



Memo

Date: April 27, 2016

To: Board of Directors

From:

Neil McFarlane

Subject: RESOLUTION 16-04-25 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH RAIMORE CONSTRUCTION, LLC FOR CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES FOR THE PORTLAND-MILWAUKIE LIGHT RAIL DEFERRED SHELTERS INSTALLATION 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 Raimore Construction, LLC for construction manager/general contractor (“CM/GC”) services for the Portland-Milwaukie Light Rail (“PMLR”) Deferred Shelters Installation Project (“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 \$500,000.

4. Type of Action:

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

5. Background

The PMLR Project, which was completed in September 2015, includes 10 stations along its 7.3 mile length. The original design of the Project included 30 platform shelters at those 10 stations. Prior to final design, the Federal Transit Administration (“FTA”) informed TriMet that the federal funding share of the PMLR Project would be reduced from 60 percent to 50 percent. As a result, TriMet engaged in a process called “recalibration,” which included increasing the local funding share of the PMLR Project and also reducing costs by eliminating and deferring various elements with the understanding that if the Project were completed under budget, with FTA’s approval some of these items might be added back.

Among the things deferred from the PMLR Project were 14 of the 30 planned passenger shelters. The in-ground infrastructure for these passenger shelters remained in the PMLR Project scope to facilitate later addition if funding could be obtained.

As it became apparent that the PMLR Project would be completed under budget, TriMet requested that FTA approve funding to allow the 14 deferred passenger shelters to be added back to the PMLR Project. In March 2015, FTA approved this request. Work under this contract would install the 14 shelters and their related amenities on the existing PMLR station platforms. Underground conduits for these shelters were installed at the time the stations were constructed.

At its September 2015 meeting, the Board approved Resolution 15-09-57, authorizing an exemption from the low bid procurement requirement for the Project. This exemption allowed TriMet to utilize a competitive Request for Proposal (“RFP”) process to select the most qualified contractor to provide CM/GC services for the Project.

TriMet received four proposals in response to this RFP, from Raimore Construction, Brown Contracting, Emerick Construction, and Stacy and Witbeck, Inc. (“SWI”). An Evaluation Committee (“EC”) consisting of staff from TriMet Capital Projects, Operations and Diversity/Equity departments was appointed to review the proposals. Committee members were selected based on their expertise, experience and knowledge related to the Project. The EC evaluated the technical proposals based on the criteria set forth in the RFP, including Experience and Past Performance, Project Team, Project Approach/Work Plan, Contracting Plan and Disadvantaged Business Enterprise (“DBE”) Program, Project Management, and Price. After evaluating the technical proposals, the EC opened each proposer’s price and completed the scoring of the proposals. At the conclusion of this process, scores were as follows:

Criteria	Possible Points	Raimore Construction	Brown Contracting	Emerick Construction	SWI
Proposer Experience/Past Performance	20	17	17	16	18
Proposed Team	25	20	19	19	21
Project Approach, Work Plan, Schedule	30	26	24	21	27
Contracting Plan + DBE Program	30	29	21	10	26
Project Management	15	11	12	12	13
Subtotal	120	103	93	90	105
Pre-construction Services Price		\$39,000	\$29,200	\$52,638	\$26,124
Construction Services Fee		\$217,260	\$217,260	\$213,639	\$362,100
Total Price		\$256,260	\$246,460	\$266,277	\$388,224
Total Price Score	80	77	80	74	34
Total Score	200	180	173	164	139

The EC concluded that Raimore’s proposal was very strong in key areas, including the fact that they performed the shelter installation work on the PMLR Project as a subcontractor, and had a strong contracting plan and DBE program.

TriMet staff performed a cost analysis of Raimore’s proposed pre-construction price and construction fee and determined that the costs are fair and reasonable. Competitive pricing of construction tasks will be ensured through open book price negotiations, with TriMet able to require competitive bidding of work scopes as appropriate, in accordance with TriMet’s CM/GC practices.

The amount of TriMet’s initial contract with Raimore for pre-construction services would be \$39,000. This Resolution would authorize TriMet to modify the initial contract at the end of the pre-construction phase to incorporate the construction phase work, assuming that TriMet and Raimore are able to negotiate an acceptable construction services agreement. The total anticipated contract amount authorized by this Resolution, based upon a cost estimate performed during conceptual design, is \$6,750,420, which includes a 20 percent change order allowance.

Pre-construction Services	\$39,000
Construction (estimated) and Escalation	\$5,369,090
Construction Fee	\$217,260
Subtotal	\$5,625,350
Change Order Allowance (20 percent)	\$1,125,070
TOTAL	\$6,750,420

6. Procurement Process

The contract was procured through a competitive RFP process, as described above.

7. Diversity

Raimore Construction is a certified DBE firm, and expects to achieve approximately 70 percent DBE usage on this contract.

8. Financial/Budget Impact

The final construction contract amount will be negotiated. The Project is included in the PMLR Project budget.

9. Impact if Not Approved

TriMet could re-procure the contract. However, TriMet received a good response through the RFP process. Advertising the contract a second time it is unlikely to lead to additional or more favorable proposals. Furthermore, Raimore is well qualified to perform this work.

RESOLUTION 16-04-25

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH RAIMORE CONSTRUCTION, LLC FOR CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES FOR THE PORTLAND-MILWAUKIE LIGHT RAIL DEFERRED SHELTERS INSTALLATION PROJECT

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with Raimore Construction, LLC for construction manager/general contractor services for the Portland-Milwaukie Light Rail Deferred Shelters Installation Project (“Contract”); and

WHEREAS, the total amount of the Contract shall exceed \$500,000; and

WHEREAS, the TriMet Board of Directors (“Board”), by Resolution dated November 25, 2009, adopted a Statement of Policies requiring the Board to approve goods and services contracts obligating TriMet to pay in excess of \$500,000;

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 \$5,625,350.
3. That the General Manager or his designee is further authorized to execute Change Orders to the Contract in an amount not to exceed \$1,125,070.

Dated: April 27, 2016

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department