Range Vision System Plan.

Sound Transit's Long Range Vision has identified future rail extension corridors beyond Phase I. PSRC has included these corridors in Destination 2030, but called them HCT corridors. PSRC will develop a report assessing these corridors (a) affirming that they are the reasonable corridors to continue to assume eventual HCT/rail services; (b) recommending that certain identified corridors no longer be designated as potential HCT/rail extension corridors (if any); or (c) recommending new corridors that should be added to Sound Transit's Vision and PSRC's Destination 2030 as potential HCT/rail corridors (if any).

4. Technology Assessment-HCT technology for all identified Sound Transit Vision System Plan corridors.

In the early 1990s, Sound Transit's system plan evaluated regional express bus, commuter rail, and light rail technologies; Sound Transit included all three modes in Phase I. Other technologies were considered and rejected as possible technological solutions as part of Sound Transit's first phase of HCT investments. In the meantime, many of these technologies may have had significant advances, such that they may be in wider use in revenue service around the world. PSRC's report will assess various technologies, recommending those that are (a) proven to be reliable in revenue service and (b) compatible with the high capacity charter of Sound Transit. Each recommended technology will be assessed in terms of cost, reliability, capacity, etc., including a description of the operating environment within which it is ideally suited. The PSRC report will be evaluated by independent experts, acknowledged and respected throughout the transit industry.

5. Economic development effects.

PSRC will develop a report summarizing the likely economic development effects benefiting the region from transit development activities, including job creation by the system itself, economic stimulation due to improved mobility, land use development activity around station areas, improved national/global competitiveness, or any other economic benefit considered important in providing an effective HCT system for mobility.

The estimated costs for completing these tasks will not exceed \$365,000. The PSRC will be reimbursed by Sound Transit subject to receipt and approval of identified deliverables and a full accounting of expenses. The proposed allocation of costs by task is as follows:

1. Data Development/Provision	\$ No Cost (covered by dues)
2. Land Use Study	\$ 125,000
3. Corridor Assessment	\$ 55,000
4. Technology Assessment	\$ 110,000
5. Economic Development	\$ 75,000

**BUDGET IMPACT AND FINANCIAL INDICATORS SUMMARY**

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

**BUDGET DISCUSSION**

Staff is proposing funds for these services as part of the 2004 budget. The budget includes funding for this specific program element and the total Phase II Planning lifetime budget of \$38.7 million, which remains unchanged from 2003, is sufficient to cover the cost of this contract. Funds are anticipated to be spent during 2004 and 2005.

**REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS**

The proposed action is consistent with the 2003 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 (Year of Expenditure \$000)

Action Item: *Contract with PSRC for high capacity transit planning support*

	Current Board Adopted Lifetime Budget (A)	Committed and Spent To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (D)
Phase II Planning	38,668,000	4,199,152	365,000	4,564,152	34,103,848

**Program Budget Detail**

High Capacity Transit Planning	4,100,000	-	365,000	365,000	3,735,000
Other Phase II Planning	34,568,000	4,199,152	-	4,199,152	30,368,848
<b>Total Phase</b>	<b>38,668,000</b>	<b>4,199,152</b>	<b>365,000</b>	<b>4,564,152</b>	<b>34,103,848</b>

Contract Budget	Current Approved Contract Value (E)	Spent to Date (F)	Proposed Action (G)	Proposed Total Contract Value (H)
Puget Sound Regional Council	-	-	365,000	365,000
Contingency	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>365,000</b>	<b>365,000</b>
Percent Contingency	0%	0%	0%	0%

**M/W/DBE – SMALL BUSINESS PARTICIPATION**

It is anticipated that all work will be performed internally by PSRC staff.

## **HISTORY OF PROJECT**

### **Prior Board or Committee Actions and Relevant Board Policies**

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
Resolution No. 98-5	Authorized entering into a MOU with the PSRC enabling system planning, coordination, and cooperation activities	3/12/98

The current terms for planning collaboration between Sound Transit and the PSRC are described in a 1998 MOU establishing a cooperative relationship for regional planning and coordination.

