

Date: January 25, 2017

To: Board of Directors

From: Neil McFarlane *Neil McFarlane*

Subject: RESOLUTION 17-01-04 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH RNL DESIGN, INC. FOR DESIGN SERVICES FOR THE POWELL BUS GARAGE REPLACEMENT PROJECT

1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (Board) authorize the General Manager to execute a contract with RNL Design, Inc. (RNL) for Design Services for TriMet's Powell Bus Garage Replacement Project (Project).

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other _____

3. Reason for Board Action

Board approval is required for personal services contracts obligating TriMet to pay in excess of \$150,000.

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

TriMet's Powell Garage, located at 9800 SE Powell Blvd, is an important bus facility for TriMet's service to east Portland. As TriMet's bus fleet expands and service increases in coming years, the capacity of the Powell Garage must be increased and the facility must become more efficient. Furthermore, the likely addition of articulated buses to the TriMet fleet for the planned Division Transit Project will require TriMet to create a location to maintain and store these buses. Renovations to the Powell Garage must be done while keeping the garage in operation.

To accommodate these changes, renovations have been planned for the Powell Garage facility. This Project would replace the existing maintenance and transportation facility,

which was constructed in 1976. The new facility will expand the maintenance functions to current standards as well as create maintenance bays that will accommodate the 60-foot articulated buses that are expected to be procured for the Division Transit Project. The existing fuel and wash facility will also be replaced and expanded with new updated technology to service the increased number of buses. In addition, the transportation report area will be updated to standards similar to the recently renovated Center Street Report area. By rearranging the buildings and functions on the site, the number of bus storage spaces will increase by approximately 100 to accommodate the increasing number of buses that will be required to deliver expanded bus service over the next several years.

6. Procurement Process

TriMet issued a Request for Proposals (RFP) for the Project on October 13, 2016. The RFP sought firms with design expertise of a similar nature and scale to this Project, including qualifications of the firm and key individual experience, work plan, quality plan, diversity plan, the availability of key personnel in Portland, and cost estimating and cost controls. On November 9, 2016, TriMet received four proposals in response to the RFP.

This procurement was compliant with federal rules, and therefore is subject to the Brooks Act, also known as Qualifications-Based Selection. Qualifications-Based Selection is a procurement process that is utilized when selecting architects and engineers for design contracts. In Qualifications-Based Selection procurements, the agency must select the most qualified firm and then negotiate a fair and reasonable price for the required professional services. Price quotations are not permitted as a consideration in the selection process.

TriMet appointed an evaluation committee (EC) to review and evaluate the proposals, which was comprised of staff from TriMet's Capital Projects and Construction division, Bus Maintenance and Facilities Management departments, and the office of Diversity and Transit Equity. EC members were selected based on their expertise, experience, and knowledge related to the Project. The EC ranked the proposers in accordance with the procedures and criteria established in the RFP. After completing this initial review, the EC determined that Parsons Brinckerhoff, Inc. (PB), PIVOT Architecture PC (Pivot), and RNL were within the competitive range and elected to perform interviews with those firms. Following interviews, the EC finalized scores and determined that RNL was the highest ranked proposer. Final scores for the competitive range were as follows:

Firm	Possible Points	PB	Pivot	RNL
Corporate Experience	15	11	12	12
Personnel Experience	35	29	27	31
Work Plan/Quality Plan/Diversity Plan	30	24	24	27
Availability in Portland	10	9	8	7
Cost Estimating and Controls	10	9	8	8

Total Score	100	82	79	85
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RNL specializes in the planning and design of operations and maintenance facilities, and has designed over 200 bus, rail, streetcar, and public works maintenance facilities across the United States, including facilities for LA Metro, Valley Metro, and Utah Transit Authority that are similar to the Powell Garage.

Accordingly, TriMet proposes to award a contract to RNL for the Project.

7. Diversity

In its proposal, RNL indicated that it expects to be able to achieve approximately 25 percent DBE participation on this contract by subcontracting out such areas of work as traffic engineering, survey services, permitting, landscape architecture, electrical engineering, geotechnical engineering, and a portion of architectural design. RNL also intends to play a mentoring role with a small, local DBE design firm.

8. Financial/Budget Impact

In accordance with Qualifications-Based Selection, the direct labor costs and overall contract value were negotiated after selection of the contractor. The attached Resolution authorizes the award of a contract in an amount not to exceed \$5,000,000 for the architectural and engineering work on the Project. TriMet staff has determined that the price is fair and reasonable, and this amount is within the budget established for this work. The authorized amount does not include design services during construction, because the amount necessary for that work is difficult to determine at this early stage of the Project. Staff will return to the Board for approval prior to modifying the contract to add that work.

9. Impact if Not Approved

TriMet's alternative would be to hire additional staff to complete the design work. This option is not preferred because procurement of this contract requires specialized expertise and addresses a short term staffing need that will not exist after this work is complete. Hiring additional staff would also delay the completion of the work.

RESOLUTION 17-01-04

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH RNL DESIGN, INC. FOR DESIGN SERVICES FOR THE POWELL BUS GARAGE REPLACEMENT PROJECT

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with RNL Design, Inc. for Design Services for the Powell Bus Garage Replacement Project (Contract); and

WHEREAS, the total amount of the Contract is expected to exceed \$150,000; and

WHEREAS, the TriMet Board of Directors (Board), by Resolution dated November 25, 2009, adopted a Statement of Policies requiring the Board to approve personal services contracts obligating TriMet to pay in excess of \$150,000;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Contract shall be in conformance with applicable laws.
2. That the General Manager or his designee is authorized to execute the Contract.

Dated: January 25, 2017

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department