

EXHIBIT 1

Resolution No. 5589-22

INTERGOVERNMENTAL AGREEMENT BETWEEN WASHINGTON COUNTY AND THE CITY OF TUALATIN FOR COUNTYWIDE TRANSIT STUDY FUNDING CONTRIBUTION

THIS INTERGOVERNMENTAL AGREEMENT is entered into between Washington County, a political subdivision of the State of Oregon, acting by and through its elected officials, hereinafter referred to as "COUNTY"; and the City of Tualatin, a municipal corporation, hereinafter referred to as "CITY."

RECITALS

1. WHEREAS, ORS 190.010 authorizes agencies to enter into an intergovernmental agreement for the performance of any or all functions and activities that a party to the agreement has the authority to perform; and
2. WHEREAS, on June 1, 2021 the Washington County Board of Commissioners (Board) approved the Long Range Planning Work Program identifying the Countywide Transit Concept, hereinafter referred to as "COUNTYWIDE PROJECT" as a top priority; and
3. WHEREAS, the Washington County Transit Development Plan (TDP), adopted February 2021 by the Board, identifies and prioritizes near-term public transportation investments for areas outside of the TriMet and SMART transit districts, and first and last leg connections to services within these districts; and
4. WHEREAS, CITY and COUNTY acknowledge TriMet's adopted Westside and Southwest service enhancement plans (SEP) provide a vision for future transit services in Washington County and that the SEP are in need of updating to better reflect service needs and priorities for the next ten to twenty years of growth in Washington County; and
5. WHEREAS, the purpose of the COUNTYWIDE PROJECT is to establish a collective position on transit priorities for the continued growth, safety and welfare of the community including opportunities to increase transit ridership to meet potential demand identified in the Washington County Transportation Futures Study, support continued growth envisioned in land use plans, and identify potential funding strategies; and
6. WHEREAS, the CITY and COUNTY acknowledge additional analysis will help identify near and long-term priorities to improve transit ridership and desire to cooperate in the COUNTYWIDE PROJECT and combine the CITY'S funding contribution, into a single project fund leveraging collective resources; and
7. WHEREAS, it is the mutual desire of the COUNTY and CITY to enter into this Intergovernmental Agreement to cooperate in the COUNTYWIDE PROJECT and to allocate responsibilities as detailed below.

AGREEMENT

NOW THEREFORE, the premise being in general as stated in the foregoing recitals, and in consideration of the terms, conditions and covenants as set forth below, the parties hereto agree as follows:

1. OBJECTIVES

COUNTY will use the following set of objectives to direct development of the Transit Study:

- 1.1. Support planned growth and development in Washington County with a bold transit vision that encourages long-term ridership growth.
- 1.2. Use an equity framework with special focus on inclusion of historically excluded communities.
- 1.3. Engage and empower our communities in setting the priorities for transit delivery.
- 1.4. Determine where and how transit investments can deliver the greatest degree of seamless, integrated, affordable, safe and accessible mobility possible for all populations.
- 1.5. Incorporate other transit-related efforts underway (MAX Red Line Extension, the Westside Multimodal Corridor Study, and the TV Highway Transit and Development Project) in Washington County and within the region.
- 1.6. Identify partnership opportunities to further extend transit service and infrastructure.
- 1.7. Develop measures of effectiveness to evaluate transit investments and to track progress.

2. COUNTY OBLIGATIONS

- 2.1 COUNTY shall perform, or cause to be performed, all actions necessary for the implementation of the COUNTYWIDE PROJECT as described in Attachment A, including project management, project scope refinement, consultant procurement, public engagement, and contract administration. COUNTY shall coordinate with the CITY on the scope of work for the COUNTYWIDE PROJECT, and if after contract negotiations the COUNTY and CITY determine the final scope of work differs substantially from that in Attachment A, the COUNTY shall obtain CITY approval for

the revised scope of work as set forth in paragraph 5.4. COUNTY shall advertise for, award and administer the consultant contract for the COUNTYWIDE PROJECT.

2.2 COUNTY shall perform all actions regarding compensation as set forth in Article 4 – Compensation.

3. CITY OBLIGATIONS

3.1 CITY shall perform all actions regarding compensation as set forth in Article 4 – Compensation.

3.2 CITY shall, upon execution of this Agreement, designate a staff person(s) to be its authorized project representative to coordinate on all work contained in this Agreement with the COUNTY.

