

MOTION NO. M2010-70
Contract for Station Access and Demand Study

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	07/15/10	Final Action	Ric Ilgenfritz, ED Planning Environment and Project Development Val Batey, Senior Transportation Planner	206-398-5239 206-398-5117

PROPOSED ACTION

Authorizes the chief executive officer to execute a contract with URS Corporation to provide planning consulting services for the station access and demand study in the amount of \$698,194 with a 10% contingency of \$69,819, for a total authorized contract amount not to exceed \$768,013.

KEY FEATURES

- The purpose of the station access and demand study is to inform development of a comprehensive program of Sounder station access improvements for the Sounder commuter rail stations in Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and, Lakewood.
- Sound Transit will study demand for transit system access at each station and develop a comprehensive body of data to inform project-level planning to improve rider access to the stations.
- The study will follow through on Sound Transit’s commitment to optimize station access consistent with the agency’s priorities for sustainability, ridership growth, and transit oriented development.
- Total lifecycle costs including capital and operations and maintenance costs will be emphasized in the evaluation of alternatives.
- The URS contract includes these major elements:
 - preparation of the project management plan;
 - inventory of existing conditions and data collection;
 - conducting the station access and demand study;
 - definition of evaluation criteria, alternatives analysis;
 - development of conceptual station access improvement plans for each station;
 - support for staff presentation of study and analysis results to the Board for direction and decision, and;
 - public outreach in the host communities of each of the eight stations at the initiation of the planning study and during the alternatives evaluation process.
- The work is expected to be completed within 18 months of contract execution.

PROJECT DESCRIPTION

The ST2 Plan includes funding to improve station access at eight existing Sounder commuter rail stations: Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma (Tacoma Dome), South Tacoma and Lakewood. The cost estimates for these improvements are based on expanding parking, and in most cases, building additional pedestrian bridges to connect expanded parking to station platforms.

FISCAL INFORMATION

<u>Project Phase</u>	<u>Amount Requested</u>	<u>Approved Phase Budget</u>
Preliminary Engineering/ Environmental Documentation	\$768,013	\$2,817,514

The Amount Requested plus authorized phase spending to-date would leave a remaining phase budget of: \$2,049,501.

The project budget for the access and demand study provides funding for ridership analysis, traffic analysis, environmental scans, alternatives analysis, conceptual engineering, and public outreach at each Sounder commuter rail station. The access and demand study budget was established in the Board-adopted 2010 Transit Improvement Plan, and is funded from each of the individual station access improvement projects included in ST2.

See Exhibit A attached for the ST2 financial plan budgets for each of the eight station improvement projects.

BUDGET TABLE

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

Project: 300001 - Station Access & Demand Study

	2010 Board Adopted Budget ¹ (A)	Committed To Date ² (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	\$ 166	\$ 166	\$ -	\$ 166	\$ -
Preliminary Engineering	\$ 2,818	\$ -	\$ 768	\$ 768	\$ 2,050
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -
3rd Party	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ 497	\$ -	\$ -	\$ -	\$ 497
Total Current Budget	\$ 3,480	\$ 166	\$ -	\$ 934	\$ 2,547

Phase Budget Detail

Preliminary Engineering	\$ 2,818	\$ -	\$ 768	\$ 768	\$ 2,050
Misc. Activity	\$ -	\$ -	\$ -	\$ -	\$ -
Total Phase	\$ 2,818	\$ -	\$ 768	\$ 768	\$ 2,050

Contract Budget	Current Approved Contract Value (F)	Committed To Date ² (G)	Proposed Action (H)	Proposed Total Contract Value (I)
URS Corporation	\$ -	\$ -	\$ 698	\$ 698
Contingency	\$ -	\$ -	\$ 70	\$ 70
Total	\$ -	\$ -	\$ 768	\$ 768
Percent Contingency	0%	0%	10%	10%

Notes:

¹ Project budget is located on page 49 of the Adopted 2010 Transit Improvement Plan budget book.

² Committed to date amount includes actual outlays and commitments through May 31, 2010.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal: 9%
Commitment: 15%

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
DSV, International	Small Business	2%	\$13,000
The Fearey Group	Small Business	11%	\$70,000
Nakano and Associates	DBE	2%	\$13,000
Total		15%	\$96,000

EQUAL EMPLOYMENT WORKFORCE PROFILE

233 employees; 38% women; 17% minorities.

BACKGROUND

Since the start of commuter rail service between Tacoma and Seattle in 2000 and between Everett and Seattle in 2003, Sound Transit continues to experience growth in demand for service. Many of the Sounder station parking lots operate at or above capacity daily and their host communities are urging Sound Transit to better manage available parking at our stations, while at the same time reduce the impact to local streets and downtowns associated with expanded parking near commuter rail stations.

During the process of refining the projects included in the ST2 plan, the Sound Transit Board responded to community concerns by calling for a new approach that would tailor flexible station access solutions at the Sounder commuter rail stations in Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and Lakewood. The flexible approach adopted by the Board addresses community concerns about the increasing amount of land dedicated to parking, and the need to consider alternative means of access to the regional transit system in response to greenhouse gas emissions reduction goals.

The Flexible Access to ST Facilities language included in the adopted ST2 project templates is as follows:

“The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. The scope of the transit parking components included in this project could be revised to include a range of strategies for providing rider access to the transit facility. Along with, or instead of parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project. These other strategies include:

- Pedestrian improvements within one-quarter mile of the station,
- Additional bus/transfer facilities at the station,
- Bicycle improvements within one-half mile,
- Transit speed and reliability improvements on routes connecting to the facility,
- Expanded or new kiss-&-ride areas at the station, and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to the station during the peak periods.

This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST’s highest priority for this project budget would remain meeting demand and riders’ needs.”

This study responds to the ST2 Plan approach. The goal of the access improvement projects is to accommodate future demand for access to the regional transit system with minimal impacts. The flexible approach described in ST2 allows Sound Transit to closely examine how riders and potential riders are most likely to access stations. This will be accomplished by developing an analytical tool designed to test multiple capital improvement scenarios at each location. The study is being done prior to specific station projects being defined in order to maximize the ability to tailor access improvements to meet needs

identified uniquely to each station. The priority remains to meet demand and riders' needs by determining what level and mixture of capital investments would be most effective and affordable within the project budgets. In addition to studying demand, the study will draw input through a coordinated effort with affected jurisdictions, partner agencies, the surrounding community and the users of the transit services at each station.

This study will inform development of a comprehensive program of Sounder station access improvements that will be presented to the Sound Transit Board in the form of options for each station. The Board will use that information to establish a range of alternatives for each station to proceed into environmental evaluation and preliminary engineering. The Board would then have flexibility to determine a set of access improvements to authorize at each station.

The final product of the overarching study will be individual programs for each station to improve access to transit. These proposed station access improvements would then be funded by the ST2 Plan budgets for each station at the direction of the Board.

Study Scope of Work:

1. Public outreach and data collection: Sound Transit will conduct public outreach open houses in the cities in which the study will be conducted to provide information about the study's scope and schedule and public input opportunities. With the support of its consultants, Sound Transit will collect data on station access and parking capacity. Data will be collected from local technical staff, on-site observation, stakeholder interviews and rider surveys.
2. Multimodal access demand analysis: Using Sound Transit's 2010-2030 ridership growth by station access mode share changes will be estimated. Capacity analysis will be performed by comparing 2030 station boarding forecasts to existing and future parking and access capacity. Sound Transit will analyze the existing and future vehicle, transit, bicycle and pedestrian demand taking into consideration existing and future ridership. Existing and future commuter parking demand taking into consideration ridership growth trends will also be analyzed.
3. Definition of evaluation criteria: Sound Transit will define evaluation criteria in order to perform an alternatives analysis. Evaluation criteria will include, but not be limited to, cost effectiveness, affordability, total lifecycle costs, environmental constraints and benefits, greenhouse gas emissions reduction, sustainability and transit oriented development opportunities.
4. Alternatives analysis and public outreach: For each station Sound Transit will create a set of access alternatives to be analyzed that respond to existing and future access needs, identifying a comprehensive way to provide improved rider access. Combinations of improvements will be analyzed, including, but not limited to, better pedestrian, bicycle and other non-motorized access to stations, additional parking as appropriate, improved passenger drop-off and pick-up (kiss and ride) facilities, improved feeder bus access and satellite parking along existing bus routes. Sound Transit will seek public and stakeholder input on the alternatives for each station during the alternatives analysis.
5. Conceptual Station Access Plans: Sound Transit will prepare access improvement plans for each of the stations. These plans will be comprised of the most cost effective access alternatives for each station based on the analysis of the alternatives and public/stakeholder input. The plans will inform the Sound Transit Board on the level and mixture of access improvement investments that would be most effective and affordable.
6. Report to Sound Transit Board: The Board will review the conceptual access improvement plans for each station and decide the station improvement projects to be implemented. Any station improvement projects adopted by the Board would proceed through a project development, engineering and environmental compliance phase process as required by Sound Transit's project management policy.

This is a planning study only. One of the evaluation criteria during the alternatives analysis phase will include a preliminary environmental screening of the constraints and benefits of the detailed alternatives. Once the station access improvements plan is prepared for each station, programmatic SEPA documentation (likely a SEPA Checklist) will be prepared if required, under this contract. Following Board action to proceed with specific project improvements at each station, project-level environmental documentation under SEPA and NEPA would be completed, as applicable, under a separate contract during design work.

ENVIRONMENTAL COMPLIANCE

SSK 5/18/10

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PUBLIC INVOLVEMENT

Sound Transit staff met with elected officials and staff of the host communities to discuss the study, station access issues currently experienced in each city and future projects that could affect access and demand each station.

LEGAL REVIEW

JW 7/8/10

EXHIBIT A: ST2 Sounder Station Improvement Projects Cost Assumptions

Station	New Parking Stalls	Garage or Surface	Pedestrian Bridge	ST2 Cost Estimates for Construction - (2007\$) in millions
Mukilteo	130	Garage	No	\$9.17
Kent	450	Garage	Yes	\$25.93
Auburn	500 net (displacing approx 100 stalls)	Garage	Connect to existing	\$27.24
Sumner	400	Garage	Yes	\$34.32
Puyallup	600	Garage	Yes	\$48.51
Tacoma Dome	300	Surface	No	\$11.05
South Tacoma	400 net (displacing approx 200 stalls)	Garage	Yes	\$32.63
Lakewood	600	Garage	Contribution of \$1m towards a pedestrian connection	\$31.52
TOTAL				\$220.37

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MOTION:


It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract with URS Corporation to provide planning consulting services for the station access and demand study in the amount of \$698,194 with a 10% contingency of \$69,819, for a total authorized contract amount not to exceed \$768,013.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 15, 2010.



Fred Butler
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator