BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AMENDING THE SOUTH/NORTH DEIS CONSULTANT SERVICES CONTRACT, NO. 904021, WITH PARAMETRIX, INC. TO INCORPORATE ANALYSIS FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)	RESOLUTION NO. 98-2678 Introduced by Mike Burton, Executive Officer

WHEREAS, In March 1995 the Metro Council adopted Resolution No. 95-2101 which authorized the release of a Request for Proposals and execution of a contract for consultant services to prepare environmental analysis and documentation for the South/North Transit Corridor Study with the provision that the contract could, following approval from the Metro Council, be extended to include additional work related to the Final Environmental Impact Statement; and

WHEREAS, A consultant team led by Parametrix, Inc. was selected through a competitive bidding process for the provision of consultant services to prepare environmental analysis and documentation for the South/North Transit Corridor Study; and

WHEREAS, The Metro Executive Officer executed consultant Contract No. 904021 in January 1996 with Parametrix, Inc. for the provision of consultant services for the South/North Draft Environmental Impact Statement with the provision that the contract could, following approval from the Metro Council, be extended to include environmental analysis services related to the FEIS; and

WHEREAS, Analysis related to Cost-Cutting approved by the Metro Council in May 1997 was not included in the original scope of work or budget for the South/North Environmental Analysis

consultant service Contract No. 904021 and therefore, in June 1997, the Metro Council approved Resolution No. 97-2527 authorizing the Executive Officer to execute an amendment to Contract No. 904021 for the amount of $310,000 with Parametrix, Inc. to incorporate a revision to the contract's scope of work and budget relating to the analysis of the Cost-Cutting measures, resulting in a not-to-exceed budget of $1,810,000; and

WHEREAS, In February 1998, the Federal Transit Administration authorized the publication of the South/North Draft Environmental Impact Statement, completing the technical work for the DEIS phase of the South/North Environmental Impact Statement study; and

WHEREAS, In July 1998, the Metro Council adopted the Locally Preferred Strategy that would be further analyzed and documented in the project's FEIS; and

WHEREAS, Initiating technical work on the Final Environmental Impact Statement in a timely manner will enhance the region's ability to secure federal matching funds for the project; and

WHEREAS, The original Request for Proposals for this consultant contract anticipated and authorized a contract amendment for the Final Environmental Impact Statement phase of the project;

WHEREAS, Parametrix, Inc. is uniquely qualified to perform the consultant services required for the South/North Light Rail Project Final Environmental Impact Statement; and

WHEREAS, Current funding for the South/North Transit Corridor Study Environmental Impact Statement and Preliminary

Engineering of approximately $24.7 million has adequate funds available for an amendment to the South/North Draft Environmental Impact Statement consultant services contract to evaluate and document the impacts associated with the Locally Preferred Strategy; now, therefore,

BE IT RESOLVED:

That Metro's Executive Officer is authorized to execute an amendment for $469,323 to Contract No. 904021 with Parametrix, Inc. to incorporate a revision to the contract's scope of work substantially similar to Exhibit A, resulting in an amended not-to-exceed budget of approximately $2,250,763.

ADOPTED by the Metro Council on this 6th day of August, 1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

/
Daniel B. Cooper, General Counsel

Exhibit A: Scope of Work and Budget

M E M O R A N D U M

METRO

August 12, 1998

To: Jon Kvistad, Presiding Officer

From: Andy Cotugno, Transportation Director

Re: Parametrix Contract Amendment

On August 6, 1998 the Metro Council approved resolution No. 98-2678 that authorized the execution of a contract amendment between Metro and Parametrix, Inc. for assistance in preparing the Final Environmental Impact Statement for the South/North Corridor. The resolution authorized a contract amendment that would increase the current contract value by $469,323 to a total contract value of approximately $2,250,763. The resolution included a draft contract expenditure budget that outlined the original DEIS budget, the proposed FEIS budget and the proposed total contact budget by line item.

In preparing the final contract for execution, staff discovered a mathematical error in the draft contract budget that effected the proposed total contract budget. Correcting the error would increase the total contract value by $28,560 to $2,279,323. Staff discussed the error with Metro legal counsel and they felt comfortable that a correction of this magnitude, approximately 1%, was within the approximate budget approved by the Metro Council and would not require further action by the Metro Council. He felt, however, that the correction should be brought to your attention, and Council staff requested this memorandum documenting the proposed correction.

I would like to request your concurrence with staff's conclusion that the adopted Metro Council resolution would authorize Metro staff to execute a contract amendment that would increase the contract value to $2,279,323.

Thank you for your consideration of this request.

OK
Ed. Washington 8-12-98

8-13-98

Revised Contract Expenditure Budget

Task	Current Contract Budget	Proposed Additions	Amended EIS Budget
Traffic	$ 568,137 (+ 30,482)*	$ 80,000	$ 648,137
Energy	$ 20,560	$ 6,950	$ 27,510
Air Quality	$ 39,183	$ 14,793	$ 53,976
Noise/Vibration	$ 132,382 (+3,750)*	$ 52,000	$ 184,382
Hydrology/Water Quality	$ 46,420	$ 23,340	$ 69,760
Historic	$ 127,483	$ 6,700	$ 134,183
Parks	$ 64,594	$ 18,810	$ 83,404
Displacement	$ 5,668	0	$ 5,668
Social/Neighborhoods	$ 51,524	0	$ 51,524
Ecosystems	$ 161,214 (+37,484)*	$ 57,000	$ 218,214
Visual/Aesthetic - Assessment - Simulations	$ 219,944	$ 27,034 $ 33,376	$ 280,354
Land Use/Economics	$ 61,715 (+11,250)*	0	$ 61,715
Methods Reports	$ 7,003	0	$ 7,003
Project Management/Coordination	$ 146,643	$ 89,830	$ 236,463
Draft EIS/Response to Comments	$ 128,970	$ 9,500	$ 138,470
Sub Total	$1,781,440	$ 419,323	$2,200,763
Contingency	28,560	$ 50,000	$ ~~50,000~~ 78,560
Total	$ 1,810,000	$ 469,323	$ ~~2,250,763~~ 2,279,323

* budget amendment request pending

Change Order No. 2
Metro Contract No. 904021

Exhibit A
To resolution No. 98-2678

AMENDMENT NO. 2 TO A PERSONAL SERVICES AGREEMENT FOR SOUTH/NORTH ENVIRONMENTAL ANALYSIS

This agreement hereby amends the above titled contract (the "Original Agreement") between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter ("Metro") and Parametrix, Inc. ("Contractor")

A. Purpose. The purpose of this Change Order is to add to the terms and conditions contained in the Original Agreement, as set forth herein.

B. Terms of Change Order.

1. Section 1, Duration is hereby amended to read as follows:

   The term of the Agreement shall commence on January 15, 1996 and terminate on June 30, 1999 unless terminated earlier under the provision of the agreement.

