

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE ) RESOLUTION NO. 01-3051  
ISSUANCE OF A REQUEST FOR PROPOSALS )  
FOR PERSONAL SERVICES FOR THE SOUTH ) Introduced by Councilor  
CORRIDOR STUDY SUPPLEMENTAL DRAFT ) Rod Monroe  
ENVIRONMENTAL IMPACT STATEMENT. )

WHEREAS, The South Corridor is the Region's number one priority for Federal New Starts Funding after the North Corridor Interstate MAX Light Rail Project, and

WHEREAS, Authorization of Federal New Starts Funding requires that the project maintain an aggressive schedule to be included in the next 6 year Surface Transportation Bill, and

WHEREAS, Use of consultant is necessary to support the Metro, Tri-Met and Local Jurisdiction Staffs in completion of defining and analyzing the alternatives, and preparing a Supplemental Draft Environmental Impact Statement, and

WHEREAS, Consultant services are needed to provide specific technical expertise in conceptual design, environmental analysis, transportation analysis, financial analysis and technical assistance, 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 Transportation Alternatives Study, 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 awarded a grant for \$1.5 million of Surface Transportation Program Funds for the South Corridor Transportation Alternatives Study to complete alternatives Analysis for the Corridor and to initiate the Supplemental Draft Environmental Impact Statement; and

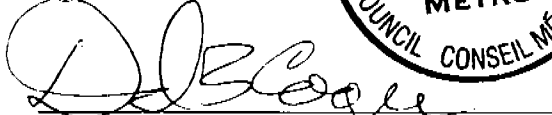
WHEREAS, the Metro Code, Section 2.04.026 requires approval of all multi-year contracts which commit Metro to expenditures beyond the current fiscal year; and

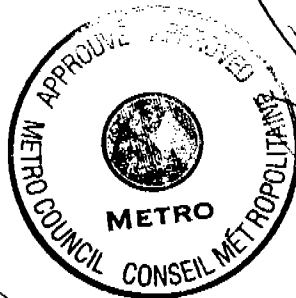
WHEREAS, the Metro Council identified the funds for these contracts in the Metro Budget as having a "Significant Impact", thereby requiring Council approval prior to release of the Request for Proposals; now, therefore

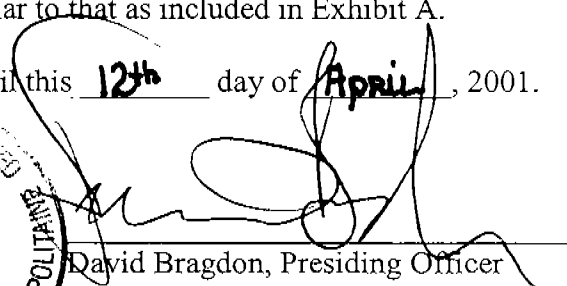
BE IT RESOLVED, The Metro Council hereby Authorizes the issuance of a Request for Proposals (Exhibit A) for a personal services agreement(s), and Authorizes the Executive Officer to execute multi-year contract(s) with the most responsive proposer(s) in a form substantially similar to that as included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

ADOPTED by the Metro Council this 12<sup>th</sup> day of April, 2001.

Approved as to form:

  
Daniel B. Cooper, General Council



  
David Bragdon, Presiding Officer

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Exhibit A: Request for Proposals

## **COMMUNITY PLANNING COMMITTEE REPORT**

### **CONSIDERATION OF RESOLUTION NO. 01-3051, FOR THE PURPOSE OF AUTHORIZING THE ISSUANCE OF A REQUEST FOR PERSONAL SERVICES FOR THE SOUTH CORRIDOR SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Date: April 4, 2001

Presented by: Councilor Monroe

**Committee Recommendation:** At its April 3 meeting, the Committee considered Resolution No. 01-3051 and voted unanimously to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Bragdon, Burkholder, Hosticka, McLain, Monroe, and Chair Park.

**Background:** Major transportation projects that receive federal funding are required to have an environmental impact statement (EIS). Past examples of such projects in the Metro region include the various MAX projects and the Washington County commuter rail project. The Metro Code also requires that the Metro Council approve all contracts which have a significant impact on Metro or result in the commitment of resources not previously budgeted.

**Committee Discussion:** Richard Brandman, Deputy Planning Department Director, presented the staff report. He noted the process for examining and funding various transportation/transit improvements in the South Corridor is now completing its first phase. A steering committee has been examining various improvement options. The committee is scheduled to meet on May 7 to select the alternatives that would be forwarded for further study as part of the preparation of a supplemental draft environmental impact statement (DEIS). Brandman indicated that the most likely options to be forwarded are light rail, busways and bus rapid transit.

Brandman explained that the preparation of the DEIS will require the procurement of outside consulting services to examine financial, engineering and other technical aspects of each of the proposed options. The proposed resolution would authorize the release of a request for personal services that would procure these consulting services. He noted that, though the request of services would be released prior to finalizing the options to be studied, it will take several months to actually sign the contracts with the successful vendors. He indicated that the proposal is written to provide the flexibility to change the types of options to be studied and change the potential cost of the proposed work. Delaying the procurement of the consulting vendors could result in any potential projects not being eligible for funding during the next major federal funding process.

