

Date: January 27, 2016
To: Board of Directors
From: Neil McFarlane *Neil McFarlane*
Subject: RESOLUTION 16-01-08 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH CH2M HILL, INC. FOR ASSESSMENT AND DESIGN SERVICES FOR STEEL BRIDGE IMPROVEMENTS

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 CH2M Hill, Inc. (“CH2M”) for Assessment and Design Services for the Steel Bridge Improvements 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

The Steel Bridge is a critical transportation component for TriMet’s system, and also within the City of Portland in general. It carries TriMet’s Blue, Red, Yellow, and Green light rail lines, as well as freight rail, automobile, bicycle and pedestrian traffic across the river. It is also the second oldest Willamette River bridge, having been constructed in 1911.

The Steel Bridge is owned by the Union Pacific Railroad and is leased to the Oregon Department of Transportation, which subleases a portion to TriMet. The sublease requires TriMet to maintain the transit-related facilities on the bridge. Given the age of the bridge and its high use of use by all types of traffic, maintenance and urgent repairs of the rail-related features are frequently needed, but difficult to perform, and create delays throughout TriMet's system.

Therefore, TriMet is beginning the process of performing an assessment for short and long term light rail related improvements in and around the Steel Bridge, the goal of which will be to minimize delays and maximize the potential future capacity of the bridge. CH2M's work under the proposed contract will be to improve rail system reliability for TriMet's riders by assisting TriMet in assessing the current trackway conditions across and adjoining the Steel Bridge, recommending cost-effective improvements, and creating the required construction documents for short term rail improvements. In addition, CH2M's work scope will include developing long-term feasible concepts for future capacity improvements that include looking at a range of scenarios for extending the life of the bridge or assessing the viability of a replacement in the future.

This work is part of the Steel Bridge Improvements project, which is budgeted in the Capital Plan and the five year forecast.

6. Procurement Process

On October 22, 2015, TriMet issued a Request for Proposals ("RFP") for these services. The RFP sought firms interested in providing assessment and design services related to light rail speed, reliability and capacity in the vicinity of the Steel Bridge, with track design and transit planning expertise of similar scale. The RFP sought 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 18, 2015, TriMet received three proposals in response to the RFP.

This procurement was subject to the Brooks Act, also known as Qualifications-Based Selection. Qualifications-Based Selection is a procurement process which is utilized when selecting architects and engineers for design contracts. In Qualifications-Based Selection procurement, 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 various TriMet departments, including Capital Projects, Rail Maintenance of Way, Operations, Policy & Planning, and the office of Diversity and Transit Equity. EC members were selected based on their expertise, experience, and knowledge related to the Project. TriMet received proposals in response to the RFP from CH2M Hill, HDR, and David Evans and Associates, Inc. ("DEA"). The EC ranked the proposers in accordance with the procedures and criteria established in the RFP. After completing this review, the EC determined that CH2M was the highest ranked proposer. Full scores for the proposers were as follows:

Firm	Possible Points	CH2M	DEA	HDR
Team Structure & Corporate Experience	10	9	9	9
Staff Experience	40	32	30	30
Work, Quality and Diversity Plans	30	28	25	24
Availability in Portland	10	9	9	9
Cost Estimating and Cost Controls	10	9	7	7
Total Score	100	86	80	79

Accordingly, TriMet proposes to award a contract to CH2M.

7. Diversity

CH2M has indicated that it expects to be able to achieve at least 15 percent Minority/Women/Emerging Small Business (“M/W/ESB”) participation. This includes significant mentoring of two M/W/ESB firms, for long term planning and design work and for project management work. In addition to these mentoring efforts, M/W/ESB firms will be utilized for technical services including civil and geotechnical engineering, computer aided drafting support, cost estimating, transportation/environmental planning, and quality assurance. Should additional M/W/ESB opportunities become available, CH2M will make an attempt to increase overall participation. For instance, on its recent Final Design Services contract for the West Segment of the Portland-Milwaukie Light Rail Project, CH2M achieved a 22 percent Disadvantaged Business Enterprise (“DBE”) participation rate, and staff commended its efforts to increase participation.

8. Financial/Budget Impact

The Project is included in the FY2016 TriMet Capital & Operating Projects Budget. In accordance with Qualifications-Based Selection, the direct labor costs and overall contract value were negotiated after selection of the contractor. TriMet staff has determined that the negotiated rates are fair and reasonable, in relation to the local market for this type of work. The attached Resolution authorizes the award of a contract in an amount not to exceed \$800,000 for the design work on the Project.

9. Impact if Not Approved

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

RESOLUTION 16-01-08

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH CH2M HILL, INC. FOR ASSESSMENT AND DESIGN SERVICES FOR STEEL BRIDGE IMPROVEMENTS

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with CH2M Hill, Inc. for Assessment and Design Services for the Steel Bridge Improvements 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 27, 2016

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department