

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 00-2936
INTERGOVERNMENTAL AGREEMENT WITH)
WASHINGTON COUNTY FOR THE) Introduced by Councilor
WILSONVILLE/BEAVERTON TRANSIT) Rod Monroe
CORRIDOR STUDY.)

WHEREAS, Metro and Washington County desire to jointly accomplish a special study of major transit improvements in the Wilsonville/Beaverton Transit Corridor Study; and

WHEREAS, Metro is empowered by ORS 268.330(2) to contract with any public agency to plan for the environmental assessment, construction, preservation, improvement, operation or maintenance of any mass transit system having significant impact upon the development of the metropolitan area; and

WHEREAS, Washington County has the authority under ORS 190.010 to enter into agreements with units of local government for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform; and

WHEREAS, the participating jurisdictions include Washington County, Metro, Tri-Met, City of Beaverton, City of Sherwood, City of Tigard, City of Tualatin, City of Wilsonville; and

WHEREAS, On September 23, 1999, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly approved the Statewide Transportation Improvement Program (STIP) Amendment 99-28, which programmed \$1,114,454 (\$1 million federal funds/\$114,454 local match), in Surface Transportation Program (STP) funds

to conduct alternatives analysis, environmental assessment and preliminary engineering in the I-5/Highway 217 corridors from Wilsonville to Beaverton, Oregon; and

WHEREAS, Metro and Washington County executed an Intergovernmental Agreement, Contract No. 921738 on November 8, 1999 which authorized Washington County to spend \$570,000 and Metro to spend \$105,000; and

WHEREAS, on December 21, 1999, FTA approved a \$675,000 (\$605,678 federal funds/\$69,322 local match) grant request for alternatives analysis and environmental assessment for the Wilsonville/Beaverton Transit Corridor Study; and

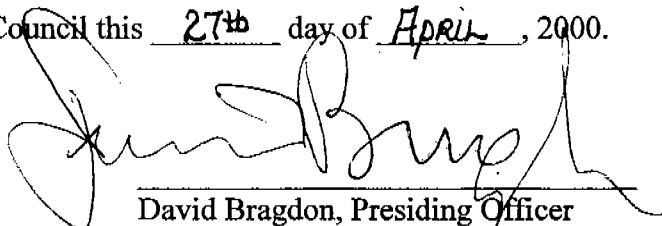
WHEREAS, Metro submitted a grant amendment in the amount of \$439,454 (\$394,322 federal funds/\$45,132 local match) to FTA on February 25, 2000, which included changes to the scope of work and budget for the study; and

WHEREAS, Metro Code, Section 2.04.046 requires Council approval of personal services contract amendments exceeding \$25,000, including personal services contracts provided by intergovernmental agreements; now, therefore

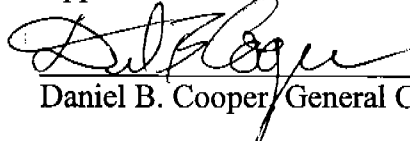
BE IT RESOLVED,

The Metro Council hereby authorizes the Executive Officer to execute Amendment No. 1 to the Washington County Intergovernmental Agreement, Contract No. 921738, in a form substantially similar to that set forth in Exhibit A.

ADOPTED by the Metro Council this 27th day of April, 2000.


David Bragdon, Presiding Officer

Approved as to form:


Daniel B. Cooper, General Counsel

AMENDMENT No. 1
Washington County/Metro Intergovernmental Agreement
For
Wilsonville/Beaverton Transit Corridor Study

The following amendments to the Agreement are agreed to:

1. A change in Scope of Work for the Study increases the total Study Budget from \$675,000 to \$1,114,454 as shown in attached Exhibit "D".
2. The County payment of local matching funds is increased from \$69,322 to \$114,454.
3. Compensation to the County is increased from \$570,000 to \$949,454.
4. The Study Budget is amended as set forth in Exhibit "E".
5. The Term of the Agreement is extended to October 31, 2001.

All other terms and conditions of the original Agreement shall remain in full force and effect.

IN WITNESS THEREOF, the parties have executed this Agreement on the day and year last written below.

WASHINGTON COUNTY

METRO

By: Tom Brian

By: _____

Name: Tom Brian

Name: _____

Title: Chairman Board of Commissioners

Title: _____

Date: 3-28-00

Date: _____

EXHIBITS:

D: Grant Amendment Request

E: Revised Budget

APPROVED WASHINGTON COUNTY

BOARD OF COMMISSIONERS

MINUTE ORDER # 00-85

DATE 3-21-00

BY Barbara Hejmanek

CLERK OF THE BOARD



Application for Federal Assistance

(Referred to as Ex. D in body of Exhibit A)

Part 1: Recipient Information

Recipient ID: 1711
Recipient Name: METRO
Address.....: 600 NE GRAND AVENUE , PORTLAND, OR 97232 2736
Telephone.....: 5037971700
Facsimile.....: 5037971929