Brandman indicated that the contracts would be structured to allow for an extension to prepare the final EIS and preliminary engineering work. Such an extension would be placed on the level of performance by the contractor during the development of the DEIS.

Councilor Park asked what would be the estimated cost of the work. Brandman responded that the current estimate is \$1.9 million. Councilor Park also asked Brandman to describe the evaluation process and how the final choice of vendors would be made. Brandman explained that the procurement document would include the various evaluation criteria by which the proposals will be judged. A committee including representatives from Metro, Tri-Met and affected local governments will review the vendor proposals. The final decision will be made by

Metro, in consultation with Tri-Met and our local partners. The selection would not include review by JPACT and would not require Council approval.

Councilor Bragdon asked how many proposals did the staff anticipate reviewing in response to the request for personal services. Brandman indicated that there would likely be 3 or 4 team proposals and 5 or 6 proposals from single firms.

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-3051 FOR THE PURPOSE OF AUTHORIZING THE ISSUANCE OF A REQUEST FOR PROPOSALS FOR PERSONAL SERVICES FOR THE SOUTH CORRIDOR STUDY SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT.

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Date: March 28, 2001

Presented by: Richard Brandman

### PROPOSED ACTION

This action would approve the release of the attached Request for Proposals (RFP) to the public, in order to select the most qualified consultant(s) to work on the South Corridor Study Design of Alternatives and Supplemental Draft Environmental Impact Statement (SDEIS). It would also authorize the Executive Officer to execute the contract(s) following the selection and negotiation process.

### 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.

### FACTUAL BACKGROUND AND ANALYSIS

This RFP is for the procurement of personal services to be provided through the end of the SDEIS phase of the study and includes an option for Metro to extend the contract through the completion of the Final Environmental Impact Statement/Preliminary Engineering (FEIS/PE) phase. Metro may sign up to four personal service consultant contracts, depending on the proposals submitted.

The South Corridor Transportation Alternatives Study requires consultant assistance for:

1. Conceptual design of the various study alternatives,
2. Evaluation of the alternatives and preparation of an Environmental Impact Statement,
3. Evaluation of the transportation impacts and benefits of the alternatives, and
4. Financial analysis and technical assistance.

The current list of alternatives to be evaluated includes:

- *Baseline Alternative (formerly known as the No-Build Alternative)* - Moderate transit service increases and minor capital improvements within existing revenues.
- *Busway* - Exclusive bus guideway.
- *Bus Rapid Transit* - Moderate capital alternative focused on operational enhancements.

- *Light Rail Transit (LRT)* – Rail transit similar to the existing MAX system between downtown Portland and the Milwaukie Transit Center.

This list of alternatives will be further defined and the list will be narrowed by the Project Steering Committee.

Consultant assistance is required at this time for preparation of the Supplemental Draft Environmental Impact Statement (SDEIS) for the South Corridor Study. The SDEIS is planned for completion in March of 2002. After a Locally Preferred Alternative (LPA) is selected, a Final Environmental Impact Statement (FEIS) would then be prepared, documenting the impacts of the LPA along with the Baseline Alternative. Preliminary Engineering (PE) would be done concurrently with the FEIS.

The selection of the LPA will help determine the consultant expertise required for the completion of PE and the FEIS. Because there is such a wide range of potential outcomes for this study, Metro is maintaining flexibility in defining what kind and how much consultant assistance will be needed for the FEIS/PE phase. At this time, we do not intend to issue a subsequent RFP for the FEIS work. It is likely however that a separate procurement process would be undertaken for the Preliminary Engineering work.

#### BUDGET IMPACT

The Personal Service Agreement(s) for the South Corridor Study SDEIS are included in Metro's Adopted Budget for Fiscal Year 2000-2001. Initial funds are currently available. The remaining funds are expected to be available soon through an FTA grant and local match contributions from participating jurisdictions. Contracts will not be executed until all funding is secured in advance.

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April 11, 2001 - Draft*

# **Request for Proposals**

## **South Corridor Transportation Alternatives Study**

**Conceptual Design and Engineering,  
Social and Environmental Analysis,  
Transportation Analysis and  
Financial Analysis and Technical Assistance**

**for the Supplemental Draft Environmental Impact  
Statement**

**March 20, 2001**

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### **Attachments:**

- A. Draft Scope of Work for Conceptual Design of Alternatives
- B. Draft Scope of Work for Transportation Analysis
- C. Draft Scope of Work for Environmental Analysis
- D. Draft Scope of Work for Technical Services and Financial Analysis
- E. Draft Budget for Consultant Services
- F. List of Related Documents Available for Review and/or Purchase
- G. Disadvantaged Business Enterprise (DBE) Guidelines
- H. Sample Personal Services Agreement (contract)
- I. Federal Requirements



- J. Budget Proposal Form**
- K. Forms to be included in Proposals**
- L. Draft Generic Results Report Outline**
- M. Draft SDEIS Outline**