

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2004-07

Phase 2 Planning Consultant Contract Award

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	1/22/04	Discussion/Possible Action	Sheila Dezarn, Policy & Planning Program Manager Brian O'Sullivan Project Manager	(206) 398-5071 (206) 398-5292

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

OBJECTIVE OF ACTION

To award a contract for high-capacity transit planning services.

ACTION

Authorizing the Chief Executive Officer to execute 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.

KEY FEATURES

- Work to be performed and areas of expertise being provided by the consultant team include environmental review and documentation, high-capacity transit planning, travel forecasting, conceptual engineering, technical evaluation of routes/stations, cost estimation, system operations, project organization and management, and public outreach and communication.
- The contract will be managed on a task-order basis issued and negotiated by staff and consistent with project scope of work contained in the request for proposals. The contract specifies a not-to-exceed contract maximum of \$4,500,000 for work to be performed over a 24-month period (2004 - 2005). This 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, and that the preparation of an SEIS is sufficient to inform the Board's decision-making.

BUDGET IMPACT 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

The total Phase 2 Planning lifetime budget of \$38.7 million includes \$22.6 million in funding for this specific program element and is sufficient to cover the \$4.5 million of cost for this contract (2004 Board Adopted Budget). Funds are anticipated to be spent during 2004 and 2005.

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 regional fund financial capacity.

BUDGET TABLE

Summary for Board Action (Year of Expenditure \$000)

Action Item: *Contract with Parsons Brinckerhoff for high capacity transit planning services*

	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	4,273,979	4,500,000	8,773,979	29,894,021

Program Budget Detail

High Capacity Transit Planning	22,619,664	22,174	4,500,000	4,522,174	18,097,490
Other Long Range Planning	16,048,336	4,251,805	-	4,251,805	11,796,531
Total Program Budget	38,668,000	4,273,979	4,500,000	8,773,979	29,894,021

Contract Budget	Current Approved Contract Value (E)	Spent to Date (F)	Proposed Action (G)	Proposed Total Contract Value (H)
Parsons Brinckherhoff	-	-	4,500,000	4,500,000
Contingency	-	-	-	-
Total	-	-	4,500,000	4,500,000
Percent Contingency	0%	0%	0%	0%

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

Parsons Brinckerhoff (PB) is the prime consultant for this contract. PB is committed to a 19% M/W/DBE and Small Business goal.

Utilization Breakdown Table

Subconsultant	Business Type	% of Work
Enviroissues, Inc.	M/DBE	8
GHL Consultants	M/DBE	2
Manuel Padron & Associates, Inc.	M/DBE	2
Mirai Associates	M/DBE	5
The Underhill Company	M/DBE	2
Total		19

EEO Commitment

Parsons Brinkerhoff’s corporate workforce demographics are 29% women and 17% minorities. Comparable demographics for the PB local planning group, which will be leading this project, are 50% women and 25% minorities. Each subconsultant contribution to the PB team aims to meet or exceed the PB corporate goals.

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2003-110	PSRC Technical Assistance Project Agreement Authorization	10/16/03
Resolution 73	Adoption of Sound Move and the Regional Transit Long-Range Vision	5/31/96

Sound Transit is responsible for planning, building, and operating a high-capacity transportation (HCT) system for the urbanized portions of King, Pierce, and Snohomish counties. High-capacity transit is defined 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.

In 1996, concurrent with the adoption of Sound Move, the Board adopted the Regional Transit Long-Range Vision which describes the long-range HCT System plan and provides the goals, policies, and strategies to guide the ultimate development of the regional high-capacity transit system.

The Vision is built upon over a decade of HCT planning and policy development related to the need for major transit investments in the Puget Sound region. The Central Puget Sound Regional Transit Authority (Sound Transit) and its predecessor agencies, along with partner agencies, have sponsored or played a significant role in preparing these plans. In the early 1990’s, a wide-ranging alternatives analysis was conducted by Sound Transit’s predecessor policy board, the Joint Regional Policy Committee (JRPC). Concurrent with and supporting that planning work, a comprehensive system-level programmatic SEPA EIS was prepared analyzing

three system-level “build” alternatives (and one no-build baseline) for investing in HCT facilities and services over a 30-year period. The JRPC’s Regional Transit System Plan was transmitted to the Regional Transit Authority in 1993, when the RTA was formed. Subsequently, in 1994, the RTA Board adopted a smaller first phase plan and presented it to the voters in the spring of 1995. Regional voters rejected the proposal. Following additional public outreach, the RTA Board developed Sound Move, which represented a substantially downsized version of the 1995 proposal. Sound Move retained light rail within the region’s core and substituted regional express bus service and supporting facilities in the region’s remaining HCT corridors.

Concurrent with the adoption of Sound Move, the Board adopted the Regional Transit Long-Range Vision to provide the framework for future phases of the regional HCT system. The Vision concludes that the HCT system best matched to the region’s 2020 growth patterns, policies, and travel needs is one that combines commuter rail and light rail together with a regional express bus system. Such investments are designed to:

- Increase the people-carrying capacity of the region’s most congested travel corridors;
- Support the region’s growth management policies;
- Help assure a vital economy; and
- Help protect the region’s environment.

Sound Move implements the first phase of the Long-Range Vision. The Vision addresses the opportunity for making additional investments in future phases and provides a framework for developing a Phase 2 Plan to be put before the region’s voters prior to the completion of Sound Move. The assistance provided through the contract that is the subject of this action will provide Sound Transit with technical assistance in updating the Long-Range Vision and developing a Phase 2 Plan by 2005.

This is the second attempt by Sound Transit to procure consulting services for HCT planning. In fall 2002, a similar request for proposals was released; one proposal was received but not evaluated. At that time, the Board decided not to initiate Phase 2 planning pending resolution of the Federal Full Funding Grant Agreement and negotiations with Burlington Northern Santa Fe for Sounder. Roughly one year later, having achieved these milestones, staff refined the strategy for and scope of Phase 2 planning work and a second request for proposals was released.

A single proposal was submitted by a consultant team led by Parsons Brinckerhoff. This proposal was evaluated for its approach and technical and staffing resource competence and judged to be fully responsive. Staff is now engaged in contract negotiations with the consultant and in the scoping of detailed task orders.

Complementary to this contract and the tasks to be performed therein is additional technical assistance work being provided to Sound Transit by the Puget Sound Regional Council (PSRC). The PSRC is updating demographic information for the Long-Range Vision’s identified HCT corridors out to 2030 and evaluating appropriate HCT technologies for serving transit markets along those corridors through 2020. The PSRC work is proceeding in 2004 under the terms of a joint project level agreement signed with Sound Transit in October 2003 and approved by the Board in Motion No. M2003-110.

CONSEQUENCES OF DELAY

A delay in approving the contract beyond January 22, 2004, will hinder the issuance of a formal notice to proceed with key initial task orders necessary to organize project activities and the ability to initiate substantial technical work in the first quarter of 2004.

PUBLIC INVOLVEMENT

N/A

LEGAL REVIEW

MB 1/08/04

SOUND TRANSIT

MOTION NO. M2004-07

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute 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.

Background:

In 1996, concurrent with the adoption of Sound Move, the Board adopted the Regional Transit Long-Range Vision (the Vision) which describes the long-range high-capacity transit system plan and provides the goals, policies, and strategies to guide the ultimate development of the regional high-capacity transit system.

Sound Move implements the first phase of the Long-Range Vision. The Vision addresses the opportunity for making additional investments in future phases and provides a framework for developing a Phase 2 Plan to be put before the region's voters prior to the completion of Sound Move.

The assistance that is provided through this contract will provide Sound Transit the technical assistance needed in updating the Long-Range Vision and its supporting environmental documentation and developing a Phase 2 Plan by 2005.

Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute 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.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 22, 2004.



Kevin Phelps
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator