

Date: September 18, 2019

To: Board of Directors 

From: Doug Kelsey

Subject: **RESOLUTION NO. 19-09-75 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH PARAMETRIX, INC. FOR FINAL DESIGN SERVICES FOR THE MAX RED LINE EXTENSION AND RELIABILITY IMPROVEMENTS PROJECT**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) authorize the General Manager or his designee to execute a contract (Contract) with Parametrix, Inc. (Parametrix) for final design services for TriMet's MAX Red Line Extension and Reliability Improvements Project (Project).

2. Type of Agenda Item

- Initial Contract
 Contract Modification
 Other _____

3. Reason for Board Action

Board approval is required for all personal 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 Red Line Extension and Reliability Improvements Project will extend service on the MAX Red Line beyond the Beaverton Transit Center to the Fair Complex Station, and construct improvements at the Gateway Transit Center and the guideway to the Portland International Airport, thus improving service and reliable on-time performance along the entire MAX system.

By extending the Red Line further west from its current terminus at Beaverton Transit Center to a new terminus at the Fair Complex/Hillsboro Airport station, the Project will efficiently provide significant new light rail service to the communities of Beaverton and Hillsboro. The Project also

will improve reliability and on-time performance of the entire MAX light rail system by removing two major sources of delay: the single-track for the Red Line at Gateway Transit Center, and the single-track for the Red Line at the Portland International Airport Station. By converting these sections to double-track, the Project will allow MAX Light Rail Vehicles (LRVs) to come and go at the same time.

The Project includes the purchase of as many as six new LRVs to operate on the extended system. TriMet estimates that the Project will increase ridership by about 5,000 daily trips, with the estimated additional fare revenue covering 30% to 50% of the increased operating cost. The total cost for the Project through final construction is estimated at \$206,000,000.

The Project is currently at the 30% design stage and TriMet needs to procure the services of a final design team to help complete all design and engineering necessary to issue construction documents for the elements of the Project at Gateway Transit Center and at the Portland International Airport station. Engineering at the Fair Complex station has already advanced to the 90% level and will be completed through a different contract.

6. Procurement Process

TriMet conducted a competitive Request for Proposals (RFP) process for this Contract. The RFP was issued on May 20, 2019, and advertised on TriMet’s TriP\$ website. A total of 428 vendors were notified of the RFP and 40 vendors downloaded a copy. TriMet received a total of two proposals: one from Parametrix, and the other from Jacobs Engineering (Jacobs).

This RFP is subject to the federal Brooks Act, also known as a Qualifications-Based Selection. Qualifications-Based Selection is a procurement process utilized when selecting architects and engineers for design contracts that rely upon federal funds. 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.

An evaluation committee (EC) comprised of staff from TriMet’s Engineering & Construction Division was appointed to review, evaluate and score the proposal. The EC met on July 15, 2019 for the initial evaluation. The evaluation criteria in the RFP included Corporate Experience; Personnel Experience; Work Plan; Subcontractor and Diversity Plan; Availability and Track Record; and Cost Estimating, Cost Controls, and Value Engineering.

The following table summarizes the scoring for these criteria:

Firm	Possible Points	Parametrix	Jacobs
Corporate Experience	10	9.2	8.7
Personnel Experience	30	28.8	24.7
Work Plan	30	26.8	24.5

Subcontractor and Diversity Plan	10	8.2	7.8
Availability and Track Record	10	8.8	8.5
Cost Estimating, Cost Controls, and Value Engineering	10	8.7	8.7
Total Score	100	90.5	82.9

After completing the initial evaluation, the EC determined that only Parametrix was in the competitive range. Therefore, interviews were not conducted.

In accordance with a 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 \$13,600,000. TriMet staff has determined that the negotiated rates are fair and reasonable in relation to the local market for this type of work, and comparison with other rates for similar services. The negotiated Contract amount is also within the budget established for this work.

The final design services for the Project are expected to be completed in the spring of 2021, with final completion of construction expected in 2023. This Contract will also include design services during construction, with final closeout of the contract not occurring until after construction is finished.

7. Diversity

The Parametrix workforce is 10% minority and 38% female. In its proposal, Parametrix stated that it would utilize Disadvantaged Business Enterprise (DBE) contractors in the areas of systems safety, public engagement, lighting, civil engineering/utilities, permit coordination, landscape architecture, cost estimating, computer-aided drafting and design (CAD), and scheduling. Parametrix estimates that 19% of the work will be performed by DBE subcontractors.

8. Financial/Budget Impact

A substantial portion of the final design work to be performed under this Contract is included in the adopted FY 2020 budget for the Construction and Engineering Division. Funds for completion of Project design and design services during construction are planned as part of TriMet's FY 2021-FY24 budgets.

9. Impact if Not Approved

If the Board decides not to approve this Contract, TriMet's alternative would be to hire additional staff to complete the design work, resulting in significant delays to the Project. In addition, the design work requires highly specialized expertise, and TriMet's need to retain this additional staff would not exist after the work is completed.

RESOLUTION NO. 19-09-75

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TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A
CONTRACT WITH PARAMETRIX, INC. FOR FINAL DESIGN SERVICES FOR
THE MAX RED LINE EXTENSION AND RELIABILITY IMPROVEMENTS
PROJECT**

WHEREAS, TriMet has authority under ORS 267.200 to enter into a Contract with Parametrix, Inc. (Parametrix) for final design services for the Max Red Line Extension and Reliability Improvements Project; and

WHEREAS, the total amount of the Contract is expected to exceed \$500,000; and

WHEREAS, by Resolution dated October 25, 2017, the TriMet Board of Directors (Board) adopted a Statement of Policies requiring the Board to approve personal services contracts obligating TriMet to pay in excess of \$500,000;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Contract shall conform with applicable law.
2. That the General Manager or his designee is authorized to execute the Contract in an amount not to exceed \$13,600,000, for the approximately five year life of the Contract.

Dated: September 18, 2019

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