Part 2: Project Information

Project Number: OR-90-X084-01
Fed Dom Asst. #:
Project Description...: Wilsonville/Beaverton Transit Corri
State Appl. ID.....:
Recvd. by State: Feb. 25, 2000
STIP Page:
STIP Date: Sep. 23, 1999
FTA Project Mgr.....: Linda Gehrke
Applicant Type:
Application Type:
Revision Reason.....: Increase Award
Start/End Dates: Sep. 23, 1999 - Jun. 30, 2000
Urbanized Areas: 410280
EO 12372 Rev:
Review Date:
Total Cost.....: \$ 439,454
Adjustment Amt.: \$ 0
Elig. Project Cost....: \$ 439,454
Total FTA Amt.....: \$ 394,322
Total State.....: \$ 0
Total Local.....: \$ 45,132
Other Federal.....: \$ 0

Project Details

Project No. OR-90-X084-01
Wilsonville Beaverton Transit Corridor Study
Grant Amendment Request

Part 1: Introduction

This grant amendment application is based upon:

- 1. The issuance by the Federal Transit Administration (FTA) of Guidance on Requests for New Starts Projects to Enter Preliminary Engineering and Final Design (September 1999);
2. Discussions with FTA regarding involving rail roads early in project development, and;
3. The Study's focus on a downtown Beaverton alignment in Lombard Street that would directly link Commuter Rail to the Westside LRT MAX system at the Beaverton Transit Center.



This additional scope requires that we request a grant amendment for the remaining \$394,322 in federal funds, to be matched by \$45,132 in local funds. The tasks described below are in addition to those included in our grant application submittal of September, 1999.

Part 2: Revised Scope of Work

Task 1 - PROJECT MANAGEMENT PLAN (PMP)

As part of project readiness, § III.C.1 of the Guidance on Requests for New Starts Projects to Enter Preliminary Engineering and Final Design (September 1999) requires that sponsors "demonstrate the technical capability and capacity to implement the project at the point of requesting entrance into preliminary engineering".

This task will complete a PMP that will describe that capability by showing how the preliminary engineering phase of project development will be managed, and address other required elements in a general way, commensurate with this stage of project development.

Task 2 - INVOLVING RAIL ROADS

Two rail roads would be involved in the implementation of Commuter Rail in the Wilsonville to Beaverton Corridor. The northern portion of the alignment, from central Beaverton to a point just to the north of Tigard is owned by Union Pacific Rail Road. Freight operating rights on this section are held under lease to the Portland and Western Rail Road. The rail corridor right-of-way to the south of Tigard, into Wilsonville, is owned by the Oregon Department of Transportation. In this section, the improvements are owned by Portland and Western Rail Road.

This task will begin business partnership discussions with both rail roads, and develop a framework for operating agreements with both Portland and Western and Union Pacific rail roads.

Task 3 - CONCEPTUAL ENGINEERING

The Locally Preferred Alternative (LPA) that was forwarded by the Study Steering Committee for public comment recommends Commuter Rail with a northern terminus running along Lombard Street in central Beaverton to the Beaverton Transit Center, linking to the MAX LRT. This alignment requires approximately 2000 feet of in-street running and several at-grade crossing of city streets.

The LPA also identifies two options for a vehicle storage/light maintenance site, and several Park & Ride sites.

This task will conduct conceptual design work on alignment options in central Beaverton, two optional maintenance facility sites, and the Park and Ride sites along the alignment.

Task 4 - TRAFFIC ANALYSIS

Several areas require more extensive traffic analysis than anticipated in the initial Study scope.

This task will also include more detailed traffic analysis of alignment options in central Beaverton and in the vicinity of potential Park & Ride lots.



Task 5 - COMMUNITY OUTREACH

Public involvement activities will focus on outreach activities associated with the Locally Preferred Alternative. An informational mailing to all property owners within one-half mile of the proposed corridor will be undertaken. Presentation of the LPA and associated issues will be made to city councils, the Washington County Board of Commissioners as well as other agencies and special interest groups.

Task 6 - COORDINATION WITH FEDERAL AGENCIES

As the Environmental Assessment (EA) analyses continue, special efforts will be undertaken to coordinate activities with various federal agencies, including U.S. Fish and Wildlife, the Army Corps of Engineers, the Federal Railroad Administration and the Federal Highway Administration. In addition to EA activities, coordination will also focus on the LPA, preliminary schedule, and other issues.

Task 7 - OPERATIONS PLAN

The initial operating plan was based on sketch-level travel demand forecasting. This task will utilize the recently completed detailed travel demand forecast for Commuter Rail and revise the preliminary operations plan to determine more precisely the appropriate location of sidings and other capital improvements. This information will in turn guide the EA process.

