

Date: May 23, 2018

To: Board of Directors

From: Doug Kelsey

Subject: RESOLUTION 18-05-41 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT MODIFICATION WITH SOUTHWEST TRANSIT PARTNERS FOR SOUTHWEST CORRIDOR TRANSIT DESIGN SERVICES

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 modification with Southwest Transit Partners (SWTP) for project development design services for the SW Corridor Project.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other _____

3. Reason for Board Action

Board approval is required for contract modifications that exceed the amount previously authorized by the Board.

4. Type of Action

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

5. Background

The SW Corridor Project (Project) is a 12-mile light rail extension to Tigard and Tualatin under study, currently led by Metro with TriMet planning and engineering support. The Project began the environmental review phase in 2017 with publication of a Draft Environmental Impact Study (DEIS) anticipated in June 2018.

Procurement of transit design services resulted in a contract with the SWTP, a joint venture of David Evans and Associates, AECOM, and Parametrix, which the Board authorized at its August 2017 meeting. The transit design services contract scope of services includes DEIS mitigation design, project management, and design services through the project development phase, which is anticipated to take place through 2021.

The SWTP contract has included multiple task orders, each negotiated with TriMet staff. The primary task order—Task No. 2: Initial Route Proposal—was an interdisciplinary task that involved multiple stakeholders in the project as a work group engaged in an intensive process to explore, refine, and produce design concepts that resulted in an initial route proposal that meets project funding constraints and may include potential DEIS mitigations. An ongoing public process will result this year in a Locally Preferred Alternative (LPA) for the Project. The SWTP contract will continue to develop the design of the LPA and a major task for FY19 includes the publication of 15% of Project design.

6. Diversity

The initial SWTP team included 12 partners consisting of 5 DBEs, 1 MBE, 1 ESB, and 5 non-certified firms. One of the sub-consultant firms, BarSum Consulting, qualified to be a DBE and became certified prior to their contract with SWTP certification assistance.

With expenditures to date, the current DBE participation is at 12.5%. The SWTP team continues outreach to the consulting community and anticipates expanded participation with task orders for 15% design. All new sub-consultants brought on to the contract since inception have been DBE firms. These include Brightside Engagement, Epick Land Solutions, Inc., Life Simplified, LLC, and Ott-Sakai & Associates, LLC.

7. Financial/Budget Impact

The initial Board resolution authorized TriMet to enter into a contract for \$6.5M. At that time, funds were available through FY18 based on an MTIP agreement with Metro, with additional funding subject to ongoing negotiations with Metro based on anticipated federal Congestion Management/Air Quality (CMAQ) adjustments to MTIP funding.

TriMet and Metro executed an amendment to the MTIP intergovernmental agreement in December 2017 that provides additional support for the SW Corridor Project. The attached Resolution authorizes an additional \$36,000,000 to be added to the contract. All expenditures for this contract will be reimbursed through an IGA with Metro for the project development of the SW Corridor Project.

A series of Project decisions and funding requests will occur during the course of this contract that can affect budget allocation in FY20 and FY21.

- Metro adoption of a Locally Preferred Alternative in the RTP – by December 2018;
- Request entry into Project Development Phase – January 2019;
- Finance Plan for inclusion in the FEIS and funding partner IGAs – December 2019;
- Regional Funding Measure – November 2020

8. Impact if Not Approved

If not approved, the advancement of design will be delayed and would affect the Project progression into the Final Environmental Impact Statement and Project Development Phase. TriMet and Metro staff have insufficient staff available at the capacity required to develop the design details required for project design deliverables.

RESOLUTION 18-05-41

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A CONTRACT MODIFICATION WITH SOUTHWEST TRANSIT PARTNERS FOR SOUTHWEST CORRIDOR TRANSIT DESIGN SERVICES

WHEREAS, TriMet has authority under ORS 267.200 to enter into a contract modification with Southwest Transit Partners (SWTP) for Project Development Design Services for the SW Corridor Project (Modification); and

WHEREAS, the total amount of the Modification shall exceed the amount previously authorized by the Board; and

WHEREAS, the Board, by Resolution dated October 25, 2017, adopted a Statement of Policies requiring the Board to approve modifications to contracts that exceed the contract amount previously authorized by the Board;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Modification shall be in conformance with applicable laws.
2. That the General Manager or his designee is authorized to execute the Modification adding \$36,000,000 for an overall contract total not to exceed amount of \$42,500,000.

Dated: May 23, 2018

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department