

Date: December 14, 2016

To: Board of Directors

From: Neil McFarlane *Neil McFarlane*

Subject: **RESOLUTION 16-12-72 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH CONVERGENT PACIFIC, LLC FOR BUILDING AND INDUSTRIAL EQUIPMENT DESIGN SERVICES FOR THE RUBY JUNCTION SHOP MODIFICATIONS 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 Convergent Pacific, LLC for building and industrial equipment Design Services for TriMet’s Ruby Junction Shop Modifications 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

As part of its light rail maintenance schedule, TriMet must replace tires and rebuild trucks for its light rail vehicles (LRVs) approximately every four years. Tire replacements and truck rebuilds for the Type 4 motor trucks are scheduled to begin in mid-2017, and for the Type 5 LRVs motor and center trucks in 2019. Currently, TriMet’s Ruby Junction rail maintenance facility lacks sufficient space and capacity to perform this necessary work.

Rebuilding trucks and replacing tires requires a significant amount of space. First, a bay with in-floor jacks is needed to take the truck off the LRV and replace it with a rebuilt truck. Next, the removed truck is moved to another space to tear the truck components down. Finally, space is needed for work stations where individual components (track brakes, gearboxes, journal

bearings, frames, suspension, wiring, etc.) are rebuilt. The truck is then put back together with rebuilt components. Tooling and processes required for Type 1, Type 2/3 and Type 4/5 vehicles are extensive and different, so separate areas are needed for these three fleet groups. Type 1, 2, and 3 motor trucks are rebuilt in the original Ruby Junction Facility. Type 1-4 center trucks are rebuilt at Ruby South, which was built in 2013 due to lack of space at Ruby Junction. Additional space is needed for Type 4 motor trucks and Type 4 and 5 center trucks.

This Project will expand the capacity of the maintenance facility by reconfiguring existing maintenance bays and adding new equipment, such as jacks and cranes with the ability work with Type 5 LRVs, to perform the necessary maintenance work, as follows:

- Bay M6 will be used for additional Type 4 and 5 truck rebuild space. This work will include the removal of catwalks and replacement of the existing 2.5 ton crane with a 15 ton crane suitable for truck rebuilds.
- The in-floor jacks in bay M5, next to bay M6, currently work only with Type 1 LRVs. These will be replaced with new in-floor jacks that work with Type 1 and Type 5 LRVs. Type 1 jack capacity must be retained in this bay because these are the only in-floor jacks that will work with Type 1 vehicles. Additional in-floor jacks are necessary because there is currently only one set of in-floor jacks with the capacity to lift Type 2-5 LRVs. However, these jacks are in constant use for Type 2-4 truck work. To avoid work stoppages when the new Type 5 LRV trucks enter into the tire replacement/truck rebuild cycle, another set of in-floor jacks will be required.
- Bay M12 will be reconfigured to take on much of the work currently done in bay M6. This work will include removal of the catenary wire, adding a mezzanine on one side of the bay, building a bridge crane that runs the full length of the bay, and replacing the bay's two ton crane with a 15 ton crane.
- A second crane will be added to the current truck rebuild area to enable truck rebuild work to continue more efficiently.

These improvements will allow TriMet to better utilize the existing Ruby Junction bays and facilities, will increase bay space for truck rebuild and other maintenance work, will upgrade old equipment, and will build in flexibility for future maintenance use. Work under this contract would consist of designing the new equipment and building improvements necessary for the Project.

6. Procurement Process

On October 3, 2016, TriMet issued a Request for Proposals (RFP) for these services. The RFP sought firms with building and industrial equipment expertise of a similar nature and scale to this Project. 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 October 28, 2016, TriMet received four 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 a 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 TriMet’s Capital Projects and Rail Equipment Maintenance divisions and office of Diversity and Transit Equity. EC members were selected based on their expertise, experience, and knowledge related to the Project. TriMet received proposals from AECOM Technical Services, Inc., Convergent Pacific, LLC, Crow Engineering, Inc., and Summit Engineering, LLC. The EC ranked the proposers in accordance with the procedures and criteria established in the RFP. After completing this review, the EC determined that Convergent Pacific, LLC was the highest ranked proposer. Full scores for the proposers were as follows:

Firm	Possible Points	AECOM	CP	Crow	Summit
Corporate Experience	10	9	9	9	6
Personnel Experience	30	27	28	28	20
Work Plan/Quality Plan / Diversity Plan	30	24	29	25	20
Availability in Portland and Track Record	20	17	17	17	14
Cost Estimating and Controls	10	9	9	8	4
Total Score	100	86	92	87	64

Accordingly, TriMet proposes to award a contract to Convergent Pacific, LLC. In accordance with Qualifications-Based Selection, the direct labor costs and overall contract value were negotiated after selection of the contractor. The Resolution authorizes the award of a contract in an amount not to exceed \$475,000 for the design 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.

7. Diversity

Convergent Pacific, LLC is a certified DBE firm. In its proposal, Convergent Pacific indicated that it expects to be able to achieve about 62 percent DBE participation on this contract by self-performing work such as project management and scheduling, structural design, drafting and quality control work. Convergent Pacific has taken a leadership role in their design team.

8. Financial/Budget Impact

The design work for the Project is included in the FY 2017 General Fund budget. Construction of the Project is planned to follow as part of TriMet's FY 2018 capital budget.

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 highly specialized expertise and addresses a short term staffing need that will not exist after this work is complete. The completion of work would also be delayed.

RESOLUTION 16-12-72

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH CONVERGENT PACIFIC, LLC FOR DESIGN SERVICES FOR THE RUBY JUNCTION SHOP MODIFICATIONS PROJECT

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with Convergent Pacific, LLC for Design Services for the Ruby Junction Shop Modifications 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: December 14, 2016

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department