3.3 CITY shall coordinate and support public engagement including seeking input from elected officials.

4. COMPENSATION

4.1 The COUNTYWIDE PROJECT estimated budget, as described in Attachment A, is \$340,000.00.

4.2 CITY shall pay the COUNTY \$5,000.00 as its share of the COUNTYWIDE PROJECT within thirty (30) days of execution of the agreement.

4.3 CITY shall under no circumstances transfer more than \$5,000.00 to the COUNTY for the COUNTYWIDE PROJECT unless otherwise agreed to in a written amendment to this Agreement.

4.4 COUNTY, which is receiving contributions from the following partners, will be responsible for any COUNTYWIDE PROJECT costs beyond the contribution from the CITY.

Agency	Anticipated Funding Contributions
Washington County	\$150,000
City of Beaverton	\$100,000
City of Hillsboro	\$75,000
City of Tigard	\$10,000
City of Tualatin	\$5,000

5. GENERAL TERMS AND CONDITIONS

5.1 LAWS OF OREGON

The parties shall comply with all applicable laws and regulations regarding the handling and expenditure of public funds. This Agreement shall be construed and enforced in accordance with the laws of the State of Oregon. All applicable provisions required by ORS Chapter 279A and 279B to be included in public contracts are incorporated and made a part of this Agreement as if fully set forth herein.

5.2 DEFAULT

Time is of essence in the performance of the Agreement. Either party shall be deemed to be in default if it fails to comply with any provisions of this Agreement. The non-defaulting party shall provide the other party with written notice of default and allow thirty (30) days within which to cure the defect.

5.3 INDEMNIFICATION

This Agreement is for the benefit of the parties only. Each party agrees to indemnify and hold harmless the other party, and its officers, employees, and agents, from and against all claims, demands and causes of actions and suits of any kind or nature for personal injury, death or damage to property on account of or arising out of services performed, the omissions of services or in any way resulting from the negligent or wrongful acts or omissions of the indemnifying party and its officers, employees and agents. To the extent applicable, the above indemnification is subject to and shall not exceed the limits of liability of the Oregon Tort Claims Act (ORS 30.260 through 30.300). In addition, each party shall be solely responsible for any contract claims, delay damages or similar items arising from or caused by the action or inaction of the party under this Agreement.

5.4 MODIFICATION OF AGREEMENT

No waiver, consent, modification or change of terms of this Agreement shall be binding unless in writing and signed by both parties. Notwithstanding the forgoing, the parties may mutually agree to amend the scope of work in Attachment A without a written amendment, the consent of the parties governing bodies or contract approval authority.

5.5 DISPUTE RESOLUTION

The parties shall attempt to informally resolve any dispute concerning any party's performance or decisions under this Agreement, or regarding the terms, conditions or meaning of this Agreement. A neutral third party may be used if the parties agree to facilitate these negotiations. In the event of an impasse in the resolution of any dispute, the issue shall be submitted to the governing bodies of both parties for a recommendation or resolution.

5.6 REMEDIES

Subject to the provisions in paragraph 5.5, any party may institute legal action to cure, correct or remedy any default, to enforce any covenant or agreement herein, or to enjoin any threatened or attempted violation of this Agreement. All legal actions shall be initiated in Washington County Circuit Court. The parties, by signature of their authorized representatives below, consent to the personal jurisdiction of that court.

5.7 EXCUSED PERFORMANCE

In addition to the specific provisions of this Agreement, performance by any party shall not be in default where delays or default is due to war, insurrection, strikes, walkouts, riots, floods, drought, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than the parties, enactment of conflicting state or federal laws or regulations, new or supplementary environmental regulation, litigation or similar bases for excused performance that are not within the reasonable control to the party to be excused.

5.8 SEVERABILITY

If any one or more of the provisions contained in this Agreement is invalid, illegal or unenforceable in any respect, the validity, legality and enforceability of the remaining provisions of the Agreement will not be affected or impaired in any way.

5.9 INTEGRATION

This Agreement is the entire agreement of the parties on its subject and supersedes any prior discussions or agreements regarding the same subject.

5.10 TERMS OF AGREEMENT

The term of this Agreement shall be from the date of execution until the completion of the COUNTYWIDE PROJECT, but not to exceed two (2) years.

5.11 TERMINATION

Except for breach, this Agreement may be canceled or terminated only upon mutual consent. If the cancelation or termination is initiated by the CITY and COUNTY consents to the cancelation or termination, CITY will not be entitled to return of any of its contribution as set forth in paragraph 4.2 or as adjusted as allowed in paragraph 4.3. Should the COUNTYWIDE PROJECT be canceled or terminated by initiation of the COUNTY and the CITY consents, or for any reason beyond the control of the parties, the parties shall in good faith agree to such reasonable provisions for winding up the COUNTYWIDE PROJECT and paying for costs incurred or reimbursing costs as are necessary.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have set their hands as of the day and year hereinafter written.

WASHINGTON COUNTY, OREGON

DocuSigned by:



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CHAIR, BOARD OF COUNTY COMMISSIONERS

DATE: 12/14/2021 | 16:05 PST

RECORDING SECRETARY

APPROVED AS TO FORM:

COUNTY COUNSEL

CITY OF TUALATIN, OREGON

CITY MANAGER

DATE:

ATTEST:

CITY RECORDER

APPROVED AS TO FORM:

CITY ATTORNEY

Attachment A

WASHINGTON COUNTY TRANSIT STUDY**SCOPE OF WORK****BACKGROUND**

Transit plays a critical role in the effectiveness of our overall transportation system. Transit is also essential for economic development and community livability. Transit service must expand to meet Washington County's goal to increase the share of trips made by transit and accommodate the significant population and employment growth expected in the next 20 years. The Washington County Transportation Futures Study projected transit demand to triple over the next 20-30 years. Building on the successes of prior planning efforts—including the Transportation Futures Study, Washington County's Transit Development Plan, Washington County's Travel Options Assessment and First and Last Mile Strategy, SMART's Transit Master Plan and TriMet's Service Enhancement Plans—the Washington County Transit Study will develop a comprehensive plan for the type of transit system to meet Washington County's transit needs and goals through 2040. The study will be conducted in partnership with TriMet and the cities in Washington County. This study is funded by the County and the cities of Beaverton, Hillsboro, Tigard, and Tualatin.

Several factors highlight the importance of developing a county-wide position on transit at this time. These include the need to:

- Have a collective position on transit priorities as funding and service enhancement opportunities become available.
- Identify the costs and benefits to improve transit speed and reliability in areas of increasing congestion on arterials and study new service models, such as premium express service and related transit priority investments, such as bus on shoulder operations.
- Support the region's Climate Smart Strategy and local climate action plans to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.
- Coordinate and plan for shuttle services to grow niche markets. The county's existing shuttle services are widely popular and rely on Statewide Transportation Improvement Fund (STIF) revenue approved by TriMet's HB2017 Transit Advisory Committee. Explore new service delivery models as well as consider other priority shuttle for first and last leg service to underserved areas in Washington County.
- Inform transit-supportive programs and land use policy, TSPs, Regional Transit Strategy and System Expansion Policies, and transit provider plans including TriMet's Service Enhancement Plans.

STUDY OBJECTIVES

The Study will establish a collective vision with our city partners on transit priorities to support the continued growth envisioned by our communities and help position the County and cities to leverage partnerships with regional transit agencies to enhance the existing transit system. This will include developing short- and long-term policies, programs, and projects to improve transit service. The following set of objectives will guide the development of the Transit Study:

Attachment A

1. Support planned growth and development in Washington County with a bold transit vision that encourages long-term ridership growth by making transit a viable travel option for all people living, working and visiting Washington County.
2. Use an equity framework with special focus on inclusion of historically excluded communities.
3. Engage and empower our communities in setting the priorities for transit service and capital investments.
4. Determine where and how transit investments can deliver the greatest degree of seamless, integrated, affordable, safe and accessible mobility possible for all populations.
5. Incorporate other transit-related efforts underway (MAX Red Line Extension, the Westside Multimodal Corridor Study, and the TV Highway Transit and Development Project) in Washington County and within the region.
6. Identify partnership opportunities to further extend transit service and infrastructure.
7. Develop measures of effectiveness to evaluate transit investments and to track progress.

PROJECT APPROACH

The Study will comprise three major elements. Each of these elements inform and are informed by the overall process.

Policy Element: Explore different strategies to support transit including development standards to improve access and use of transit. The results will identify potential land use and transportation policies for consideration at the city and county levels.

Service Element: Explore existing and future market conditions that influence transit performance in Washington County. The results will inform TriMet's service enhancement plan updates and priorities in the County's Transit Development Plan update, as well as potential last mile shuttle priorities.

Capital Element: Identify strategies to improve access to and efficient and reliable delivery of transit service in Washington County. The capital element will be closely coordinated with Metro's Regional Enhanced Transit Concepts, Washington County's Major Streets Transportation Improvement Program and MAX Redline Extension and will draw from other recent plans (e.g., First and Last Mile Strategies). The results will inform requests for access to regional ETC funding, other competitive funding opportunities and local capital improvement programs.

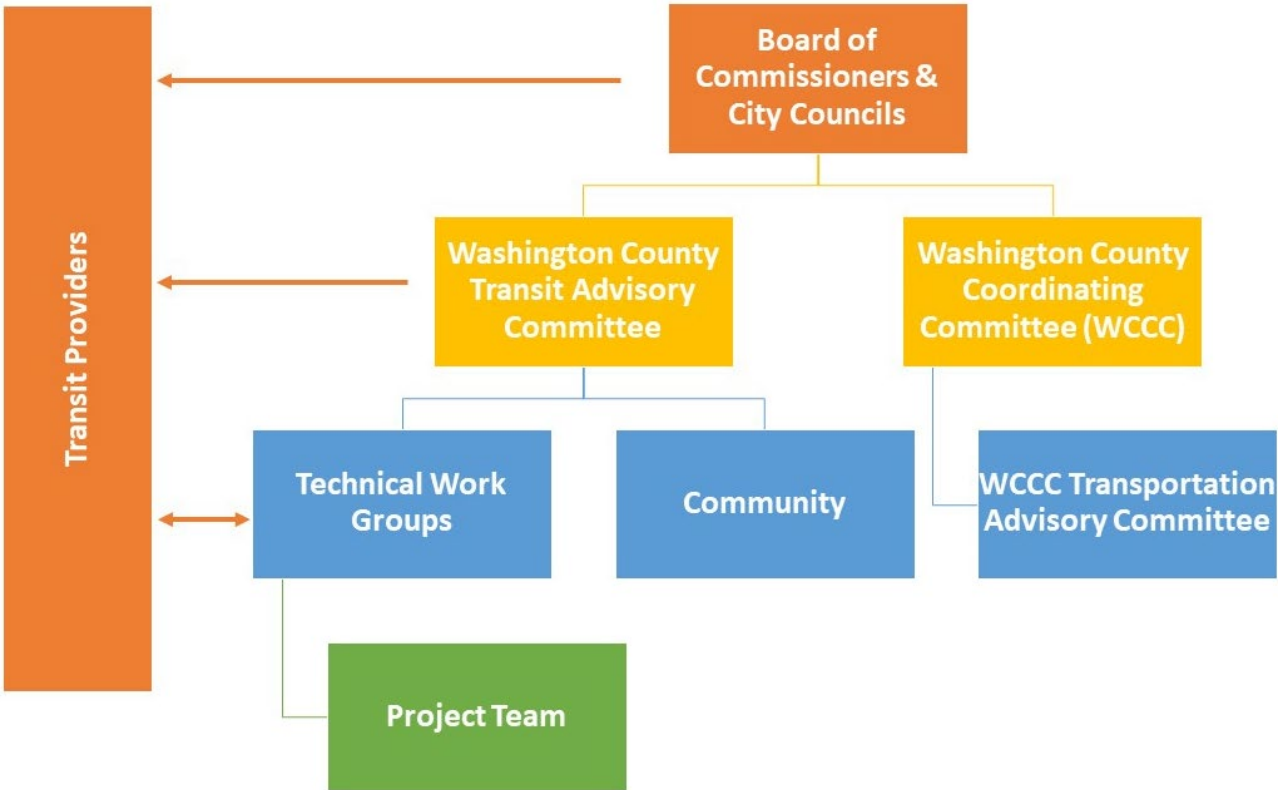
Attachment A

ENGAGEMENT AND DECISION-MAKING

The planning process will use a community-centered framework consistent with other ongoing planning efforts, with a special equity focus on inclusion of historically excluded communities. A comprehensive public engagement strategy will provide meaningful input on transit priorities from a range of stakeholders including transit users and non-transit users. Community engagement will take the form of online and rider surveys, forums and focused workshops. Washington County will leverage other planning activities and look to partner with community- and employer-based organizations to engage members. There will be multiple community engagement opportunities during the study.

The following graphic and table illustrates the anticipated community conversation and decision-making process. The community conversation will inform technical discussions amongst agency staff, as well as elected/appointed decision-makers at the WCCC, Transit Advisory Committee, City Councils, Board of Commissioners and Transit Boards.

Decision-making Structure



Attachment A

Table1. Decision-making matrix

Group	Participants	Role
Community	Transit and non-transit riders alike including residents, workers, students, major employers and institutions, and others (e.g. community-based organizations, school districts, Portland Community College, chambers of commerce, downtown associations)	<ul style="list-style-type: none"> Engage at key milestones via online and rider surveys, forums and focused workshops Share lived experiences to help identify needs Advocate for transit priorities
Project Management	Washington County LUT staff	<ul style="list-style-type: none"> Contract management Project oversight including scope, schedule, and budget
Project Steering Team	Staff from Cities of Beaverton, Hillsboro, Tigard and Tualatin	<ul style="list-style-type: none"> Consultant selection Advise on scope, schedule, and budget
Technical Work Groups	Staff from cities, agencies, transit providers and County departments whose services may be impacted by study outcomes	<ul style="list-style-type: none"> Provide technical review and input to draft products at key decision points Acts as liaison to related jurisdictions/agencies
Washington County Coordinating Committee	Staff and Elected Officials from Washington County and the cities of Washington County	<ul style="list-style-type: none"> Advise at key decision points Partnership opportunities to further extend transit service and infrastructure, and potential county and city-led transit initiatives
Transit Advisory Committee	<ul style="list-style-type: none"> Board of Commissioners Cities of Banks, Gaston and North Plains Washington County Department of Health and Human Services Disability, Aging and Veterans Services Representatives that contribute to a diversity of demographic, geographic and transit-related perspectives Staff anticipates a subcommittee may be needed to include additional city representation to prioritize additional shuttle services for STIF. 	<ul style="list-style-type: none"> Advise at key decision points Ensure continuity through the study process with the next update of the Transit Development Plan for STIF funding.
Board of County Commissioners and City Councils	Washington County and the cities of Washington County	<ul style="list-style-type: none"> Advise at key decision points Acknowledge the final Transit Study report Take action to update Comprehensive Plans Provide recommendations to transit providers
Transit Providers	Staff and Elected Officials/Boards from Ride Connection, SMART, TriMet and adjacent county transit providers	<ul style="list-style-type: none"> Participate in technical work groups Engage at key milestones Acknowledge the final Transit Study report Incorporate findings and recommendations into service enhancement plans and other investment decisions

Attachment A

CONSULTANT TASKS AND DELIVERABLES**Task 1 Existing and Future Transit Market**

The first step in developing transit service recommendations is to fully understand the market that currently exists and how it may change over time. In particular, land use patterns, population and employment density, and projected travel patterns will play a crucial role in assessing transit's potential in Washington County. The result of this analysis will be recommended transit service modifications aimed at improving schedule reliability, expanding service coverage, improving service to major generators, providing more direct linkages between communities, eliminating service where no longer necessary, and reducing inconvenience to passengers by improving scheduled connections and/or providing more direct services where many transfers are now required.

- 1.1 Existing Transit Service and Market Conditions:** Building from recent planning projects this task involves updating demographic data, transit and land use maps, route performance data, and other market research to provide:
- an understanding of key demographic data that influences transit performance;
 - an overview of the current bus network structure, services provided in terms of miles and hours, and services consumed (i.e. ridership);
 - an assessment of transit service availability, connectivity, and competitiveness in terms of service area coverage, frequency of service by day-of-week and time period, proximity of bus routes to and directness of service between major activity centers and residential neighborhoods, and comparison of bus versus automobile travel times;
 - an assessment of physical barriers to accessing transit;
 - an appraisal of route performance as measured by efficiency, effectiveness, and reliability;
 - an estimate of how improved transit services will affect social equity throughout the county; and
 - public opinion regarding transit service in Washington County.

To assist the Consultant in evaluating existing transit market conditions Washington County will share recently compiled maps depicting demographic conditions prepared for the Transit Development Plan, Travel Options Assessment and First and Last Mile Strategy.

The Consultant will evaluate the performance of the existing route network to ensure that current operations are being used effectively. Consideration will be given to pre-pandemic and post-pandemic conditions. Before the pandemic caused massive reductions in ridership, some transit services in Washington County were experiencing growing demand. Other routes and time periods were underperforming. Efficient and productive services find the middle ground between over-supply and overcrowding. To achieve this balance, transit agencies can change the route, frequency of service, when and how long a particular service is offered (the span of service), and the spacing between stops, and jurisdictions like Washington County can change the level of priority given to transit, such as through infrastructure improvements like bypass lanes or signal priority.

Washington County staff have also conducted recent online questionnaires directly related to transit that will be summarized to articulate the major themes expressed by current transit riders and non-riders. The Consultant will be provided this information along with additional analyses on a range of topics including a review of near-term service improvement recommendations developed for consideration as part of TriMet's Statewide Transportation Improvement Fund service enhancement priorities in 2018.

Attachment A

1.2 Future Transit Market Conditions: This task will look at future conditions and identify ways to address the challenges and opportunities of changing demographics, land use characteristics, and travel patterns affecting transit performance. Demand estimates are critical to designing the future transit network and predicting the viability of the system. Metro's regional travel demand model will be used to analyze the potential passenger demand for multiple routing and financial scenarios (as limited by horizon years and number of scenarios).

Origin and destination travel data will be used to generate flow maps. This information will be used by the Consultant to compare the existing service structure to the pattern and volumes of future travel demand and to optimize transit service delivery by identifying where route modifications might result in more efficient operations.

A number of current and prior transit planning projects, including Southwest Corridor, MAX Red Line Extension, the Westside Multimodal Corridor Study, and the TV Highway Transit and Development Project represents significant consideration in Washington County's future transit market. Washington County conducted future modelling scenarios for the Transportation Futures Study and found substantial transit ridership growth potential. Subsequent modelling efforts conducted by Metro and TriMet have explored express bus services. These will help define a transit network used in future transportation forecasting scenarios.

Consultant Deliverables:

- Participate in a series of discussions with modeling staff in a review of the regional travel demand model.
- Develop a technical memo appraisal of current and future market characteristics and route performance in Washington County. The memo should make use of performance metrics highlighting particular routes that might be very productive on average but might have an unproductive segment or time of day. Conversely, some services are particularly busy, but only at certain times. The memo should also include the following representative types of tables, figures, and supporting narrative:
 - a. summary of service frequencies and operating characteristics of routes serving Washington County;
 - b. destinations served by Washington County routes by service frequency during each time period; and,
 - c. route performance assessment consistent with service guidelines.
- Respond to one round of comments from the PMT for this technical memorandum and slide presentation.

Task 2 Transit Policy and Performance Targets

A core concern of this task is to build the argument to the need to achieve certain outcomes through transit service and capital investments. This task will establish clear goals and targets to drive improvements, so that the process is about addressing known deficiencies or achieving a known and widely supported goal.

2.1 Review: This subtask will be comprised of two components:

- a. An analysis of locally adopted transit-related policies; and
- b. An analysis of transit supportive policies and targets employed by comparable jurisdictions elsewhere in the North America.

Attachment A

Consultant will conduct research and interviews to compare and contrast local transit-related policies and targets with peer cities and counties.

2.2 Policy Recommendations: Based on the previous subtasks the Consultant will develop policy statements to guide justifications and necessary conditions to inform service priorities and making trade-offs in favor of transit.

2.3 Workshops: Washington County will convene up to three workshops with technical work group members and practitioners to identify transit-supportive policies and provide input on the goals and targets to guide the service and capital visions.

2.4 TAC, City Council and Board Discussions: Present findings and recommendations to the TAC, City Councils and Board. Provide briefings to other boards and commissions as needed. Consultant will be available for up to two presentations. Washington County will seek to build consensus around the policy statements. The outcome of this task will guide the service and capital visions and include suggest edits to transit supportive policies in Washington County's Comprehensive Plan.

Consultant Deliverables:

- Develop a technical memo with an appraisal of local transit-related policies and a comparison with peer cities and counties. Memo will include policy recommendations.
- Prepare for and attend up to two TAC, City Council and/or Board discussions that layout findings from previous tasks, identifying possible policies and offering meeting facilitation.
- Provide input into presentations, surveys, and other interactive materials.
- Respond to one round of comments from the PMT for this technical memorandum and slide presentation.

Task 3 Service Element

This task assesses needs and opportunities for new service, modifications to existing services, and potential reductions of service to better allocate scarce resources more effectively. Recognizing that a one-size-fits-all approach to transit service may not meet every community's needs, the Consultant is expected to propose transportation services of the right size, scale, and type in Washington County.

3.1 Service Needs and Opportunities: The Consultant will consider the existing and future transit market conditions for identifying areas where transit service should be expanded, and where service is being provided in low propensity areas which could be more cost-effective if served by alternative service delivery methods. Potential opportunities include, but are not limited to the following:

- a. Where and how improvements to transit service (coverage, frequency, span) will provide better access to employment and housing, especially in new growth areas;
- b. Improved connections between transit providers to reduce service fragmentation, including improved transfers points between service providers, including opportunities for enhanced mobility hubs;
- c. First and last leg services such as shuttles, microtransit, micromobility, and transportation network companies (Uber, Lyft, etc.)