Part 3: Budget

Project Budget

| <u>SCOPE</u> | <u>Quantity</u> | <u>FTA Amount</u> | <u>Tot. Elig. Cost</u> |
|---|-----------------|-------------------|------------------------|
| 44200 METROPOLITAN PLANNING ACTIVITY | 1 | \$ 1,000,000 | \$ 1,114,454 |
| 442700 STP FUNDS FOR WILSONVILLE/ BEAVERTON CORRIDOR STUDY | 1 | \$ 1,000,000 | \$ 1,114,454 |

Extended Budget Descriptions

| | | | |
|---|---|--------------|--------------|
| 442700 STP FUNDS FOR WILSONVILLE/ BEAVERTON CORRIDOR STUDY | 1 | \$ 1,000,000 | \$ 1,114,454 |
|---|---|--------------|--------------|

For the Wilsonville/Beaverton Transit Corridor Study.

Exhibit E

(Referred to as Ex. E in
body of Exhibit A)

Agency Expenditure Budget

| Non-Consultant Contract Expenses | | |
|---|-------------------|------------|
| Work Element/Task | Metro | County |
| Management | \$ 28,500 | \$ 78,212 |
| Public Involvement | \$ - | \$ 15,000 |
| Travel Demand Forecast | \$ 67,500 | |
| Financial Analysis | \$ 22,500 | |
| Technical Analysis and Report Preparation | \$ 46,500 | |
| Rail Road Consultant | \$ - | \$ 100,000 |
| Sub Totals | \$ 165,000 | \$ 193,212 |
| Total | <u>\$ 358,212</u> | |

| Consultant Contract Expenses | |
|---|-------------------|
| Work Element/Task | Total |
| Management | \$ 160,504 |
| Public Involvement | \$ 67,000 |
| Travel Demand Forecast | \$ - |
| Financial Analysis | \$ 45,000 |
| Technical Analysis and Report Preparation | \$ 483,738 |
| Total | <u>\$ 756,242</u> |

TOTAL GRANT BUDGET \$ 1,114,454

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2936 FOR THE PURPOSE OF AMENDING THE INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY FOR THE WILSONVILLE/BEAVERTON TRANSIT CORRIDOR STUDY.

Date: April 6, 2000

Presented by: Richard Brandman

PROPOSED ACTION

This action would approve an amendment to the Washington County Intergovernmental Agreement, Metro Contract No. 921738. The amendment would add work tasks to the scope of work and increase Washington County's budget from \$570,000 to \$959,454, a total increase of \$379,454 and Metro's budget from \$105,000 to \$165,000, a total increase of \$60,000. In addition, the amount of local match payments from Washington County would increase from \$69,322 to \$114,454 and the term of the Agreement would be extended to October 31, 2001.

EXISTING LAW

Metro Code, Section 2.04.046 (b) requires Council approval of personal service contract amendments greater than \$25,000, including personal service contracts provided by intergovernmental agreements.

FACTUAL BACKGROUND AND ANALYSIS

Over the last three years, Washington County has completed studies for a major transit improvement project between Wilsonville and Beaverton. Upon approval of the Statewide Transportation Improvement Program (STIP) Amendment 99-28 on September 23, 1999, \$1,114,454 (\$1 million federal/\$114,454 local) in Surface Transportation Program (STP) funds were programmed for Washington County to conduct alternatives analysis, environmental assessment and preliminary engineering in the I-5/Highway 217 corridors from Wilsonville to Beaverton, Oregon.

This project is being carried out as a joint venture with the Washington County Land Use and Transportation Department. Washington County is the project manager and contracting authority. Metro is the grant recipient and liaison with the Federal Transit Administration (FTA) and will produce travel demand forecasts and financial analysis for the alternatives.

On December 21, 1999, the Federal Transit Administration approved a \$675,000 grant request (\$605,678 federal/\$69,322 local) for alternatives analysis and environmental assessment for the Wilsonville/Beaverton Transit Corridor Study. The remaining balance was to be programmed in FY 2000.

The FY 2000 STIP programmed \$439,454 (\$394,322 federal/\$45,132 local) of STP funds for the Washington County project. This programming was approved jointly by FTA and FHWA on January 31, 2000 (Reference USDOT Letter HPL-OR 105.000).

Recent discussions with FTA and changes in FTA's *Guidance on Requests for New Starts Projects to Enter Preliminary Engineering and Final Design*, require changes in the scope and budget for the study. The changes include conceptual engineering and traffic studies related to the Beaverton terminus, involvement of railroads early in project development at FTA's request, and the preparation of a Project Management Plan for the next phase of the project.

On February 25, 2000, Metro submitted a grant amendment request to FTA for the additional \$439,454 (\$394,322 federal/\$45,132 local) for this study. The amendment included a revised scope of work that included:

- Project Management Plan
- Railroad Coordination
- Conceptual Engineering
- Traffic Analysis
- Community Outreach
- Coordination with Federal Agencies
- Operations Plan

BUDGET IMPACT

The funding for this IGA amendment for the Wilsonville/Beaverton Transit Corridor Study would not affect Metro's Adopted Budget for Fiscal Year 1999-2000.

JK:rmb

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