


**Date:** December 12, 2018

**To:** Board of Directors

**From:** Doug Kelsey 

**Subject:** **RESOLUTION 18-12-84 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH GLOBAL SIGNALS GROUP FOR CONSTRUCTION SERVICES FOR THE CLEVELAND MAX STATION SIGNAL AND COMMUNICATIONS SYSTEM EQUIPMENT**

**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 Global Signals Group (Global) for Construction Services for the Cleveland Max Station Signal and Communications System Equipment (the Project).

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other \_\_\_\_\_

**3. Reason for Board Action**

Board approval is required for goods and services contracts obligating TriMet to pay in excess of \$1,000,000.

**4. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading
- Other \_\_\_\_\_

**5. Background**

Cleveland Avenue is a MAX light rail park-and-ride station in Gresham. The station is the 26<sup>th</sup> and final stop eastbound on the current MAX Blue line. Service began there in 1986, when the original light rail opened for service. The Cleveland Station will be the final stop for bus rapid transit service on the Division Transit Project, expected to open in the spring of 2021.

The station and park-and-ride are bordered to the north by NE 8<sup>th</sup> Avenue and an apartment complex. To the south is the platform and rails, with an apartment building, assisted living facility, and a machine shop further south of the tracks. Commercial and industrial businesses

lie to the east and west. There is also a multi-modal path that runs along the southern edge of the park-and-ride.

The light rail station at this location consists of a single island platform with rail on both sides, with a building containing both an operator breakroom and signal hut located on the platform. Chronic water leaks have caused significant water damage as well as mold in the wall cavities and ceiling of the building. Environmental assessments were conducted in the building in 2017, and based on these assessments TriMet concluded that it was cost prohibitive to perform the extensive remediation and re-building necessary to make the building safe for its intended uses. Further, the existing systems and communications equipment is also outdated, and cannot be remedied under the current conditions. This Project is part of a larger civil construction project that is occurring under a separate contract. This Project is to replace the existing signals and communications equipment by installing new equipment in the new Signals and Communications building.

Included in the scope of work for this Project are the design, manufacture, installation and testing of all new signals and communications systems equipment as necessary to support train operations and functionality, as well as demolition of the existing outdated equipment. Work for the Project is expected to occur over a two-year period from January 2019 through August 2020.

## 6. Procurement Process

On August 24, 2018, the Board approved Resolution No. 18-08-61, which exempted this contract from competitive bidding requirements. TriMet conducted a competitive Request for Proposals (RFP) process. The RFP was issued on August 9, 2018, with a due date of September 25, 2018. The RFP was advertised on TriMet's TriPS website and in the Portland Business Tribune. A pre-proposal meeting for interested firms was held on August 28, 2018, at TriMet's Harrison Square office and was attended by five (5) firms. TriMet received one (1) proposal in response to the RFP from Global Signals Group (Global). TriMet staff contacted several firms to determine their reasons for not responding and to ascertain whether the scope was unfairly restrictive of competition. Some firms did not believe they could be competitive from a price standpoint. Others did not have sufficient staffing for the project. TriMet staff determined that the RFP did not unfairly limit competition and proceeded with the evaluation of the Proposal received.

An Evaluation Committee (EC) comprised of staff from TriMet's Capital Projects Division was appointed to review, evaluate and score the proposal. The EC met on October 9, 2018, for initial evaluation. The evaluation criteria in the RFP included Qualifications of Firm and Staff, Diversity, and Availability in Portland; Work Plan; and Price. The following table summarizes initial scoring:

	<u>Proposer</u>
<b>Criterion (points)</b>	<b>Global Signals Group</b>
<b>Qualifications of Firm, Staff, and Diversity (30)</b>	26
<b>Work Plan (50)</b>	44.50
<b>Price (20)</b>	20.00
<b>Total</b>	<b>90.5</b>

After reviewing initial technical scores, the EC determined that an interview with Global was not necessary but did elect to send a request for Best and Final Offer (BAFO). The BAFO request asked for clarifications regarding Global's technical proposal, specifically with regard to the Communications work and the proposed work plan, as well as revised pricing. Following receipt of the BAFO, the EC met to discuss Global's response. The EC was satisfied with the clarifications and did not revise any scores.

TriMet staff has determined that the pricing offered by Global is fair and reasonable in relation to the local market for this type of work and is in line with the Fair Cost Estimate generated by the design team.

7. **Diversity**

Global's workforce is comprised of 12.5% women and 12.5% minorities. They anticipate subcontracting 10% to 15% of the work to certified firms in the area of Communications.

8. **Financial/Budget Impact**

The maximum amount of the contract will be \$2,7<sup>9</sup>83,416.23. The Project is partially funded within the FY2019 budget and expected to be covered within the Capital Improvement Plan for FY2020 and FY2021 and paid for with bond proceeds.

9. **Impact if Not Approved**

TriMet could re-procure the contract, however, this option is not recommended because Global is a well-qualified firm and has offered fair and reasonable pricing and re-procurement is unlikely to result in greater competition.

**RESOLUTION 18-12-84**

**RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH GLOBAL SIGNALS GROUP FOR CONSTRUCTION SERVICES FOR THE CLEVELAND MAX STATION SIGNAL AND COMMUNICATIONS SYSTEM EQUIPMENT**

**WHEREAS**, TriMet has authority under ORS 267.200 to enter into a contract with Global Signals Group, Inc. for Construction Services for the Cleveland Max Station Signal And Communications System Equipment; and

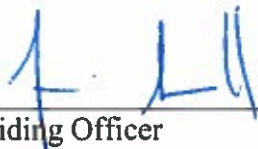
**WHEREAS**, the total amount of each Contract shall exceed \$1,000,000; and

**WHEREAS**, the TriMet Board of Directors (Board), by Resolution dated October 25, 2017, adopted a Statement of Policies requiring the Board to approve goods and services contracts obligating TriMet to pay in excess of \$1,000,000;

**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 in an amount not to exceed \$2,783,416.23.
3. That the General Manager or his designee is further authorized to execute change orders to the Contract in an amount not to exceed \$417,512.


Dated: December 12, 2018

  
\_\_\_\_\_  
Presiding Officer

Attest:

  
\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department