Attachment A

Route level recommendations will include details about current/proposed routing service frequency, service directness, span of service, service area coverage, connectivity, and transit travel time. Findings from this will be used by the Consultant, along with the results from all preceding tasks, in developing a phased strategy for addressing Washington County's unmet transit needs. The Consultant's route-level proposals will document the rationale supporting the recommendation (e.g., system simplicity, directness, convenience, reliability) along with performance metrics about the overall positive net benefit for transit customers and use of resources (e.g., cost implications, efficiencies realized, anticipated productivity gains).

3.3 Develop Transit Service Vision: The Consultant will identify transit service (routes that should be considered for upgrades/restructuring) and priority transit corridors that the County will reference in its future discussions with TriMet and other service providers. Unmet transit needs will be addressed with prioritized route-level recommendations matched to current and forecasted travel patterns, responsive to a range of financial scenarios (stable funding and growing resources), and attune to different time horizons (near-, mid-, and long-term). In formulating near-term route recommendations, the Consultant will consider first and last leg service solutions and other small and relatively inexpensive improvements that represent incremental steps toward the long-term transit service vision. Where the information is available, the Consultant's recommendations will include details on how the proposals (at both the system and route level) tie back to supporting route performance data, and community input.

3.4 Workshops: Washington County will convene up to three workshops with community stakeholders, technical work group members, elected officials and practitioners to inform the development of draft transit service vision to be shared with the community. The workshops will also ground participants in the principles of good transit network planning with a transit planning 101 presentation. Consultant will support with up to three presentations that layout findings from previous tasks, recommended transit vision and meeting facilitation.

3.5 Community Conversation: Washington County will seek community input on the transit service vision. Community engagement will take the form of online and rider surveys, forums and focused workshops. Consultant will provide input into presentations, surveys, and other interactive materials.

3.6 TAC, City Council and Board Discussions: Present findings and recommendations to the TAC, City Councils and Board. Provide briefings to other boards and commissions as needed. Consultant will be available for up to two presentations. Washington County will seek to build consensus around the transit vision.

Consultant Deliverables:

- Develop a technical memo with a transit vision that includes route-level proposals, sketch maps showing proposed route-level modifications and the rationale supporting the near-, mid- and long-term recommendations (e.g., system simplicity, directness, convenience, reliability) along with performance metrics about the overall positive net benefit for transit customers and use of resources (e.g., cost implications, efficiencies realized, anticipated productivity gains) responsive to a range of potential financial scenarios.
- Prepare for and attend up to three workshops and two TAC and/or Board discussions that layout findings from previous tasks, sharing recommended transit vision and offering meeting facilitation.
- Provide input into presentations, surveys, and other interactive materials.

Attachment A

- Respond to one round of comments from the PMT for this technical memorandum and slide presentation.

Task 4 Capital Element

4.1 Toolbox of Transit Priority and Transit Supportive Infrastructure: Consultant will review and consolidate best practices for transit priority treatments implemented elsewhere into a toolbox to guide capital improvements in priority corridors identified in the TMP. Consultant will capture strategies such as the following:

- Enhanced transit strategies to reduce travel times and increase schedule reliability.
- Transit-supportive land use changes and demand management strategies;
- Safety and access (pedestrian/bicycle infrastructure and park & rides)

4.2 Data Collection: Washington County will collect relevant studies, reports and relevant data including traffic (AADT, peak hour, turning movements), and transit GTFS data.

4.3 Identify Potential Improvements: Prepare a preliminary list of transit speed and reliability treatments and other support infrastructure improvements for each of the transit priority corridors identified in Task 3. Potential improvements will be informed by bus level of service, ridership, other traffic volumes, location of bus stops, intersection geometry, turn movements counts/capacity, safety considerations, pedestrian and bicycle impacts and road right of way. Planning-level cost estimate will be developed for each potential improvement.

4.4 Evaluate Existing and Future Congestion/Delay Locations: Washington County will collect and calculate approach delay and vehicle queues at intersections along corridors defined in the service element for existing and future conditions. Consultant will use this information to assess opportunities to improve transit operations along these corridors. Evaluation shall clearly articulated trade-offs (costs and benefits, pros/cons, impacts, etc.) such as transit travel time savings, person throughput, person delay, side-street queue length, and overall vehicle delay.