2. Section 2, Scope of Work, of the Original Agreement is hereby amended to read as follows:

   Contractor shall provide all services and materials specified in the additional scope of work, attached hereto as "FEIS Work Scope Contract Revisions with Parametrix, Inc." and incorporated by this reference as if set forth in full.

3. Section 3, Payment, is hereby amended to read as follows:

   Metro shall pay contractor for services performed and materials delivered in the amount(s), manner and time(s) specified in the scope of work for a maximum sum not to exceed $2,250,763.

   Contractor shall invoice Metro for reimbursement of expenditures for authorized work performed under the Scopes of Work on a monthly basis. The invoice(s) shall include a brief description of the work performed during the invoice period and shall include an itemization of costs at a task level.

   The expenditure budget is included in Attachment 1 attached hereto and incorporated by this reference as if set forth in full, states the amounts for each task Contractor shall be reimbursed for its work under the revised scope of work.

C. Effect of Amendments. Except as modified or superseded herein, all other terms and conditions of the Original Agreement and all previous change orders shall remain in full

force and effect.

METRO:	PARAMETRIX, INC.
By: _____	By: _____
Name: _____	Name: _____
Title: _____	Title: _____
Date: _____	Date: _____

South/North Transit Corridor Study

FEIS Work Scope Contract Revisions with Parametrix, Inc

July 23, 1998 – Draft

Table of Contents

1.0 INTRODUCTION

Metro and Parametrix, Inc. are amending the scope and budget for the South/North EIS contract between Metro and Parametrix, Inc. to incorporate new work required for completion of the Final Environmental Impact Statement for the South/North Transit Corridor Study.

It is the intent of this amendment to be an addition to the existing "Scopes of Work" and "Budget" to the contract between Metro and Parametrix. Work defined in the previous scopes and previous budgets are not amended except as specifically stated herein or through separate mutually agreed upon amendments to the contract.

1.1 Selection of the Locally Preferred Strategy

In response to the selection of the Locally Preferred Strategy, the description of the project to be evaluated in the FEIS is being defined. The final Locally Preferred Strategy (LPS) will be described in the Locally Preferred Strategy Report that is expected to be adopted by the Metro Council on July 23, 1998.

The following scope of work is based on analysis in the FEIS of the no-build, full-length locally preferred strategy with detailed focus on IOS 1. The methods used for data development and analysis for the DEIS analysis will be used. The FEIS will delete most of the DEIS analysis in chapters 3, 4, 5, 6 and 7 that includes comparison of alternatives and options not selected for the LPS.

1.2 Individual Task Descriptions

The following sections include individual descriptions of the proposed changes to the DEIS consultant scope of services. For each task, anticipated new services and assumptions related to the level of consultant effort have been described, issues related to completion of the tasks are discussed, and the budget for each task has been defined. The description of task responsibilities for the FEIS is outlined below.

2.0 Transportation Impacts and Mitigation
3.0 Environmental Impacts and Mitigation
4.0 Historic and Parklands Impacts and Mitigation
5.0 Project Management

Each work task that involves consultant services includes a discussion of the issues affecting this work, assumptions made in budgeting the services, and a description of the required services.

1.3 SCOPING ASSUMPTIONS

Unless otherwise noted in the scope of services, it is assumed that Metro will provide all graphics and word processing for preparation of the FEIS. Metro will also be responsible for FEIS text and table preparation supported by the technical letters, reports and other information identified as a consultant responsibility. Where the consultant team will provide mark-ups and other comments on necessary modifications to the DEIS, it is assumed that for 90 percent of the comments only one round of mark-ups will be necessary. The remaining 10 percent of mark-ups will require two rounds for adequate

discussion of the relevant issues and information. The consultant team will be responsible for providing technical services in the following discipline areas:

- Local and Systemwide Traffic Impacts and Freight Movement Impacts
- Visual Assessment
- Visual Simulations
- Air Quality
- Noise and Vibration
- Ecosystems
- Water Quality and Hydrology
- Energy
- Historic
- Parklands

Including technical analysis, writing and word processing, the consultant team will prepare Mitigation Plans or other mitigation documentation in the following technical areas. Except as noted, all graphics will be prepared by Metro.

- Local and Systemwide Traffic Impact Mitigation Plan
- Noise and Vibration Mitigation Plan
- Ecosystems Mitigation Plan
- Hydrology and Water Quality Mitigation Plan
- Draft 4(f) Report for Parklands

Metro will maintain all local, state and federal agency coordination as necessary for FEIS development.

2.0 TRANSPORTATION IMPACTS AND MITIGATION

2.1 Local and Systemwide Traffic Impacts – Parametrix, BRW, HNTB

Assumptions: Metro will provide model output for the following alternatives: MOS 2A and MOS 2B for use in the analysis described below. Metro will provide existing turning movement traffic counts where new data is necessary. No further analysis will be conducted of the No-Build Alternative.

Tasks:

1. Based on input from local jurisdictions/ODOT, identify intersections/locations to be included in the FEIS for each alternative (this list will include only LPS between CTC and Rose Quarter).

2. Review 2015 model output for MOS 2A and MOS 2B to determine if there are any substantive differences in either traffic volumes or intersection geometrics/LRT operational parameters that would warrant full analysis of potential impacts. For purposes of budgeting, it is assumed that 100 locations will require screening.

3. Developed smoothed intersection turning movements and conduct traffic operational analysis of locations requiring further consideration based on 2015 conditions. For budgeting purposes, it is assumed that 20 locations would require additional analysis.

4. Review existing and 2015 intersection level of service results and identify up to 12 intersections that may potentially be considered for air quality analysis of conditions for opening day plus one

year. Develop smoothed intersections turning movements and conduct traffic operations analysis for these 12 locations. Provide results to air quality consultant and assist in identifying 6 locations with the worst LOS and/or highest traffic volumes and provide level of service worksheets. Provide minimum level of consultation on interpretation of traffic analysis.

5. Document analysis in tables with supportive text as necessary for explanation of analysis approach and conclusions. Mark up DEIS as appropriate to eliminate information not relevant to the LPS. Additional information will be added to the mark-ups for Affected Environment and Impacts chapters to document existing conditions and new analysis locations where required to provide an adequate understanding of the environment to be impacted. The budget assumes that up to three new intersections/locations will be added for analysis and documentation and that PM peak hour traffic counts will collected for these locations.

6. Address traffic-related impacts associated with new maintenance facility site at Center Street.

7. Update documentation of systemwide traffic data for MOS 2A and MOS 2B. Mark up DEIS as appropriate to include these changes.

8. Update assessment of potential parking impacts based on revised plans and profiles for MOS 2A and MOS 2B. Mark up DEIS as appropriate to reflect these changes.

9. Update consideration of non-quantifiable impacts based on changes to the previously analyzed alternatives. This would include changes in potential neighborhood traffic impacts, changes in property access, bicycle/pedestrian impacts, etc. Mark-up DEIS as appropriate to incorporate these changes.

