

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF)	RESOLUTION NO. 94-1922
EXTENDING THE CONTRACTS)	
FOR CONSULTANT SERVICES)	Introduced by
ASSOCIATED WITH THE)	Rena Cusma, Executive Officer
COMPLETION OF TIER I)	
ALTERNATIVES ANALYSIS FOR)	
THE SOUTH/NORTH CORRIDOR)	

WHEREAS, The Metro Council adopted the 1993-94 Metro budget in Ordinance No. 93.487A and the adopted budget includes budgets totaling \$1,150,000 for consultant services for the South Corridor Alternatives Analysis; and

WHEREAS, The Metro Council and the Federal Transit Administration have approved modification to the Metro 1993-94 Unified Work Program that includes a work element and budget for the unified South/North Corridor Alternatives Analysis/Draft Environmental Impact Statement that replaces the separate work elements for the South Corridor and North Corridor; and

WHEREAS, Metro has secured \$8.25 million in funding for the South/North Corridor Alternatives Analysis; and

WHEREAS, Metro has submitted and the Federal Transit Administration has approved an application and Preliminary Work Plan to advance the South/North Transit Corridor into Alternatives Analysis and the preparation of a Draft Environmental Impact Statement; and

WHEREAS, Phases Two and Three of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses have been integrated into Tier I of the South/North Alternatives Analysis, as described in the approved Preliminary Work Plan; and

WHEREAS, BRW, Inc. and Steven M. Siegel and Associates were selected through a competitive selection process; and

WHEREAS, the scopes of work for BRW, Incorporated and Steven M. Siegel and Associates were intended to extend through Phases One, Two and Three of the Preliminary Alternatives Analyses; and

WHEREAS, Tier I of the South/North Transit Corridor Study will conclude approximately one year later than Phases Two and Three of the Preliminary Alternatives Analyses, and Tier I will involve more extensive analysis and narrowing of alternatives than the Preliminary Alternatives Analysis; and


WHEREAS, The BRW, Incorporated and Steven M. Siegel and Associates' qualifications and work on the previous phases of the

Preliminary Alternatives Analysis work and the initial scoping work for the S/N AA makes them uniquely qualified for and would contribute to the efficient accomplishment of the remaining tasks within Tier I of the South/North Transit Corridor Study; now, therefore,

BE IT RESOLVED,

That the Metro Council authorizes the Executive Officer to execute contract amendments with BRW, Inc. and Steven M. Siegel and Associates for Tier I of the South/North Transit Corridor Study not to exceed \$106,095.

ADOPTED by the Metro Council this 10th day of March, 1994.



Judy Wyers, Presiding Officer

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CHANGE ORDER SUMMARY

CHANGE ORDER NO: 2 INITIATION DATE: 2/22/94
CONTRACT NO: 902967 PROJECT: 5/17 New I
CONTRACTOR: BRW Inc VENDOR # 9386
PROPOSED BY: Trans
PROJECT MANAGER/DEPARTMENT

FINANCIAL IMPACT

BUDGET CODE/TITLE: 140 122200 524190 45620

Original Contract Sum: \$ 317,792

Net Change Orders to Date: \$ _____

Contract Sum Prior to this C/O: \$ _____

This Change Order Request: \$ _____

New Contract Sum, Post C/O: \$ _____

Fiscal Year - -
Appropriation \$ _____

Contract, Paid to Date: \$ _____

Est. Appropriation Remaining: \$ _____

EFFECTIVE DATE(S): 11/10/92 - _____

REVIEW & APPROVAL:

DIVISION MANAGER DATE 2/22/94

DEPARTMENT DIRECTOR DATE

FISCAL DATE

BUDGET (MULTI-YEAR ONLY) DATE

DIRECTOR REGIONAL FACILITIES DATE

LEGAL DATE

The following table illustrates how BRW will invoice work performed on the tasks described above consistent with the South/North budget categories:

S/N Budget Category	BRW Task	Additional Budget Required to Complete	Total Revised Tier I Budget
Management	N/A	0	0
Public Involvement	N/A	0	0
Description of Alternatives	Vancouver CBD	0	\$41,669
	LRT Cost Estimates	\$20,213	
Social, Environmental and Economic Analysis	Tier I Environmental/Land Use	\$16,423	\$26,250
Transportation Analysis	Tier I Traffic Impacts	\$12,819	\$42,089
	Non-Priority Corridor (I-205)	0	
	Airport LRT Study	0	
Financial Analysis and Evaluation	N/A	0	0
Evaluation	N/A	0	0
TOTAL		\$49,455	\$110,008

Required Budget Amendment

ITEM	AMOUNT
Budget Requirement	\$110,008
Carry-over from Pre-AA Budget	\$60,553
Required Amount of Additional Budget Authority	\$49,455

CHANGE ORDER SUMMARY

CHANGE ORDER NO: 2 INITIATION DATE: 2/22/94

CONTRACT NO: 902670 PROJECT: S/n Jew I HCT

CONTRACTOR: Steven Siegel & Assoc VENDOR # _____

PROPOSED BY: Jans
PROJECT MANAGER/DEPARTMENT

FINANCIAL IMPACT

BUDGET CODE/TITLE: 140122200 524190 45630

Original Contract Sum: \$ 65,250

Net Change Orders to Date: \$ _____

Contract Sum Prior to this C/O: \$ _____

This Change Order Request: \$ 56,640

New Contract Sum, Post C/O: \$ 121,890

Fiscal Year - 94
Appropriation \$ _____

Contract, Paid to Date: \$ 59,950

Est. Appropriation Remaining: \$ 65,250

EFFECTIVE DATE(S): 10-30-92 - 9-30-92

REVIEW & APPROVAL:

DIVISION MANAGER DATE 2/22/94

DEPARTMENT DIRECTOR DATE
for

FISCAL DATE

BUDGET (MULTI-YEAR ONLY) DATE

DIRECTOR REGIONAL FACILITIES DATE

LEGAL DATE

BUDGET

TASK	HOURS	AMOUNT
Task 1: Prepare Tier I Final Report	90	\$ 7,200
Task 2: Prepare Tier I Financial Analysis	180	\$14,400
Task 3: Prepare Tier I Capital Funding Plan and Threshold Report	220	\$17,600
Task 4: Project Management Advice/Participate in Functional Management Team Meetings	75	\$ 6,000
Task 5: Review and Comment on Major Tier I Technical Products	50	\$ 4,000
Task 6: Prepare Evaluation Reports for Alignment Options/Alternatives Proposed to be Dropped from Further Study During Tier I	90	\$ 7,200
Task 7: Assist in Establishing a Regional Consensus on Tier I Recommendations	45	\$ 3,600
Overhead	18	\$ 1,440
Overhead		\$ 500
TOTAL	768	\$61,940

REQUIRED BUDGET AMENDMENT

ITEM	AMOUNT
BUDGET REQUIREMENT	\$61,940.00
CARRY-OVER FROM PRE-AA CONTRACT	\$ 5,300.00
REQUIRED AMOUNT OF ADDITIONAL BUDGET AUTHORITY	\$56,640.00

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1922 EXTENDING THE CONTRACTS FOR CONSULTANT SERVICES ASSOCIATED WITH THE COMPLETION OF TIER I ALTERNATIVES ANALYSIS FOR THE SOUTH/NORTH CORRIDOR

Date: February 8, 1994

Presented By: Andrew Cotugno

PROPOSED ACTION

Section 2.04.054(a)(3) of the Metro Code requires that, "For Personal Services contracts, any contract amendment or extension exceeding \$10,000 shall not be approved unless the Contract Review Board shall have specifically exempted the contract amendment from the competitive procurement procedures of Section 2.04.053."

The Planning Department is administering two Personal Services contracts associated with the South/North Alternatives Analysis. This resolution would extend those contracts between Metro and BRW. Inc. and Metro and Steven M. Siegel and Associates beyond the dollar limitation cited above.

The rationale for these extensions follows:

- ▶ Both consultants were selected through a competitive process to perform essential and specific work on this project;
- ▶ The original competitive selection process assumed that the services would be performed through the project phases that would lead to the selection of the alternatives to be studied within a draft environmental impact statement;
- ▶ Phases Two and Three of the Preliminary Alternatives Analyses that these contracts were to provide services for were integrated into Tier I of the South/North Alternatives Analysis;
- ▶ Tier I of the S/N AA is scheduled to conclude in September 1994, approximately one year later than Phase Three of the Pre-AAs would have concluded;
- ▶ Funding for the S/N AA has been secured through a variety of sources, including carry-over funds from the Pre-AAs and all of those funds have been secured through intergovernmental agreements;
- ▶ The consultants qualifications and work on the previous phases of the Pre-AA work and the initial scoping work for the S/N AA makes them uniquely qualified for and would contribute to the efficient accomplishment of the remaining tasks for Tier I.

(Note - Metro will undertake a new consultant selection process to secure environmental, public involvement, financial analysis, local coordination and strategic services for S/N Tier II).

Therefore, the Metro Council, acting as Contract Review Board, is hereby requested to specifically exempt these amendments from competitive procurement procedures of Section 2.04.053 and thereby authorize the Executive Officer to execute contract amendments for the attached Scope of Work.

FACTUAL BACKGROUND AND ANALYSIS

The I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses (Pre-AAs) were initiated in January 1992. The Pre-AAs were divided into three phases. The first phase was to select a priority corridor. The second phase was to narrow the range of alternatives to be studied within the DEIS(s). The third phase was to refine those alternatives to prepare them for detailed analysis within the DEIS. Phase One of the Pre-AAs concluded in April 1993 with the selection of the Milwaukie and I-5 corridors as the region's priority for high capacity transit (HCT) planning and project development. At the same time, the region established the single, integrated South/North Corridor.

Following the end of Phase One, Metro worked with the Federal Transit Administration to prepare a work plan for the integrated South/North Corridor for the remaining two phases of the Pre-AAs and for Alternatives Analysis that would follow. Through those discussions and in anticipation of the pending Metropolitan Planning Rule changes, Metro and FTA agreed to a Preliminary Work Plan for the South/North Transit Corridor. This Work Plan divided the South/North Alternatives Analysis into two tiers. Tier I, initiated in July 1993, will conclude in September 1994 with the selection of the narrow set of alternatives that will be studied within the DEIS. Tier II will begin in October 1994 and will conclude by approximately March 1996 with the publication of the DEIS and the selection of a locally preferred alternative.

Throughout the discussion and deliberation leading to the accepted work plan, FTA expressed concern about the size of the South/North Corridor and their reluctance to approve a single DEIS for the study. They agreed to allow a single DEIS only if Metro could assure them that Tier I would conclude with a very small set of alternatives to advance into the DEIS. They also agreed that fundamentally the objectives of Tier I were the same as those of Phase Two and Three of the Pre-AAs, only that more rigorous work would be performed to allow a greater number of alternatives to be screened out from further study before work on the DEIS was initiated. Consistent with this perspective, FTA allowed over \$400,000 in residual Pre-AA federal funds to be allocated to the South/North AA without a grant amendment.

These contracts with BRW and SMSA were executed to provide professional services for the three phases of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analysis. Both consultants concluded their scopes of work for Phase one in April 1993 with the selection of the Priority Corridor. With the remaining contracts for Phases Two and Three, both consultants provided support to Metro through the South/North Scoping Process, the first step in Tier I. The Scoping Process defined the range of alternatives to be studied within Tier I, between January and September 1994. It also defined the criteria and measures to be used by the region to compare those alternatives leading to selection of the alternatives that will advance into the DEIS.