In 1995, as part of federal transportation program requirements, the PSRC became responsible for the maintenance and updating of the metropolitan transportation plan (MTP) – known as Destination 2030. The MTP provides a long-range look at the region's transportation needs as identified by cities, counties, and other agencies; and it provides baseline information on the current performance and projections of future performance of the transportation system. Destination 2030 also is used by the PSRC to evaluate the consistency and compatibility of local comprehensive plans in achieving the regional growth and transportation strategy. Finally, it frames the discussion of how to finance future transportation improvements, and it evaluates the potential impact of improving or not improving the system.

The Regional Transit Long-Range Vision, adopted by the Sound Transit Board in 1996, is part of the current MTP. The PSRC is now initiating a multi-year process to update the MTP.

In its Federal Transit Administration's 2003 certification program review, the PSRC was encouraged to pursue stronger interagency agreements with Sound Transit that increased the PSRC participation in regional HCT system planning activities.

This Project Agreement details a scope of work and Sound Transit financial support for MTP update tasks to be undertaken by the PSRC that inform and complement Sound Transit's own work to update the Vision system plan and supporting environmental documentation. This planning work will assist Sound Transit in developing a proposed future phase plan of HCT facility and service investments.

## **CONSEQUENCES OF DELAY**

Key elements of this PSRC work, specifically the corridor assessment and appropriate technology review tasks, are critical to supporting the Sound Transit Board's ability to make important HCT corridor policy choices.

## **REGIONAL PARTNERSHIP AND COOPERATION**

Not applicable to this action.

## **PUBLIC INVOLVEMENT**

Not applicable to this action.

## **LEGAL REVIEW**

DLB 10/8/03

## **SOUND TRANSIT**

### **MOTION NO. M2003-110**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority directing 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 and to reimburse the Puget Sound Regional Council for work performed under this agreement for an amount not to exceed \$365,000.

#### **Background:**

In 1993, the Regional Transit Authority (RTA) was formally constituted pursuant to RCW 81.112.030 as the successor to the joint regional policy committee, to develop and implement a high-capacity transportation system as authorized by Chapter 81.112 RCW.

The RTA Board established a Regional Outreach Committee to provide expert and citizen advice to the RTA in developing a new regional transit system plan.

In response to such community outreach and public input, the RTA prepared the Long-Range Vision to respond to the region's high-capacity transportation needs and a first phase implementation plan entitled Sound Move.

After appropriate environmental review, the RTA Board adopted the Long-Range Vision and Sound Move in May 1996.

The voters approved the taxes to implement Sound Move in November 1996.

The capital and service investments described in Sound Move are anticipated to continue delivery of appropriate transit services to an urban region that is projected to grow significantly in population and employment over the next 20 years. The regional planning activities necessary to analyze and accommodate this growth must occur in a timely fashion.

In order to be eligible to receive federal grants for future transit investments, federal law requires that the Puget Sound Regional Council (PSRC) determine that the investments are consistent with the most recent adopted regional metropolitan transportation plan (MTP).

The PSRC is now beginning the work necessary to update the MTP to reflect new information since the last regional MTP was adopted by the PSRC in 1995.

The Long-Range Vision system plan adopted by Sound Transit in 1996 should also be updated and submitted to the PSRC for review to ensure that potential future phases of transit investments are eligible to receive federal grants.

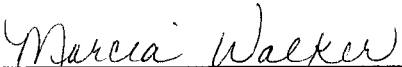
**Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that staff be directed to seek technical assistance with regional planning activities related to updating the Long-Range Vision system plan and that the Chief Executive Officer be authorized to enter into a Project Agreement with the Puget Sound Regional Council for technical planning support as provided for within the current Memorandum of Understanding between Sound Transit and the Puget Sound Regional Council, and to reimburse the Puget Sound Regional Council for work performed under this agreement up to an amount not to exceed \$365,000.

APPROVED by the Finance Committee the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 16, 2003.

  
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Kevin Phelps  
Finance Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator