

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2009-20**

**Airport Connector Bus Service Contract**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	2/18/09	Discussion/Possible Action	Bonnie Todd, Director, Operations Department <b>Mike Bergman,</b> <b>Program Manager</b>	(206) 398-5367  (206) 398-5358

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Agreement with Other Jurisdiction(s)		Budget Amendment	
Real Estate		Property Acquisition	

**PROJECT NAME**

Pierce Transit Connector Bus Service Contract

**PROPOSED ACTION**

Authorizes the chief executive officer to execute a contract amendment with Pierce Transit to provide interim bus connector service between the Tukwila International Boulevard Station and Sea-Tac Airport in the amount of \$1,716,000, for a new total authorized contract amount not to exceed \$2,681,339.

**KEY FEATURES of PROPOSED ACTION**

- Amends an existing agreement with Pierce Transit for Sounder Connector service between Lakewood Station and Tacoma by adding interim bus connector service between the Tukwila International Boulevard (TIB) Station and Sea-Tac Airport.
- A bus connection to Sea-Tac Airport is required under the terms of the Full Funding Grant Agreement (FFGA) with the Federal Transit Administration for construction of the Central Link Initial Segment. The bus service is needed until Link light rail service is extended to the airport. Link trains are expected to begin service to the Sea-Tac/Airport Station by the end of December 2009.
- The purpose of the service is to provide a direct, non-stop bus connection between Link light rail trains at TIB Station and Sea-Tac Airport, the largest activity center in South King County. The bus service would run during all hours of Link light rail operation. Service would start concurrently with the opening of Central Link in July 2009.
- The contract provides for a six-month term with two additional one-month options to extend. The amount requested is sufficient to cover the six-month term and the two additional one-month options.
- The airport connector service contract is separate from Sound Transit's Interagency Agreement with Pierce Transit, which covers the operations and maintenance of ST Express regional bus service.

**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 and FINANCIAL PLAN DISCUSSION**

The proposed action would authorize a contract amendment with Pierce Transit to provide interim bus service between Tukwila International Boulevard Station and SeaTac Airport until the time that Link is running train service direct to the airport. This action would amend an existing contract with Pierce Transit for contracted interim connector services that are currently running between Lakewood Station and Tacoma.

While the existing contract for Lakewood Connector service is funded by the ST Express transit operations budget, this contract amendment will be funded by the 2009 transit operations budget for Central Link with a total of \$23,095,020. This scope of work is funded by the purchased transportation budget line. For 2009, this budget is \$11,253,902. Of this amount, \$1,700,000 was allocated for operating the airport connector. This contract would be fully funded within the budget year; any extensions to the contract term would be funded by future transit operations budgets.

**BUDGET TABLE**

Action Item: Execute a contract amendment with Pierce Transit to provide connector bus service between Tukwila International Blvd. Station and Sea-Tac Airport.

Current Year Budget - ST Express Transit Operations	Adopted Budget 2009 (1)	Spent to date in 2009 (2)	Contract Expenditures 2009	Remaining 2009 Budget
Lakewood Connector Service	451	35	415	1
Other Purchased transportation services	75,957	5,833	-	70,124
<b>Total</b>	<b>76,408</b>	<b>5,868</b>	<b>415</b>	<b>70,125</b>

Current Year Budget - Central Link Transit Operations	Adopted Budget 2009 (1)	Spent to date in 2009 (2)	Contract Expenditures 2009	Remaining 2009 Budget
Airport Connector Service - This Action	1,700	-	1,297	403
Other Purchased transportation services	9,554	-	-	9,554
<b>Total</b>	<b>11,254</b>	<b>-</b>	<b>1,297</b>	<b>9,957</b>

**Budget Shortfall**

Level	Shortfall	Resources	Funding Source
N/A	-	-	N/A

Contract Spending Plan	Prior Year(s) Spending	2009 Spending	Future Expenditures	Total
Pierce Transit - Airport Connector	-	1,297	419	1,716
Pierce Transit - Lakewood Connector	57	415	493	908
<b>Total Contract</b>	<b>57</b>	<b>1,712</b>	<b>912</b>	<b>2,624</b>

Contract Budget	Current Approved Contract Value	Spent to Date	Proposed Action	Proposed Total Contract Value
Pierce Transit - Airport Connector	878	-	1,716	2,594
Contingency	88	-	-	88
<b>Total Contract</b>	<b>965</b>	<b>-</b>	<b>1,716</b>	<b>2,681</b>
Percent Contingency	10%	-	0%	3%

**Notes:**

- 1 Represents ST Express purchased transportation services budget for 2009. This information can be found on page 56 and page 64 of 2009 Proposed Budget book and will appear on Adopted 2009 Budget book when it is published.
- 2 Represents estimated spending for purchased transportation services in January 2009.

**SMALL BUSINESS PARTICIPATION**

Pierce Transit does not plan to sub-contract any related functions of this service.

**PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION**

As part of the 2009 Service Implementation Plan (SIP), the Sound Transit Board approved the implementation of an interim bus service connecting the Tukwila International Boulevard Station with Sea-Tac Airport (the “airport connector”). The bus service is a condition of the Federal Transit Administration’s Full Funding Grant Agreement (FFGA) with Sound Transit for the Initial Segment of the Central Link light rail line. The service will start concurrently with the opening of light rail between downtown Seattle and Tukwila in July 2009 and operate until light rail service is extended directly to the airport in December 2009.