10. Update assessment of construction traffic impacts. Metro will schedule a workshop with PE team, FEIS team and appropriate agencies to discuss assumptions/changes from the FEIS to be used in this assessment. Mark up DEIS as appropriate to incorporate changes in potential construction impacts and to remove all discussion that is no longer relevant.

11. Mitigation –
    a. Confirm mitigation strategies previously identified for the DEIS based on new intersection level analysis. Work with PE team to coordinate design and mitigation modifications.
    b. Work with Metro/City to identify mitigation strategies for other, non-intersection impacts including off-site parking, construction traffic management, etc.
    c. Prepare mitigation plan for MOS 2A and MOS 2B only.

12. Meetings - For purposes of budget, preparation of the updated traffic analysis and mitigation plan will include up to 16 meetings with Metro, Tri-Met, the PE team and/or local jurisdictions

2.2 Freight Movement - Parametrix, BRW and HNTB

Assumptions: No new analysis will be required.

Tasks:

1. Mark-ups will be made to the DEIS to eliminate information that is not relevant to the LPS.

3.0 Environmental Consequences

3.1 Visual/Aesthetics

3.1.1 Visual Assessment – Jones and Jones

Assumptions: Visual simulations will be provided in a timely manner and will form the basis for much of this work effort. Where appropriate, additional sources of information on visual issues and impacts will be used including design consultation with the PE team. Significant preliminary engineering and urban design information will be available for consultant to address sensitive visual and aesthetic sites. No mitigation plan preparation is anticipated.

Tasks:

1. Mark-up DEIS to eliminate information not relevant to the LPS.

2. Conduct assessments and develop mitigation strategies for discussion in the FEIS of the seven locations as noted below. Analysis would include evaluation of revised plans and profiles, development of mitigation strategies through an interactive process with the design team including participation in one design process workshop (this workshop is assumed to be lead by the PE team and Jones & Jones role is solely as a participant), and review and critique of final plans. Analysis locations would include:
   - OIT/CCC (coordinate with current master planning effort and PE)
   - Linwood Park-and-Ride station
   - Scott Park/Milwaukie Regional Center station
   - Caruthers bridge/Willamette River crossing structure
   - Downtown Portland (to account for the changes and options in the LPS that were not evaluated in the DEIS including both South Mall and the Irving Street vicinity)
   - Rose Quarter transit center

3. Address visual assessment of proposed maintenance facility site at Center Street.

3.1.2 Visual Simulations – Donald Newlands

Assumptions: No work is anticipated on development of mitigation strategies. Budget assumes that substantively complete CAD drawings will be provided and that Metro will interface with PE team to provide detailed assumptions on travel lanes, landscaping, colors, etc. It is also assumed that design changes and errors/omissions may result in additional budget requests. All photography should commence no later than September 1, 1998.

Tasks:
Visual simulations for MOS 2A at the locations identified below. For each location the desired perspective, purpose and issues to be resolved are indicated:

1. OIT/CCC

   Perspective, objectives and issues to be resolved at this location to be determined by work order.

2. Scott Park Renovation Plan

Perspective (view point) - Northwest from Scott Park illustrating the revised Ledding Library parking lot, the revegetation of the Spring Creek and any structures (bridges, retaining walls, sound walls) associated with construction of the Light Rail alignment.

Objective (purpose of visual simulation) - Demonstrate that Scott Park's can be retained as a community amenity and that the existing monuments (dedications and functions) can be enhanced by the project's mitigation plan.

Issues to be resolved - Since this simulation will require:

- Resolution of access to Scott Park and the Ledding Library;
- The configuration of the replacement site parking; design of the amphitheater, memorial fountains and benches;
- Revegetation of trees and creek planting; and
- Illustration of a pedestrian, as well as the recreation of the tranquil nature of the park

A significant amount of coordination is anticipated with City Milwaukie staff, North Clackamas Parks and Recreation Department, Ledding Library and others (consultants, interested citizens). Development of the mitigation plan for Scott Park should proceed this visual simulation.

3. Milwaukie Town Center Station

Perspective (view point) - Southeast from Main Street illustrating the bus/light rail line interface, integration of the station into the grid street plan proposed for the downtown, relationship of the station with the Ledding Library, Masonic Lodge and perhaps portions of Scott Park. This simulation could include portion of the extension line to Clackamas Town Center along Highway 224.

Objective (purpose of visual simulation) - Establish the appropriate scale of the transit station with the development plans for the Milwaukie downtown. Illustrate the design elements of a transit station (signage, waiting areas, crossing gates on Main Street, ticketing machines, etc.) and potential "joint use" opportunities at this site. Provide positive response to concerns about crime through careful design of station elements.

Issues to be resolved - This simulation will require redefinition (if appropriate) of the plan for downtown Milwaukie and consideration of security issues raised during the DEIS process. Consideration of potential development opportunities along Main Street and those associated with the station may be necessary.

4. Tacoma Park-and-Ride Station

Perspective (viewpoint) - South from Tacoma Street viaduct illustrating the station, park-and-ride structure, access points to McLoughlin Blvd. And Tacoma Street

Objective (purpose of visual simulation) - Demonstrate that the scale of the proposed station is compatible with existing development patterns; that appropriate mitigation will be incorporated into the design to protect impervious surface runoff to Johnson Creek; show how pedestrian and

vehicular circulation will be provided at the station; and illustrate how the project will provide for continuation of Springwater Corridor Trail.

Issues to be Resolved - Many of the design elements of this station will be obscured with a structured park-and-ride facility and because of the distance from the Tacoma viaduct to the station the amount of detail necessary for this illustration will be minimized.

5. Brooklyn Yard Maintenance Facility

Perspective (view point) - Southwest from SE Holgate Blvd. viaduct or South from Tri-Met existing bus maintenance facility illustrating the appropriate scale of the Light Rail Maintenance Facility within the related rail Brooklyn Yard.

Objective (purpose of visual simulation) - Illustrate trackage and maintenance shops required to provide for a full length South/North light rail project. If a Holgate station is provide, the simulation should show the accessibility of the station to employment opportunities.

Issues to be Resolved - The layout of the Brooklyn Yard station/maintenance facility are well advanced and minimal additional work is anticipated for this simulation. A new existing condition photograph will be required.

6. OMSI - Caruthers Crossing (83' height)
Concrete Segmental Bridge
Steel Truss Bridge

Perspective (view point) - Use existing view from OMSI at the Willamette River (looking West); the high bridge design has been modified to show the SW Moody Street design option. These illustrations should "build" on the existing design work.

Objective (purpose of visual simulation) - Illustrate the maximum height that a S/N light rail bridge crossing of the Willamette River could have on views of the Portland west hills. Show the mass and scale of a structure relative to the Marquam Bridge.

Issues to be Resolved - These simulations are anticipated to be relative easy accomplished given the level of detail available. If consideration is given for pedestrian/bike access on the structure(s) some modifications of the existing work will be necessary.

7. SW Terwilliger - Caruthers Crossing (83' height)
Concrete Segmental Bridge
Steel Truss Bridge

Perspective (viewpoint) - Use the existing view from SW Terwilliger Blvd., looking east. The existing high bridge design uses the SW Moody Ave. design option.

Objective (purpose of visual simulation) - Due to the distance from SW Terwilliger Blvd. to the Willamette River crossing, many of the design elements will be not included in these simulations.

8. Portland City Hall Station

Perspective (viewpoint) - View to the southeast from the Pac-West Building of the Portland City Hall. Emphasis on circulation on SW 5th Avenue and visual integrity of the Portland City Hall.

Objective (purpose of visual simulation) - Demonstrate that the Portland City Hall Light Rail Station can be designed to complement the historic City Hall. Station fixtures, equipment and furniture should emphasis the historic period of the adjacent structure.

Issues to be Resolved - Remodeling of the Portland City Hall's portico (SW 5th Avenue/ entrance) has resulted in the elimination of vehicular access to the building. Pedestrian access along SW 5th Avenue and into the City Hall must be maintained as well as access to the station. The historical landmark status of the building must be considered in the design of the LRT station. Consultation with the SHPO will be necessary to develop a compatible design between the station and the City Hall.

9. Modified Irving Street Alignment

Perspective (view point) - Unknown at this time

Objective (purpose of visual simulation) - Illustrated the integrated design of the north mall area, Union Station, bus terminal and the S/N light rail alignment.

Issues to be Resolved - This visual simulation is completely new, details of the preliminary engineering will require to be resolved.

10. Rose Garden Arena Transit Station

Perspective (viewpoint) - View to the Northeast from existing light rail trackage (immediately north of intersection of NE Multnomah and NE Oregon) with the Rose Garden Arena in the background. This illustration would show the pedestrian, bus and light rail elements of this transit station. Because of the complexity of the design, it may be necessary to develop a cross section illustration showing the different elements of the station.

Objective (purpose of visual simulation) - Resolve circulation elements at the Rose Garden Arena Transit Station and illustrate connection to existing eastside MAX trackage.

Issues to be Resolved - At this time only a conceptual design has been developed at this site. Significant coordination will be required with the City of Portland, the Trail Blazers organization, ODOT and representatives of the Lloyd District, Tri-met and others.

11. Up to three additional simulations will be developed with a scope and budget to be determined upon selection of the location(s) and issues to be addressed.

4.2 Air Quality – TW Environmental

Assumptions: A revision to the burden analysis conducted for the DEIS will not be necessary as differences between the DEIS and FEIS are expected to be small. No mitigation is anticipated. Budgeting assumes that project level conformity analysis includes two alternatives (MOS 2A and MOS 2B, and two analysis years (opening year plus one and 2015), with 6 intersections per alternative and

time period. Budget also assumes that half of the intersections will require completely new analysis and half will require update from analysis conducted for the DEIS.

Tasks:

1. Local CO hot spot analysis for the DEIS did not include interim years and did not include all intersections projected to operate at LOS D, E or F. Any new intersection analysis required will be part of the project-level conformity determination described below.

2. Conformity Analysis

   The air quality section of the FEIS will need to address several requirements as outlined in the state conformity regulations (see OAR 340-20-770 through -880 and 340-20-1020) for demonstrating regional and project-level conformity. For *regional conformity*, the Regional Transportation Plan (RTP) must be in conformance with the State Implementation Plan (SIP) for air quality. To accomplish this, the RTP group (Metro) must show that on a region-wide level, all transportation projects, including South/North, will not negatively impact ozone pollution in the Portland/Vancouver metropolitan area (the South/North project is actually expected to provide a slight air quality benefit with respect to ozone.) An up-to-date, detailed description of the South/North project must be included in the next update of the RTP, targeted for 1999. Modeling will be required to demonstrate that the RTP is in conformance with the SIP for regional ozone pollution. Modeling requirements should be confirmed with Dick Walker and Mike Hoglund of Metro staff. The regional demonstration of conformity will be discussed in the FEIS, though the details of demonstrating conformity will be managed by the RTP group (Metro).

   Demonstrating *project-level conformity* entails providing assurance to DEQ and FTA that the South/North project would not cause increases in carbon monoxide (CO) above the National Ambient Air Quality Standard (NAAQS) at any affected intersections. For both the regional and project-level conformity determinations, conformity must be demonstrated in the base year and the following "horizon" years: the year after opening day of South/North LRT, and the 2015 design year. Note that the horizon year requirement could change with upcoming amendments to the conformity rule.

   To demonstrate project-level conformity with the SIP, the DEQ regulations establish several requirements. First, a ranking of all intersections projected to operate at LOS D, E, or F based on the updated traffic analysis will be performed to identify the three intersections with the worst LOS and the three intersections with the highest traffic volume for both the year after opening and 2015. Selection of these intersections will be made in consultation with the traffic impact consultant. These intersections will be modeled using CAL3QHC to identify potential CO hot spots (CO concentrations modeled at 9 parts per million or above) for both horizon years. It is possible that some or all of the intersections identified through the ranking process have already been modeled in the DEIS. However, if any of the six intersections have not been modeled, or if intersection parameters from the traffic analysis have changed significantly from the DEIS, new modeling will be required.

3. Develop a written report, in the specified FEIS format, summarizing any updates to the conformity analysis from the analysis presented in the DEIS. The report will include a description of the RTP group's regional conformity determination (for Ozone) and a description of the South/North project-level conformity determination for (CO). Clarify in writing the

acceptability of ranking of LOS D, E and F intersections, and detailed analysis of only the 3 highest volume and 3 worst LOS intersections for each analysis year.

4. Distribute the air quality report to cooperating agencies for review and comment. These agencies will include: ODOT, Southwest Washington Air Pollution Control Authority (SWAPCA), Southwest Washington Regional Transportation Council and ODEQ.

5. Incorporate comments and finalize report.

6. Conduct analysis and develop tables similar to those prepared to assess environmental benefits during the DEIS phase for incorporation into the "New Starts" report to be prepared by Metro.

4.3 Noise and Vibration - Michael Minor and Associates, HMMH

Assumptions: LRT headways for the full-length alternative should be assumed for all analysis conducted under this task.

Tasks:
Services to be provided are twofold: to update and/or confirm analysis conducted for the DEIS and to develop a mitigation plan for impacted areas. Mitigation strategies will include detailed information related to the height of noise walls in relation to the vertical and horizontal distance between the noise source and the sensitive noise receptors.

1. Update/Confirm Analysis

   Current noise and vibration models will be updated using revised LRV speeds and, in some cases, distances between tracks and sensitive receptors. Transit headways are expected to remain unchanged. Track distance modifications near sensitive receptors are expected along 80th Avenue and SE Harmony Road near OIT/CCC. Transit speed modifications would occur near SE Oak Street due to the removal of the Milwaukie Marketplace station and in downtown Milwaukie due to the Scott Park mitigation effort. Analysis will be conducted only for MOS 2A and MOS 2B. However, this analysis should reflect sensitivity to changes in headways or other LRT parameters that would accompany the full length or other LPS alternatives.

   Specific analysis requirements include the following:

   - The OIT/CCC area is currently undergoing master planning. Noise and vibration analysis should be conducted to reflect potential impacts on any anticipated noise sensitive development in this area.

   - Homes adjacent to the Linwood park-and-ride lot. The LPS proposes that the Linwood park-and-ride lot be located only on the southeast side of SE Harmony Road. As a result, homes on the northwest side of SE Harmony Road across from the proposed park-and-ride would no longer be displaced. However, these houses may experience greater noise impacts due to increased traffic to the park-and-ride lot and from trains passing by. Additional noise and vibration analysis will be conducted at this location.

- The Milwaukie Marketplace station has been removed which changes the speed assumption north of SE Oak Street. Analysis needs to be updated to reflect these operational changes and the impact on residential units in the vicinity.

- The LPS alignment has been modified from the DEIS near Scott Park. Noise and vibration analysis needs to be updated to reflect these modifications. A detailed mitigation strategy should be suggested for the noise and vibration impacts in the vicinity of the park.

- Update the analysis for residential units located adjacent to Union Pacific just north of SE Mailwell Drive. Previous analysis has suggested noise and vibration impact in this area. Additional noise monitoring and analysis will be conducted for this location.

- Although most of the Brooklyn Yard and Caruthers alignment is industrial, there maybe sensitive noise receptors not yet identified. The consultant will review the LPS alignments and determine if there are any additional noise sensitive receptors in this vicinity. Analysis of noise impacts associated with any new receptors is not included in this work scope.

- Noise and vibration impact analysis should be conducted of the proposed maintenance facility site at Center Street.

- At RiverPlace, apartments are within 25 feet of the running alignment. Analysis should be conducted to confirm there is no impact to these residential units.

- Throughout downtown, residential units line SW Harrison Street and the transit mall. The analysis should confirm that no impacts are expected to occur.

Modifications to the DEIS should be identified through mark-ups and/or revised tables and text to reflect changes based on the foregoing analysis.

2. Develop Mitigation Plan

   Develop a mitigation option for each impacted receptor. This should include length, height and placement of noise walls, length of vibration protection and identification of any homes that would be impacted and would receive sound insulation as mitigation. These receptors and the mitigation approach will be identified on plan maps. Mitigation options should be documented in a Mitigation Plan. Proposed mitigation should be cost-effective based on criteria.

3. Refine, revise and update as appropriate the discussion of noise impacts associated with construction of the LPS. Include strategies to mitigate the identified significant impacts in the Mitigation Plan.

4.4 Ecosystems – Parametrix

Assumptions: Alignment changes are assumed to be minor and will not require more than 24 hours of field investigation. Wetland delineation work will not be required or will be minimal. Surveying of wetland boundaries, if delineated, is not included. Metro is responsible for securing access to mitigation sites for field investigation. Conceptual mitigation strategies, including potential mitigation areas, identified in the DEIS are assumed to be viable/feasible from an ecological and permitting perspective. Therefore, screening and selection of specific mitigation sites will be limited to the areas identified in the DEIS. If the proposed mitigation areas or concepts identified in the DEIS are not logistically or otherwise feasible, revisions to this scope could be required. No coordination with land owners or other

parties responsible for implementing mitigation is assumed. The Mitigation Plan will be conceptual and will not include preparation or detailed (engineering-level) design drawings. Graphics will be schematic in nature but sufficiently detailed to illustrate creation/restoration/ enhancement of habitat features such as vegetation, topography, community structure, channel configuration, culvert design, etc.

Tasks:
The ecosystem task involves defining project impacts on natural areas, and wildlife and fisheries, and the development of mitigation. To date, the South/North project has developed a determination and delineation of wetlands adjacent to alignments studied in the DEIS, complete a Biological Assessment for Candidate Fish and suggested very conceptual mitigation strategies. Work tasks for the FEIS include the following:

1. Based on the plans and profiles available from the PE team and additional field work, a description of newly affected areas and potential impacts related to any changes in alignments from the DEIS descriptions will be developed. The objective of the field investigations is to evaluate areas that could be affected by design refinements or other changes to the proposed project that were not previously identified/evaluated in the DEIS. Field work will include identification/inventory of new natural resources impacted (wetlands, wildlife species and habitats and streams). No formal surveys, detailed studies, sampling, data collection or habitat delineation will be conducted.

   Changes from the DEIS will be reviewed and modifications to the DEIS impact assessment resulting from alignment changes will be identified. Changes are generally expected to be as follows:

   - Refinement of the alignment between CTC and OIT/CCC. Any refinements in this area are likely to be minor and would be associated with Phillips Creek. No new wetland delineation is expected here.

   - Design refinements between Linwood park-and-ride and the OIT/CCC campus. These refinements would be associated with the wooded area to the south of SE Harmony Road. Issues related to Metro's Title 3 will need to be addressed in this section.

   - The Linwood park-and-ride will be a structured lot located only on the southeast side of SE Linwood Street. Previous analysis included a surface parking lot located on the northwest side of Linwood Street.

   - The alignment along Highway 224 will be refined with the removal of the park-and-ride lot and station located at the Milwaukie Marketplace at SE Oak Street.

   - In the Milwaukie CBD, a mitigation plan has been developed to minimize the impact on Scott Pond. Analysis needs to be updated to match these plans.

   - The bridge across Johnson Creek will more closely parallel SE McLoughlin Boulevard.

   - The crossing of Crystal Springs will be a bridge instead of extending a culvert.

   - Issues related to provision of more detailed information about the Willamette River crossing at Caruthers.

2. Mark-up DEIS to eliminate information that is not relevant to the LPS (including MOS 2A and MOS 2B) and to identify additional information needs for new areas of potential ecological impact. Update status of listed or candidate species (this work scope does not assume any analysis of listed or candidate species other than those previously analyzed in the DEIS). Revised text will be provided as necessary to describe affected resources, evaluate impacts, and address mitigation for alignment changes investigated and field work.

3. Mitigation will be required by the Division of State Lands and the Corps of Engineers for filling wetlands. Mitigation may also be required for impacts to Title 3 lands and areas within the City of Portland's Environmental Zone. The DEIS (and supporting Results Report) identifies general conceptual mitigation strategies for project-related impacts. The focus of this task will be to further define mitigation plans for MOS 2A and MOS 2B by: (1) identifying specific mitigation sites, (2) providing conceptual design graphics (e.g., site layouts, conceptual planting plans, wetland cross-sections, etc.), (3) defining mitigation goals and objectives, (4) identifying general performance standards and monitoring requirements, and (5) describing implementation procedures.

   Mitigation strategies will be documented and supported by appropriate text and graphics in an Ecosystems Mitigation Plan The Mitigation Plan will address avoidance, minimization and compensation for impacts to wetlands, wildlife habitats, streams/fisheries, and T/E species for MOS 2A and MOS 2B. It will incorporate information from the Fish BA and the Water Quality analysis as necessary to address fish and other issues.

4. The project developed a Biological Assessment for candidate fish (including Chinook Salmon, Sea-Run Cutthroat Trout and Steelhead). The consultant will update and revise the BA for threatened, endangered and candidate fish species based on the recent listing of steelhead. Metro will take the lead in coordinating the NMFS. The BA is not expected to require major revision but will incorporate new information as necessary to meet NMFS requirements. Additional changes in species status (for chinook, sea-run cutthroat, chum or coho) should they occur, would require additional work under this task. Additional field work will not be required for this task. No hydraulic analysis will be necessary. Any appropriate mitigation strategies identified will be incorporated into the Ecosystems Mitigation Plan.

5. Identify any ecosystems impacts associated with the proposed maintenance facility at Center Street and, as appropriate, discuss mitigation of potential impacts in the Mitigation Plan.

6. Update/revise as appropriate the discussion of construction impacts to ecosystems as presented in the DEIS. Develop mitigation strategies for inclusion in the Ecosystems Mitigation Plan.

7. This task includes 80 hours for staff participation in meeting with agencies (Corps, DSL, NMFS, City of Portland, etc.) and coordination with Metro staff and members of the PE Team to address impacts and mitigation..

4.5 Water Quality and Hydrology - Parametrix

Tasks:

1. Mark-up DEIS to eliminate information not relevant to the LPS.

2. In consultation with the PE team, identify locations where modifications to prior analysis regarding hydrologic, flooding and/or water quality impacts will be necessary based on changes to the LRT alignment or station/park-and-ride locations and size. Of key importance will be identification of areas where significant cut and fill activity is proposed.

3. Identify potential changes to the assessment of water quality and hydrologic impacts in the DEIS related to project construction.

4. Develop mitigation strategies for identified impacts and incorporate into a Mitigation Plan.

5. For budgeting purposes, it is assumed that up to two trips will be made to the Portland area for any necessary fieldwork and/or meetings with the PE team or others.

4.6 Energy - Parametrix

Assumptions: Information to be provided by Tri-Met will include: schedule based light rail cars and car miles, number of lighted park-and-ride spaces, maintenance facility square footage, light rail track miles, capital costs and trackwork data such as quantities of rail, concrete and ballast. Information to be provided by Metro will include: regional vehicle miles of travel by alternative. Failure to provide this information in a timely manner will result in delays to the energy analysis. No travel to Portland or meetings is assumed as a part of this task.

Tasks:

1. Assess Direct Operational Impacts - Energy consumption for the LRT system will be a function of many factors such as alignment, grades, speeds and station spacing. These factors will be considered along with historical energy use for the existing rail system using a methodology developed by the California Department of Transportation (Energy and Transportation Systems 1983) to estimate the energy consumed during operation of the proposed rail project. Other factors that will be considered in this analysis include:

   - Changes in travel habits to more energy efficient transformation methods (i.e. ridership in autos and buses diverted to the light rail system);
   - Shifts to a more efficient fuel source (less emphasis on non-renewable fossil fuel and more emphasis on electricity);
   - Reduction in demand for automobile travel (in particular, single-occupancy vehicles);
   - Improvements in travel routing and new transit routes;
   - Consumption of energy for maintenance of vehicles and facilities;
   - Automobile fuel economy; and
   - Fluctuations in population and employment in the area.

4. Indirect Impacts (Construction Energy Use) – An input/output framework will be used to predict total construction energy consumption based on data from Caltrans and construction cost estimates from Tri-Met. This approach is useful because it is also possible to derive indirect energy consumption estimates from projected energy consumption per dollar of construction cost. This input/output approach will be used to determine energy use for the following construction categories: utilities, stations, crossing, structures, parking and maintenance facilities. Historical data from construction of the Banfield and Westside LRT will also be used to help determine energy requirements for construction.

   In addition to the input/output approach, another method used to determine energy consumption for construction is the process analysis approach. This approach estimates the energy used to gather raw material, transport the material and manufacture the material into a product. This approach works well with items such as gravel ballast, track rails and concrete ties. Equations from the Caltrans model will be used to determine energy use for the trackwork construction categories (rails, ballast and concrete).

5. Mitigation

   Long Term. As noted in the South/North Energy Results Report, one of the main goals for building the South/North LRT is to reduce demand for energy. Operation of the South/North LRT would reduce energy consumption for the total transportation system under any of the Build Alternatives as compared to the No-Build Alternative. Therefore, no mitigation measures are necessary.

   Short Term. Anticipated increases in energy consumption during construction will be evaluated in terms of determining the construction energy pay-back period or the number of years it would take operating the South/North rail line to recoup the energy consumed during construction.

6. Information necessary to the "New Starts" report will be prepared, similar to that developed for the DEIS. This information will include energy consumption and greenhouse gas emissions.

4.0 HISTORIC AND PARKLANDS

4.1 Historic – Kimberly Demuth

Assumptions: No written product will be required. Services involve review and comment on products to be prepared by Metro and participation in a design workshop.

Tasks:
The following historic resources are anticipated to be impacted by the LPS and should be addressed in the FEIS:

- Oregon Worsted Company (172) (demolition)
- Brooklyn Yard (19) (impact to visual context)
- PGE Station L – OMSI (21) (impact to visual context)
- Oregonian Building (98)
- J.K. Gill Building (48)
- Equitable Building (78)
- Theater (66)

- Steam Plant (105)

In assisting Metro to prepare the FEIS, mitigation strategies and Memorandum of Agreement for historic resources, the consultant will provide the following services on a work order basis:

1. Review and comment on effect forms that will be prepared by Metro.
2. Review and comment on revisions to the FEIS that will be prepared by Metro.
3. Provide consultation on impact mitigation strategies
4. Participate in design workshop to be held for City Hall station area.
5. Review and comment on the Memorandum of Agreement to be prepared by Metro.

For budgeting purposes, it is assumed that one trip to Portland will be required.

4.2 Parklands – Parametrix

Tasks:
New work anticipated for the preparation of the FEIS for LPS Alternatives MOS 2A and MOS 2B includes: assessment of impacts associated with changes from the DEIS project description, development of mitigation strategies for identified impacts, and documentation of analysis and findings in a Section 4(f) Report and summary text for the FEIS. Significant preliminary engineering and urban design must be addressed before any of the potentially impacted park/recreational sites can be addressed by the consultant. An interactive process should be planned to evaluate different design options to reduce potential impacts associated with these sites. Specific tasks include the following:

1. One recognized park, Scott Park in Milwaukie, is currently anticipated to be impacted by MOS 2A . One other qualified parks/recreational facilities may also be affected this Alternative (Willamette Greenway Trail).

    a. Following the development of the preliminary engineering design for the Milwaukie Regional Center segment and building on the Preliminary Scott Park Mitigation Plan, a comprehensive definition of potential impacts on the existing park and a detailed replacement mitigation park plan will be developed. The consultant will assist the S/N staff in development consensus with the City of Milwaukie, the North Clackamas Park and Recreation District, Ledding Library, major individual patrons to Scott Park, Milwaukie Businessman and the Historic Milwaukie Neighborhood on the final mitigated replacement Scott Park plan. The consultant will review, expand, modify (as appropriate) mitigation plans developed for affected 4 (f) sites (eg. Scott Park - Preliminary Mitigation Plan).

    b. The preliminary engineering for the Willamette River Crossing segment will further define the type of bridge and elevation of approaches to the structure. These factors, in addition to the maximum height of the bridge and maximum allowable operable LRT grades, will define the potential impact on the Willamette Greenway Trail. The addition of a pedestrian/bike path on the river crossing will connect to Willamette Greenway Trail(s) on both sides of the river. The consultant will work cooperatively with the PE team to evaluate alternative methods and routes for providing this connection and evaluate direct and/or indirect impacts on the remaining portion of the Greenway Trail(s).

2. Historical or cultural resources anticipated to be included in the 4(f) report include: the Oregon Worsted Company (#172); the Brooklyn Yard (#19) and the Portland City Hall (#61). It is

anticipated that the consultant will adapt portions of the mitigation/recordation/recovery recommendations of the historic/cultural consultant in the preparation of the final 4(f) report. This adaptation will include development of information concerning use of the structure, impact of the project, avoidable impacts, potential mitigation and concluding statement with respect to 4(f) resources.

a. Oregon Worsted Company (#172) – It is anticipated at this time that the appropriate historic preservation of this eligible resource is to recover appropriate portions of the structure and record those critical portions of the structure that cannot be relocated.

b. Brooklyn Yard (#19) - This site could be significantly affected by the primary operation and maintenance site for South/North light rail vehicles. Since the original function of this site was to service railroad engines, it is appropriate if it can be incorporated into the function of the S/N LRT project. The historic resource effort will coordinate with SHPO.

c. Portland City Hall (#61) - Because of its proximity to the Portland City Hall, the design of this station must be aesthetically consistent with the character of this historically significant site. Design elements will require more definition in preliminary engineering to ensure this consistency. Tri-Met and the PE team, Metro and the historical consultant will work with SHPO insure that all operational, safety and transit facilities are provided, while at the same time the historical integrity of the City Hall is maintained.

3. Development of mitigation strategies

The consultant will exercise every cost effective, feasible method(s) to limit direct and construction-related use of designated parklands potential impacted by the project. The consultant will coordinate with project staff and affected local jurisdictional agencies on the alternatives to be considered to avoid direct impact to designated sites and to prepare mitigation plans to enhance residual portions of the areas directly impacted. The consultant will prepare, and/or review and provide comments on mitigation alternatives for all affected parkland and historic properties. Metro will request the SHPO to review, comment and approve the preliminary mitigation plans for each affected historic resource.

Specifically, the consultant will: evaluate revised plans and profiles, provide mitigation recommendations in consultation with others, and review and critique revised engineering plans for the following locations:

- Scott Park
- Willamette Greenway Trails (East/West Willamette River)
- Oregon Worsted Company (#172)
- Brooklyn Yard (#19)
- Portland City Hall (#61)

4. Prepare 4(f) Draft Report and development of summary text and tables, as appropriate, for inclusion in the FEIS.

5. The budget for this task assumes that up to three trips will be made to Portland to conduct any necessary fieldwork and to hold meetings with Metro and/or affected agencies for purposes of coordination.

5.0 PROJECT MANAGEMENT

5.1 **Project Administration** – Consultant Team

Assumptions: In developing a budget estimate for this task, it is estimated that the FEIS phase will require 6 months to completion.

Tasks:
The project administrative tasks involve basic management of the consultant FEIS work effort including coordination, communications and overall supervision. Specific tasks include the following:

1. Provide direction and review – this encompasses the main function of project administration through direction of all employees working on the South/North project. Activities include: monitor and update project work plan, develop and monitor project schedule, and provide day-to-day direction to staff.

2. Progress reports – regular reports will be provided to Metro regarding schedule progress, overall work progress and costs. This information will be included in a monthly progress letter accompanying monthly invoices and will be provided more often through frequent communications and memos. The consultant project manager will also work closely with Metro's project manager to address issues that require management involvement.

3. Manage subconsultants – Manage and review the work effort and products of subconsultants. This includes reviewing monthly progress reports and invoices.

4. Coordinate work effort and products within and between technical specialties – Most technical coordination will be accomplished through interaction between consultant and Metro task managers. The project manager will work closely with task managers to identify necessary data transfers within or between technical specialties, establish and monitor a schedule for these transfers, and work cooperatively with task managers to resolve problems.

5.2 **FEIS Administrative Meetings** – Parametrix

Tasks:
1. To carry out the responsibilities outlined in Task 6.1, above, meetings for purposes of coordination, the resolution of problems and management of the technical team will be necessary. The budget for this task assumes a 6-month FEIS project effort with an average of one administrative meeting per week for a total of 26 meeting. These meetings may be of varying lengths with an average assumed to be three hours.

5.3 **Review of Technical Reports and Products** - Parametrix

Tasks:
1. Provide review and comments of major technical products prepared by the consultant team prior to submittal to Metro. At a minimum, this will include the four Mitigation Plans identified in this scope of services (Local and Systemwide Traffic, Noise and Vibration, Ecosystems, and Hydrology/Water Quality) and the Draft 4(f) Report. Some review of other significant technical submittals will also be provided, as necessary.

5.4 Response to Comments on the DEIS – Consultant Team

Assumptions: It is assumed that Metro will prepare an appropriate response to most of the comments received during the public review period of the DEIS.

Tasks:

1. As appropriate to technical discipline or management responsibilities, members of the consultant team will advise Metro on the response to DEIS comments. This advice is expected to take the form of reviewing responses generated by Metro and/or development of responses to individual issues raised by the public. For purposes of budgeting, it has been assumed that the consultant team would provide 100 hours of response time at an average rate of $95/hour.

Revised Contract Expenditure Budget

Task	Current Contract Budget	Proposed Additions	Amended EIS Budget
Traffic	$ 568,137 (+ 30,482)*	$ 80,000	$ 648,137
Energy	$ 20,560	$ 6,950	$ 27,510
Air Quality	$ 39,183	$ 14,793	$ 53,976
Noise/Vibration	$ 132,382 (+3,750)*	$ 52,000	$ 184,382
Hydrology/Water Quality	$ 46,420	$ 23,340	$ 69,760
Historic	$ 127,483	$ 6,700	$ 134,183
Parks	$ 64,594	$ 18,810	$ 83,404
Displacement	$ 5,668	0	$ 5,668
Social/Neighborhoods	$ 51,524	0	$ 51,524
Ecosystems	$ 161,214 (+37,484)*	$ 57,000	$ 218,214
Visual/Aestlietic - Assessment - Simulations	$ 219,944	$ 27,034 $ 33,376	$ 280,354
Land Use/Economics	$ 61,715 (+11,250)*	0	$ 61,715
Methods Reports	$ 7,003	0	$ 7,003
Project Management/Coordination	$ 146,643	$ 89,830	$ 236,463
Draft EIS/Response to Comments	$ 128,970	$ 9,500	$ 138,470
Sub Total	$1,781,440	$ 419,323	$2,200,763
Contingency		$ 50,000	$ 50,000
Total	$ 1,810,000	$ 469,323	$ 2,250,763

* budget amendment request pending

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 98-2678, FOR THE PURPOSE OF AMENDING THE SOUTH/NORTH DEIS CONSULTANT SERVICES CONTRACT NO. 904021 WITH PARAMETRIX, INC. TO INCORPORATE ANALYSIS FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS).