Because more extensive work is involved with Tier I (both during scoping and with the analysis) than was anticipated for the Pre-AA Phase Two and Three, the existing scopes of work and budgets for both consultants are inadequate to complete the Tier I analysis. Their services and products are essential for the successful conclusion of Tier I both because of their skills and their continuity with previous Tier I work. Also, they provide the project with additional capacity necessary to complete the work on the tight schedule.

The Scopes of Work for the BRW and SMSA contract amendments will include the following work elements and budgets:

1. Management. This task involves preparation of budget, invoicing and monthly reporting. It also involves support for and involvement in Expert Review Panel meetings and reports. SMSA, \$7,940.
2. Description of the Alternatives. The definition of alternatives involves support to both Metro and Tri-Met in determining and describing the facility and service improvements for highways, buses and LRT. BRW \$9,360, SMSA \$800.
3. Social, Environmental and Economic Analysis. The social, environmental and economic analysis will provide measures to be used to compare and evaluate the alternatives leading to selection of the small set of alternative to advance into the DEIS. BRW \$26,250, SMSA \$800.
4. Transportation Analysis. This task involves assisting Metro and Tri-Met in the transportation analysis that will provide measures to compare and evaluate the alternatives leading to the selection of the small set of alternatives to advance into the DEIS. BRW \$42,089, SMSA \$1,600.
5. Financial Analysis and Evaluation. This task will provide the financial analysis for Tier I. It will involve an assessment of the available and feasible funding sources and the preparation of a preliminary financial plan. It will

also include an assessment of the financial aspects of the various alternatives and will provide measures that will be used to compare and evaluate the alternatives leading to the selection of the small set of alternatives to advance into the DEIS. SMSA \$32,000.

6. Evaluation. This task involves the preparation of summary documents to be used in the evaluation of the alternatives within Tier I. It also includes presentations to various committees including the Project Management Group, the CAC and the Steering Group, as required. SMSA \$18,800.

Metro will undertake a new consultant selection process to secure environmental, public involvement, financial analysis, local coordination and strategic services for S/N Tier II. These services will concentrate on the analysis, documentation and process required to publish the DEIS and to select a locally preferred alternative. The amendments to the contracts with BRW and SMSA will extend only to the end of Tier I.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 94-1922, authorizing execution of contract amendments with BRW and SMSA for the South/North Tier I Alternatives Analysis.

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PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 94-1922 EXTENDING THE CONTRACTS FOR CONSULTANT SERVICES ASSOCIATED WITH THE COMPLETION OF TIER I ALTERNATIVES ANALYSIS FOR THE SOUTH/NORTH CORRIDOR

Date: March 4, 1994

Presented By: Councilor Monroe

Committee Recommendation: At the March 3 meeting, the Planning Committee voted unanimously to recommend Contract Review Board adoption of Resolution No. 94-1922. Voting in favor: Councilors Kvistad, Devlin, Gates, McLain, Monroe and Moore. Absent: Councilors Gardner and Washington.

Committee Issues/Discussion: Leon Skiles, Transportation Planning Manager, presented the staff report. There are two contracts related to the South/North Alternatives Analysis study that are being requested to be extended beyond the original contract amount. The first contract is between Metro and BRW. Inc.; the other is between Metro and Steven M. Siegel and Associates.

When each of these consultants was selected through a competitive process, the original process assumed services would be performed through the project phases that would lead to the selection of the alternatives to be studied within a draft environmental impact statement. Phases 2 and 3 of the Pre-Alternatives Analysis (AA) were then integrated into Tier I of the South/North Alternatives Analysis. Tier I is scheduled to conclude in September 1994 which is one year later than phase 3 of the Pre-AA's.

The department believes the consultants qualifications and work on the previous phases of the Pre-AA work and the initial scoping work for the S/N AA make them uniquely qualified and would contribute greatly as Tier I is concluded. It is the intent of the department to undertake a new consultant selection process for Tier II.