The airport connector will provide an intensive service designed to connect with Link trains during all light rail operating hours. Connector buses will operate from about 4:30 a.m. to 1:45 a.m. weekdays and Saturdays, and from about 5:00 a.m. to 12:45 a.m. on Sundays and holidays. Buses will operate every 15 minutes when trains are operating every 15 minutes, and every 10 minutes when trains are operating every 10 minutes or better. While the route is only 1.7 miles long, it operates through heavy traffic on SR 99 and the airport expressway serving the main terminal. Buses will drop off and pick up at the main public transit bus stop at the south end of the arrivals/baggage claim level of the airport. Four 40-foot transit buses and approximately 17 bus operators are needed to provide the service.

In March 2008, Sound Transit issued a Request for Proposals (RFP) for the operation of a peak period Sounder connector bus service between Lakewood and Tacoma. The RFP included a provision allowing Sound Transit to negotiate directly with the successful proposer for the operation of the airport connector. Pierce Transit was awarded the Lakewood service contract, and is capable of providing the interim airport connector service under an amendment to that contract.

In general, the characteristics of the airport connector service result in slightly higher unit costs compared with the Lakewood-Tacoma route. With the airport route, the combination of very frequent, all-day service and the short six-month contract duration poses a staffing challenge for a potential service provider, since a large number of drivers are needed with no guarantee of continued work after the service ends. The airport route also requires larger buses and additional road supervisors compared with the Lakewood service. Without the ability to spread staff recruitment and training costs over a longer period, a contractor is likely to include all of these costs in their price submittal. However, Pierce Transit has been reducing its operating staff due to lower sales tax revenues. Since Sound Transit is planning to expand Pierce Transit-operated ST Express service in February 2010 under the ST2 program, Pierce Transit can minimize layoffs and utilize its existing staff to operate the airport connector, transitioning them to ST Express service when the connector route is no longer needed.

Pierce Transit has offered to provide the vehicles needed for the airport service by reconditioning four 40-foot transit buses it owns and placing them in the ST Express vehicle pool at a nominal cost to Sound Transit. Pierce Transit’s hourly cost submittal, while slightly higher than the Lakewood Connector service, is significantly lower than the costs of ST Express bus service. Given these factors, together with Pierce Transit’s excellent record of operating service for Sound Transit, staff chose to negotiate directly with Pierce Transit to provide the airport connector route. The following table compares the proposed hourly cost of the airport connector with the 2009 Lakewood-Tacoma connector, together with the base 2009 hourly costs for ST Express service operated by Pierce Transit, King County Metro and Community Transit:

<b>Service Provider- Service Type</b>	<b>2009 Cost per Platform Hour</b>
Pierce Transit- Airport Connector	83.71
Pierce Transit- Lakewood Connector	77.55
Pierce Transit- ST Express	109.19
King County Metro- ST Express	120.03
Community Transit- ST Express	94.94

**Prior Board/Committee Actions**

<b>Motion/Resolution Number and Date</b>	<b>Summary of Action</b>
M2008-51 05/01/08	Authorized the CEO to execute a three-year contract with two one-year options to extend with Pierce Transit to provide interim bus service between Lakewood and Tacoma in the amount of \$877,581, with a 10% contingency of \$87,758, for a total authorized contract amount not to exceed \$965,339
R2008-18 12/11/08	Adopting the 2009 Service Implementation Plan, authorizing the chief executive officer to implement the 2009 service changes, and approving the use of the preliminary 2010-2014 service changes for planning and forecasting purposes.

**CONSEQUENCES of DELAY**

A delay beyond March 5, 2009 would make it difficult for Pierce Transit to prepare for the new service, which is needed in early July 2009, concurrent with the start-up of Link light rail.

**PUBLIC INVOLVEMENT**

Not applicable to this action.

**ENVIRONMENTAL COMPLIANCE**

SSK 2-06-09

**LEGAL REVIEW**

JW 2/11/09

## SOUND TRANSIT

### MOTION NO. M2009-20

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Pierce Transit to provide interim bus connector service between the Tukwila International Boulevard Station and Sea-Tac Airport in the amount of \$1,716,000, for a new total authorized contract amount not to exceed \$2,681,339.

#### **Background:**

As part of the 2009 Service Implementation Plan (SIP), the Sound Transit Board approved the implementation of an interim bus service connecting the Tukwila International Boulevard Station with Sea-Tac Airport (the "airport connector"). The bus service is a condition of the Federal Transit Administration's Full Funding Grant Agreement (FFGA) with Sound Transit for the Initial Segment of the Central Link light rail line. The service will start concurrently with the opening of light rail between downtown Seattle and Tukwila in July 2009 and operate until light rail service is extended directly to the airport in December 2009.

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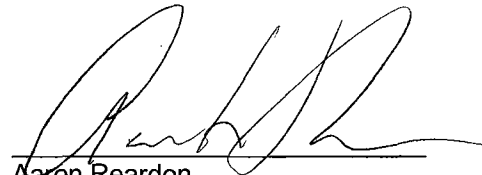
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**Motion:**

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 contract amendment with Pierce Transit to provide interim bus connector service between the Tukwila International Boulevard Station and Sea-Tac Airport in the amount of \$1,716,000, for a new total authorized contract amount not to exceed \$2,681,339.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 19, 2009.



Aaron Reardon  
Finance Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator