

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 00-2894
ISSUANCE OF A REQUEST FOR PROPOSALS)
FOR PERSONAL SERVICES AGREEMENT(S)) Introduced by Councilor
FOR DESIGN SERVICES AND) Rod Monroe
TRANSPORTATION ANALYSIS FOR THE)
FIRST PHASE OF THE SOUTH CORRIDOR)
TRANSPORTATION ALTERNATIVES STUDY)
ALTERNATIVES)

WHEREAS, Following defeat of the local funding for the South/North Light Rail Project, the region held a series of “listening posts” to better understand the public’s perceptions regarding transportation needs in the Corridor; and

WHEREAS, On April 8, 1999, the Joint Policy Advisory Committee on Transportation (JPACT) asked staff to prepare a work program to advance non-light rail transportation options in the South Corridor, and submit that plan to JPACT; and

WHEREAS, The staff prepared a Work Program for the South Corridor Transportation Alternatives Study and the Metro Council adopted resolution NO. 99-2795A that amended the Unified Work Program to include the study, and amended the Transportation Improvement Program to authorize the use of Surface Transportation Funds for the study; and

WHEREAS, The Federal Transit Administration has awarded a grant for \$1.5 million of Surface Transportation Funds for the South Corridor Transportation Alternatives Study; and

WHEREAS, Consultant services are needed to provide specific technical expertise and as the most efficient manner to manage the large amount of complex technical work required in a timely manner, and

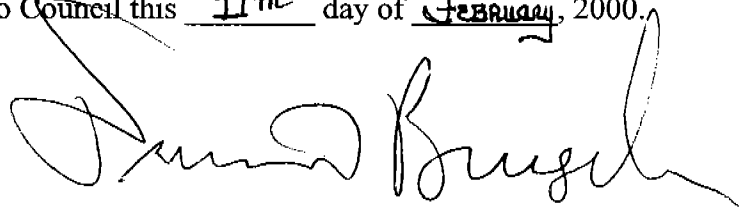
WHEREAS, the Metro Code, Section 2.04.026 requires approval of all multi-year contracts which commit Metro to expenditures beyond the current fiscal year; and

WHEREAS, the Metro Council identified the funds for these contracts in the Metro Budget as having a "Significant Impact", thereby requiring Council approval prior to release of the Request for Proposals; now, therefore

BE IT RESOLVED,

The Metro Council hereby authorizes the issuance of the Request for Proposals (Exhibit A) for a personal services agreement, and authorizes the Executive Officer to execute a multi-year contract(s) with the most responsive proposer(s) in a form substantially similar to that as included in Exhibit A.

ADOPTED by the Metro Council this 17th day of February, 2000.



David Bragdon, Presiding Officer

Approved as to form:

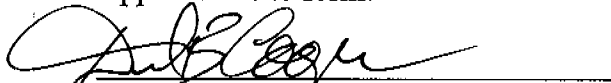

Daniel B. Cooper, General Council

Exhibit A: Request for Proposals

Exhibit A
Metro Resolution No. 00-2894

**South Corridor
Transportation
Alternatives Study
Request for Proposals**

January 28, 2000

Metro Transportation Department
600 NE Grand Avenue
Portland OR 97232
(503) 797-1756

Table of Contents

1. Introduction.....	1
1.1 Summary	1
1.2 Contacts.....	1
1.3 Submittal Requirements	1
1.4 Funding.....	2
1.5 Disadvantaged Business Enterprise (DBE) Requirements.....	2
2. Study Overview	2
2.1 Alternatives.....	2
2.2 Study Process and Schedule.....	3
2.3 Criteria for Evaluating Project Alternatives	4
2.4 Organizational Structure	8
3. Procurement Process.....	8
3.1 Consultant Selection Schedule.....	10
3.2 Consultant Selection Committee.....	10
3.3 Selection Criteria and Considerations.....	10
3.4 Notification	11
3.5 General Proposal/Contract Conditions	12
4. Documentation for Proposals.....	12
4.1 Letter of Interest.....	13
4.2 Proposed Work Plan	13
4.3 Proposed Staffing.....	13
4.4 Responses to Questions.....	13
4.5 Budget/Cost Proposal	14
4.6 Forms to be Included in Proposals.....	14
5. Oral Interviews and Presentations	14

Attachments:

- A. Draft Work Program
- B. Draft Background Report
- C. Draft Wide Range of Alternatives Report
- D. Transportation Analysis – Scope of Work
- E. Conceptual Design – Scope of Work
- F. DBE Guidelines (DBE Program Compliance Form, DBE Program Utilization Form and Sample DBE Participation Letter)
- G. Sample Personal Service Agreement (Contract)
- H. Federal Requirements
- I. Budget Proposal Form

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-2894, FOR THE PURPOSE OF AUTHORIZING ISSUANCE OF A REQUEST FOR PROPOSALS FOR PERSONAL SERVICES AGREEMENTS FOR DESIGN SERVICES AND TRANSPORTATION ANALYSIS FOR THE FIRST PHASE OF THE SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY

Date: February 9, 2000

Presented by: Councilor Kvistad

Committee Recommendation: At its February 8 meeting, the committee considered Resolution No. 00-2894 and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Kvistad and McLain and Chair Monroe.

Existing Law: Following the 1998 defeat of the proposed South/North light rail project, Metro, Tri-Met, and our local partners examined transportation alternatives for the corridor. This review resulted in regional agreement in support of the IMAX light rail project in north Portland and the need for additional study of transportation alternatives in the south corridor. As a result, in 1999, the Council approved an MTIP funding allocation that included work on the South Corridor Transportation Alternatives Study. The proposed resolution for various consultant services for the study requires Council approval under the Metro Code provision (Metro Code Section 2.04.026(a)(1)) that any multi-year contract must receive Council approval.

Committee Issues/Discussion: Richard Brandman, Assistant Transportation Planning Director, presented the staff report. He noted that the proposed resolution would authorize the release of a request for proposals (RFP) to provide for consultant assistance for the South Corridor Study. The successful bidders would provide assistance in the conceptual design of the transportation alternatives to be examined and related traffic analysis work concerning the impact of each alternative.

Brandman explained that a wide range of alternatives would be considered by the study. These options will include: 1) high-occupancy vehicle (HOV) lanes, 2) express buses, and 3) river-based traffic, 4) commuter rail, and 5) toll lanes. He indicated that the alternative list would be narrowed in June. The next element of the study would be the completion of environmental impact statement work, which is anticipated to take about one year to complete.

The total estimated cost of the contracts proposed by the resolution would be \$75,000 for design services and \$40,000 for the traffic analysis work.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2894 FOR THE PURPOSE OF AUTHORIZING ISSUANCE OF A REQUEST FOR PROPOSALS FOR PERSONAL SERVICES AGREEMENT(S) FOR DESIGN SERVICES AND TRANSPORTATION ANALYSIS FOR THE FIRST PHASE OF THE SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY.

Date: January 20, 2000

Presented by: Richard Brandman

PROPOSED ACTION

This action would approve the release of the attached Request for Proposals to the public so that consultants can be selected and hired to work on the first phase of the South Corridor Transportation Alternatives Study. It would also authorize the Executive Officer to execute the contract(s) following the selection and negotiation process.

FACTUAL BACKGROUND AND ANALYSIS

The South Corridor Transportation Alternatives Study will require technical assistance from consultants for conceptual design of the various alternatives and transportation evaluation of the alternatives. This RFP is for procuring services to be provided through the end of the Alternatives Analysis phase of the Study. Metro is looking to hire consultants with expertise in two technical areas: conceptual design of alternatives and transportation analysis. Metro may hire two or more consultants, depending on the proposals submitted.

Because there is such a wide range of potential outcomes for the study, Metro will maintain flexibility in defining what kind and how much consultant assistance will be needed for the Environmental Impact Statement (EIS) phase. We intend to issue a subsequent RFP for the EIS work. It is likely that a separate procurement process would also be undertaken for Preliminary Engineering. The selection of the Locally Preferred Strategy (LPS) will help determine the consultant expertise required for the completion of PE.

The South Corridor Study consists of two main phases. Phase I, the Alternatives Analysis Phase is expected to be completed in June 2000. Phase I is intended to reduce the number and range of alternatives from a wide range of alternatives (8-10) to a smaller number of alternatives (2-3). The smaller number of alternatives would then be further evaluated in an environmental impact statement. Preparation of the Draft Environmental Impact Statement (DEIS) would be the first step in Phase II. The DEIS is planned for completion in the Fall of 2001. After a Locally Preferred Strategy (LPS) is selected, a Final Environmental Impact Statement (FEIS) would then be prepared, evaluating the LPS along with a No-Build alternative. Preliminary Engineering (PE) would be done concurrently with the FEIS.

The initial list of alternatives (subject to the public scoping process) to be evaluated in Phase 1 includes:

- *Busway* - Exclusive bus guideway.
- *Bus Rapid Transit* - Moderately capital intensive alternative with operational enhancements.
- *High Occupancy Vehicle (HOV) lanes* - Lanes restricted to carpools and/or transit.
- *Peak Period Pricing* - Pricing of a new facility or HOV lane, building on the results of Metro's Traffic Relief Options study.
- *Commuter Rail* - Rail service on existing freight tracks.
- *River Transit* - Line haul passenger service on the Willamette River.
- *Intelligent Transportation Systems (ITS)* - Operational and systems building on ODOT and Tri-Met experience with new technologies.
- *Transportation System Management (TSM)* - A low capital investment alternative that relies on operational improvements and service expansion.
- *No-Build* - Moderate transit service increases within existing revenues.

EXISTING LAW

Metro Code section 2.04026 (a) (1) requires Council approval of all contracts committing the district to appropriations not provided for in the current fiscal year and which has significant impact on Metro.

BUDGET IMPACT

The Personal Service Agreements for the South Corridor Transportation Alternatives Study are included in Metro's Adopted Budget for Fiscal Year 1999-2000.