

Date: February 25, 2015

To: Board of Directors

From: Neil McFarlane *Neil McFarlane*

Subject: RESOLUTION 15-02-10 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH EMERICK CONSTRUCTION COMPANY FOR CONSTRUCTION OF THE TROLLEY BARN RENOVATION 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 Emerick Construction Company (“Emerick”) for construction of the Trolley Barn Renovation 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

TriMet owns a facility called the “Trolley Barn” at the Rose Quarter Transit Center that has been used as a storage and maintenance facility for four vintage trolleys since 1991. Due to accessibility issues and the growing frequency of light rail service, the trolleys have operated only rarely on TriMet’s system. In 2014, two of the trolleys were transferred to the Loop Trolley Transportation Development District in St. Louis, Missouri and two were transferred to Vintage Trolley, Inc. and moved to Lake Oswego to be used on the Willamette Shoreline alignment.

As a result, the Trolley Barn building is now unoccupied, and TriMet desires to remodel the interior to house staff responsible for the maintenance and repair of the light rail system. Currently, Maintenance of Way staff is located at Ruby Junction in Gresham. Providing staff with a more central location will reduce travel time and allow problems at priority switches

and signals near downtown Portland to be corrected more quickly, resulting in fewer and shorter delays in restarting operations.

The remodel will include the construction of a staff report area, showers, training facilities, and tool storage areas. The design work has been completed and permits have been issued for construction.

A two-step low bid process was used to select the contractor. During step one of the Invitation To Bid (“ITB”) process, TriMet invited vendors to submit technical proposals, including information regarding their qualifications, experience, references, M/W/ESB utilization, and ability to comply with TriMet’s specifications.

Five proposals were received, and following a review by TriMet’s Evaluation Committee, the proposals submitted by 2KG Contractors, Inc.; Bremik Construction, Inc.; Emerick Construction Co.; and Inline Commercial Construction Inc. were determined to meet the standards set out in the step one process, and those firms were invited to submit bids pursuant to step two. Bids were received from the following:

Emerick	\$1,352,000
2KG Contractors	\$1,387,000
Bremik Construction	\$1,396,000

The bid submitted by one firm (Inline Commercial Construction) was non-responsive for failing to submit all required materials.

TriMet’s independent cost estimate is \$1,784,980, which is 24 percent over the bid amount.

Customary changes will likely be incurred during execution of the work that will require additional expenditures under the contract, and since this is a remodeling job in tight quarters in a busy area, the attached Resolution includes authority for future change orders up to \$270,000, or approximately 20 percent.

6. Procurement Process

The contract was procured through a competitive two-step ITB process, as described above.

7. Diversity

In its bid, Emerick indicated that it would utilize M/W/ESB contractors for approximately 10.2 percent of the work. TriMet will work with Emerick to attempt to achieve or improve that result. A low bid contract that is not subject to negotiation, TriMet has limited input into the subcontractors selected to work on the Project.

8. Financial/Budget Impact

The contract is included within the Capital Program budget for the Project.

9. Impact if Not Approved

TriMet could continue to house its Maintenance of Way staff at its Ruby Junction facility. However, doing so would fail to reduce response times for maintenance and repair of the light rail system.

RESOLUTION 15-02-10

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT WITH EMERICK CONSTRUCTION COMPANY FOR CONSTRUCTION OF THE TROLLEY BARN RENOVATION PROJECT

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract with Emerick Construction Company for construction of the Trolley Barn Renovation 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 \$1,352,000.
3. That the General Manager or his designee is authorized to execute change orders to the Contract in a total amount not to exceed \$270,000.

Dated: February 25, 2015

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department