TECHNICAL MEMORANDUM SUPPLEMENT

TO:	Mike Oliver
FROM:	Patrick Holm
DATE:	February 24, 2017
PROJECT #:	0738.05
SUBJECT:	MTA Park and Ride Development Project Summary of Workshop 4 – Site Selection

PURPOSE

The purpose of this technical memorandum is to summarize the discussion from Workshop 4 for the Belfair Site Selection of the Mason Transit Authority (MTA) Park and Ride Development Project.

BACKGROUND

The MTA Park and Ride workgroup has conducted three workshops and one public meeting to move forward with site selection for the future Belfair park and ride location. SCJ Alliance collaborated with the workgroup to complete a performance evaluation of the potential sites. The performance evaluation was completed by SCJ Alliance prior to Workshop 4.

WORKSHOP 4 – SITE SELECTION

Workshop 4 was held at the Mason Transit Authority office on February 16, 2017, to review the performance evaluation prepared by SCJ Alliance based on criteria and weighting decided at previous workshops.

Attendees

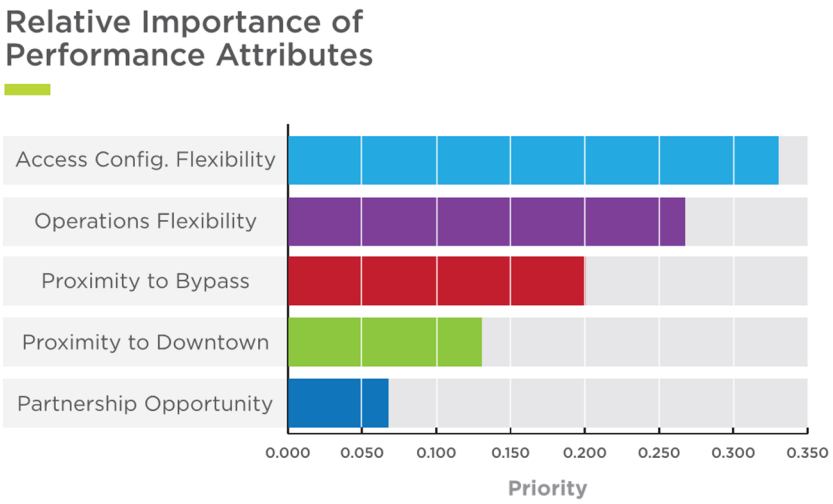
The workshop was attended by the following workgroup:

- John Campbell (MTA Board/North Mason Board of Education)
- Randy Neatherlin (MTA Board/Mason County Commissioner)
- Melissa McFadden (Mason County Public Works)
- John Piety (Mason County Transit Advisory Board)
- Scot Haskell (Worker Driver Program)
- Mike Oliver (Mason Transit Authority)
- Danette Brannin (Mason Transit Authority)

- Patrick Holm (SCJ Alliance)
- Scott Saywer (SCJ Alliance)

Meeting Summary

The group reviewed the criteria and the weighting and confirmed it was in line with the site selection process:



Site 1 – Roy Boad Road

The Roy Boad Road site is the current temporary lot that MTA is using as a park and ride. The site sits behind the Safeway and down the hill from the car wash. It is a gravel lot with approximately 89 spaces. This site did not perform very well according to the criteria. It did not have much space on site for MTA's goals, which include 100 stalls, a small building to serve drivers in the North Mason Area, room for bus storage, and potential facilities for a bus charging station. Limited space also does not allow much opportunity for partnerships with other agencies. It does not have direct access to SR 3 and is not close to the planned terminus of the bypass. It did score well with its proximity to downtown.

Performance Scores

Access Config. Flexibility	*4*
Operations Flexibility	*1*
Proximity to Bypass	*2*
Proximity to Downtown	*10*
Partnership Opportunity	*1*
***Cost**:*	*$2,890,000*
Value Index	*1.589*

Site 2 – Northeast Corner of Highway 3 and Log Yard Road

Site 2 is the vacant lot on the northeast corner of Highway 3 and Log Yard Road. This site performed well. It's proximity to SR 3 and to Log Yard Road give it flexibility with access options. The lot is more than 6 acres which provides flexibility for future MTA operations. It is relatively close to the planned Bypass terminus. The owner has previously installed a septic system for a commercial development. A portion of the septic system is outside of the property. Based on preliminary recognizance there is potential that the site has wetlands and a seasonal drainage. The site owner did not allow access to assess physical characteristics.

Performance Scores	
Access Config. Flexibility	*10*
Operations Flexibility	*10*
Proximity to Bypass	*9*
Proximity to Downtown	*5*
Partnership Opportunity	*6*
***Cost**:*	*$3,950,000*
Value Index	*3.221*

Site 3 – Mason County Line Site

Site 3 is near the Mason County Line. The site is two parcels: one in Mason County and the frontage is in Kitsap County. The Kitsap portion of the site abuts Highway 3. The rear of the site connects to Log Yard Road. Site 3 performed mediocre. The site has potential direct access to Highway 3 and connects to Log Yard Road. The parcel has an irregular shape which would make it hard to maximize MTA's current and future plans. It is very close to the planned Bypass terminus. It is the farthest of the four sites from downtown. There is one adjacent parcel for possible future partnerships.

Performance Scores	
Access Config. Flexibility	*10*
Operations Flexibility	*1*
Proximity to Bypass	*10*
Proximity to Downtown	*1*
Partnership Opportunity	*8*
***Cost**:*	*$3,840,000*
Value Index	*2.355*

Site 4 – Southeast Corner of Highway 3 and Log Yard Road

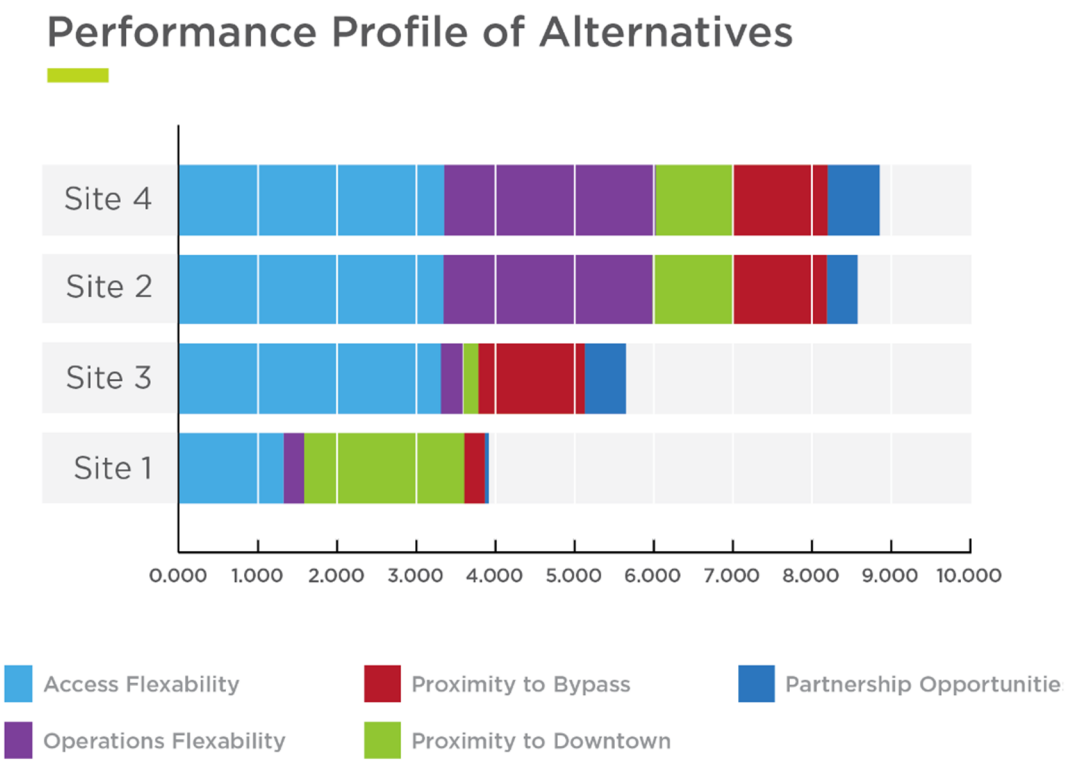
Site 4 is the southeast corner of Highway 3 and Log Yard Road. This parcel is a vacant forested lot. Site 4 performed well. It is at the intersection of Log Yard Road and could incorporate a side road as well. It is part of a large parcel which also has adjacent vacant parcels. A future MTA parcel could be created from these larger parcels which provides a maximum range of flexibility of site planning for MTA. It is near the terminus of the planned Bypass. All of the adjacent land and parcels provide flexibility for future partnerships.

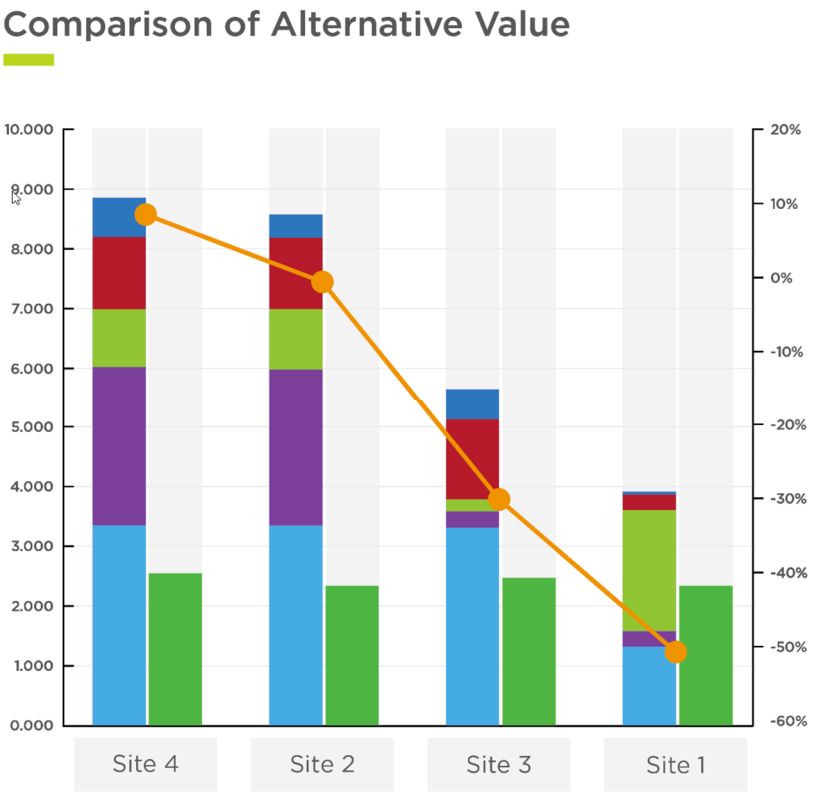
Performance Scores

Access Config. Flexibility	*10*
Operations Flexibility	*10*
Proximity to Bypass	*9*
Proximity to Downtown	*5*
Partnership Opportunity	*10*
***Cost**:*	*$3,750,000*
Value Index	*3.515*

CONCLUSION

The group concluded that Site 4, the Southeast corner of Highway 3 and Log Yard Road, had the best value. MTA would be able to achieve the biggest portion of their current and future goals with Site 4. The workgroup acknowledged that Site 2 was very close in value to Site 4. The workgroup recommended that MTA negotiate with Site 4, but if negotiations fell through to pursue Site 2.





NEXT STEPS

SCJ Alliance will coordinate with MTA to set up a public meeting with the workgroup and the general public to present the site selection and next steps.

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Attachment A

Conceptual Cost Estimates

Conceptual Cost Estimate Overview

Conceptual cost estimates were largely based on an interactive CADD design software called SiteOps. SiteOps allows a designer to create a dynamic site layout. The layout then uses GIS data and site features to create a quick cost estimate.

Environmental risk at each parcel was factored into the estimate based on site visits and review of historical, county, and GIS data.

Parcel costs were determined using Mason County assessor data and determining value per square foot.

Conceptual Level Estimate
MTA - Belfair Site Selection

Site 1

Element	Estimated Quantities	Unit	Unit Cost	Quantity	Subtotal
					$ 1,674,440
	Mobilization		8%	1	$ 187,190
	SiteOPS output	LS	$287,250	1	$ 287,250
	Building	LS	$1,200,000	1	$ 1,200,000
Roadwork					**$ 312,658**
	Water Quality/Flow Control	SF	$1.50	75,105	$ 112,658
	Illumination/Car Charger	LS	$200,000	1	$ 200,000
	Sanitary Sewer Extension	LF			$ -
Environmental	**10%**				**$ 198,710**
	Low	5%			$ -
	Medium	10%		1	$ 198,710
	High	15%			$ -
Parcel	Parcel Cost	LS	$ 106,000	1	**$ 106,000**
Traffic Control	Intersection Improvement	LS		1	**$ -**
	Subtotal				$ 1,987,098
	Conceptual Contingency (30%)				$ 596,129
	Total				**$ 2,890,000**

Conceptual Level Estimate
MTA - Belfair Site Selection

Site 2

Element	Estimated Quantities	Unit	Unit Cost	Quantity	Subtotal
					$ 1,043,111
	Mobilization		8%	1	$ 141,261
	SiteOPS output	LS	$451,850	1	$ 451,850
	Building	LS	$450,000	1	$ 450,000
Roadwork					**$ 456,426**
	Water Quality/Flow Control	SF	$1.75	146,529	$ 256,426
	Illumination/Car Charger	LS	$200,000	1	$ 200,000
	Sanitary Sewer Extension	LF		0	$ -
Environmental	**10%**				**$ 149,954**
	Low	5%			$ -
	Medium	10%		1	$ 149,954
	High	20%			$ -
Parcel	Parcel Cost	LS	$ 345,000	1	**$ 345,000**
Traffic Control	Intersection Improvement	LS	$ 1,500,000	1	**$ 1,500,000**
	Subtotal				$ 1,499,536
	Conceptual Contingency (30%)				$ 449,861
	Total				**$ 3,950,000**

Conceptual Level Estimate
MTA - Belfair Site Selection

Site 3

Element	Estimated Quantities	Unit	Unit Cost	Quantity	Subtotal
					$ 1,037,883
	Mobilization		8%	1	$ 143,633
	SiteOPS output	LS	$444,250	1	$ 444,250
	Building	LS	$450,000	1	$ 450,000
Roadwork					**$ 486,839**
	Water Quality/Flow Control	SF	$1.75	163,908	$ 286,839
	Illumination/Car Charger	LS	$200,000	1	$ 200,000
					$ -
Environmental	**10%**				**$ 152,472**
	Low	5%			$ -
	Medium	10%		1	$ 152,472
	High	20%			$ -
Parcel	Parcel Cost	LS	$ 201,600	1	**$ 201,600**
Traffic Control	Intersection Improvement	LS	$ 1,500,000	1	**$ 1,500,000**
	Subtotal				$ 1,677,194
	Conceptual Contingency (30%)				$ 457,417
	Total				**$ 3,840,000**

Conceptual Level Estimate
MTA - Belfair Site Selection

Site 4

Element	Estimated Quantities	Unit	Unit Cost	Quantity	Subtotal
					$ 1,122,191
	Mobilization		8%	1	$ 147,741
	SiteOPS output	LS	$524,450	1	$ 524,450
	Building	LS	$450,000	1	$ 450,000
Roadwork					**$ 446,132**
	Water Quality/Flow Control	SF	$1.50	164,088	$ 246,132
	Illumination/Car Charger	LS	$200,000	1	$ 200,000
	Sanitary Sewer Extension	LF			$ -
Environmental	**0%**				**$ -**
	Low	5%			$ -
	Medium	10%			$ -
	High	20%			$ -
Parcel	Parcel Cost	LS	$ 204,000	1	**$ 204,000**
Traffic Control	Intersection Improvement	LS	$ 1,500,000	1	**$ 1,500,000**
	Subtotal				$ 1,568,323
	Conceptual Contingency (30%)				$ 470,497
	Total				**$ 3,750,000**