Date: August 4, 1998 Presented by: Councilor McLain

Committee Action: At its August 4, 1998 meeting, the Transportation Planning Committee voted 2-0 to recommended Council adoption of Resolution No. 98-2678. Voting in favor: Councilors Kvistad and McLain .

Council Issues/Discussion: Resolution No. 98-2678 authorizes the Executive Officer to amend the contract with Parametrix, Inc. The current contract with Parametrix, was awarded via a Request for Proposal (RFP), and executed in January of 1996. That contract contained a budget not to exceed $1.5 million, for consultant services for the environmental analysis and documentation for the South/North Transit Corridor Study. The original RFP included a provision that the scope and budget for the project could be amended, with Council approval, to include tasks associated with preparation of the Final Environmental Impact Statement (FEIS). This resolution amends to scope of work to perform that FEIS-related work.

This is the second amendment to the contract and adds $469,323, resulting in a total not-to-exceed $2,250,763.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2678 FOR THE PURPOSE OF AMENDING THE SOUTH/NORTH DEIS CONSULTANT SERVICES CONTRACT, NO. 904021, WITH PARAMETRIX, INC. TO INCORPORATE ANALYSIS FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

Date: July 22, 1998 Presented by: Richard Brandman

PROPOSED ACTION

This resolution would authorize Metro's Executive Officer to execute an amendment to Contract No. 904021 with Parametrix, Inc. to incorporate a revision to the contract's scope of work substantially similar to Exhibit A, resulting in an amended not-to-exceed budget of $2,250,763 in order to evaluate and document the environmental impacts associated with the Locally Preferred Strategy and prepare environmental documentation for the Final Environmental Impact Statement and related mitigation plans.

FACTUAL BACKGROUND AND ANALYSIS

1. Background

The South/North Transit Corridor Study was initiated in April 1993 when the Metro Council adopted Resolution No. 93-1784, which selected the Milwaukie and I-5 North Corridors as the region's high-capacity transit priority to be studied further within a Draft Environmental Impact Statement (DEIS). In October 1993, the Federal Transit Administration (FTA) issued its intent in the *Federal Register* to publish an EIS for the South/North Corridor. Between December 1994 and December 1995, the project narrowed the alignment and length alternatives and design options to be studied further within the DEIS.

2. Selection of DEIS Consultant Services Contract

In March 1995, the Metro Council approved Resolution No. 95-2101 which authorized the release of a Request for Proposals (RFP) and the Metro Executive Officer to execute a contract for consultant services for the environmental analysis and documentation for the South/North Transit Corridor Study. Following a competitive bidding process, Parametrix, Inc. was selected to negotiate a scope of work and budget. In January 1996, the Metro Executive Officer executed Contract No. 904021 with Parametrix, Inc. for the provision of consultant services for the environmental analysis and documentation for the South/North Transit Corridor Study with a budget not to exceed $1.5 million. The original RFP for this consultant procurement included a provision that the scope and budget could be amended, following Council approval, to include tasks associated with preparation of the FEIS.

3. Amendment No.1, Cost-Cutting Analysis

After the November 1996 election, which removed State of Oregon funds, the South/North Steering Committee evaluated the election results and proposed next steps for the South/North Transit Corridor Study. In response to the election results and analysis, the Steering Committee and the Metro Council called upon project staff to develop a range of options and design changes to significantly reduce the cost of the proposed light rail project.

A substantial portion of the environmental analysis for the South/North Corridor DEIS was completed by Parametrix, Inc. prior to the November 1996 election. Following the election, Metro staff directed Parametrix, Inc. to provide environmental analysis to support the cost-cutting process initiated by the Metro Council. Analysis of the cost-cutting alternatives was not included in the original scope of work and budget for Contract No. 904021. Therefore, in June 1997 the Metro Council approved Resolution No. 97-2527 for the purpose of approving Amendment No. 1 to Contract No. 904021, adding $310,000 to incorporate activities associated with environmental analysis of the alternatives adopted as part of the cost-cutting process.

4. Amendment No. 2, Environmental Analysis for the Final Environmental Impact Statement

In order to comply with federal National Environmental Policy Act (NEPA) requirements needed to qualify for the receipt of federal funds, the South/North Transit Corridor Study must complete the Final Environmental Impact Statement and Preliminary Engineering.

Metro project staff prepared a scope of work and budget that would incorporate activities associated with completing the environmental analysis required for the Final Environmental Impact Statement.

Following is a list of the major elements of the scope of work. Each of these segments addresses federal, state, regional and local regulatory requirements. An FEIS and mitigation plans must be completed by Metro, in cooperation with the Federal Transit Administration, in order for the project to receive federal New Start grant funds.

- Traffic
- Energy
- Air Quality
- Noise/Vibration
- Hydrology/Water Quality
- Historic/Archaeology
- Parks
- Ecosystems
- Visual

Through the preparation of the amendment to the scope of work and budget, Metro staff found that Parametrix, Inc. is uniquely qualified for the execution of that scope of work because of 1) Parametrix, Inc.'s previous work on the South/North DEIS; 2) Parametrix, Inc.'s substantial knowledge and understanding of the project and the corridor; and 3) the need to publish a South/North FEIS as soon as possible in order to meet federal matching funds for the project. Further, the original RFP for this consultant procurement, approved by the Metro Council, included a provision that the contract scope and budget could be amended following approval from the Metro Council to include tasks associated with preparation of the FEIS.

Metro staff have negotiated a proposed not-to-exceed budget with Parametrix, Inc. staff for the Final Environmental Impact Statement which would increase consultant services Contract No. 904021 by $469,323, resulting in a not-to-exceed budget of approximately $2,250,763. The proposed Amendment No. 2 to the scope of work and budget is included in Exhibit A. Resolution No. 98-2678 would therefore authorize the Metro Executive Officer to execute an amendment to Contract No. 904021 with a scope of work and budget substantially similar to Exhibit A, resulting in a budget not to exceed $2,250,763. Exhibit A includes a line item budget for the current contract and for the proposed contract amendment.

5. Budget Impact

The South/North Transit Corridor Study's current budget for preparation of the EIS and PE is adequate to fund the proposed amendment to Contract No. 904021. The current total project budget has been incorporated into the proposed Fiscal Year 1998/99 Metro budget.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 98-2678.

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