4.5 Workshops: Washington County will convene up to three workshops with technical work group members and practitioners to inform the development of draft transit capital vision to be shared with the community. Consultant will support with up to three presentations that layout findings from previous tasks and meeting facilitation.

4.6 TAC, City Council and Board Discussions: Present findings and recommendations on the transit priority corridors and potential improvements to the TAC, City Councils and Board. Provide briefings to other stakeholders, boards and commissions as needed. Consultant will be available for up to two presentations. Washington County will seek to build consensus around the transit vision

Consultant Deliverables:

- Develop a technical memo with a transit capital vision that is responsive to a range of potential financial scenarios and time horizons.

Attachment A

- Prepare for and attend up to three workshops that layout findings from previous tasks, identifying potential improvements and offering meeting facilitation.
- Provide input into presentations, surveys, and other interactive materials.
- Respond to one round of comments from the PMT for this technical memorandum and slide presentation.

Task 5 Draft and Final Report

- 5.1 Draft Report:** Consultant will document the vision of what transit service can become in Washington County and recommendations for how to achieve the vision.
- 5.2 TAC and Board Discussions:** Present findings and recommendations to the TAC and Board. Provide briefings to city councils and other boards and commissions as needed. Consultant will be available for up to two presentations.
- 5.3 Final Report:** Consultant will prepare the final report, making revisions as needed based on the results of stakeholder and community input.

Consultant Deliverables:

- Develop the Final Report consolidating all the findings and recommendations responsive to a range of potential financial scenarios and time horizons.
- Prepare for and attend up to three workshops that layout findings and recommendations.
- Provide input into presentations
- Respond to one round of comments from the PMT.

PROJECT TIMELINE

The estimated timeline per task are summarized below. The project will primarily be completed within 18 months of the notice to proceed.

Task	Description	Estimated Schedule
1	Existing and Future Transit Market Conditions	Months 1-3
2	Transit Policy and Performance Targets	Months 2-5
3	Service Element Assessment	Months 3-8
4	Capital Element Assessment	Months 7-12
5	Draft and Final Report	Months 12-15

For Administrative Use Only – Z99999

Supplier Name: City of Tualatin

Actual Contract Number (CustomText4): 21-1996

Department (Location): LUT - Long Range Planning

Contract Type: 8 Agreements

Contract Sub Type (Custom2Code): IGA: Intergovernmental Agreement

Minute Order Date: 11/30/2021

Minute Order Number: 21-312

Master Contract Number (CustomText1): 21-1996

Bid/RFP # (BidRFP):

BPO Number (Custom1Code): Revenue Contract

SHIP TO (LocShipTo): LUT - Long Range Planning

BILL TO (LocBillTo): LUT - Long Range Planning

Project Number (CustomText2): 100632

Chargeable Program Number (ChargeProgram): 601010

Contract Admin (Administrator): Marcelle Branham

Certificate Of Completion

Envelope Id: B3AC9D836A51436C9C6B0B0863FEAB7B

Status: Completed

Subject: Please DocuSign: 21-1996: City of Tualatin

Source Envelope:

Document Pages: 18

Signatures: 1

Envelope Originator:

Certificate Pages: 1

Initials: 0

Connie Wilson

AutoNav: Enabled

155 N. First Ave, Suite 270

Envelope Stamping: Enabled

MS28

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Status: Original

Holder: Connie Wilson

Location: DocuSign

12/14/2021 9:26:05 AM

Connie_Wilson@co.washington.or.us

Security Appliance Status: Connected

Pool: StateLocal

Storage Appliance Status: Connected

Pool: Washington County

Location: DocuSign

Signer Events**Signature****Timestamp**

Ruth Osuna

ruth_osuna@co.washington.or.us

Deputy County Administrator

Washington County, Oregon

Security Level: Email, Account Authentication
(None), Access Code

DocuSigned by:


801C62C2808C4E1...

Sent: 12/14/2021 9:27:19 AM

Viewed: 12/14/2021 4:04:56 PM

Signed: 12/14/2021 4:05:05 PM

Signature Adoption: Pre-selected Style

Using IP Address: 204.147.152.5

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp****Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

Envelope Sent

Hashed/Encrypted

12/14/2021 9:27:19 AM

Certified Delivered

Security Checked

12/14/2021 4:04:56 PM

Signing Complete

Security Checked

12/14/2021 4:05:05 PM

Completed

Security Checked

12/14/2021 4:05:05 PM

Payment Events**Status****Timestamps**