



CITY COUNCIL MEETING

Monday, October 02, 2023 at 6:00 PM
Sandy City Hall and via Zoom

AGENDA

TO ATTEND THE MEETING IN-PERSON:

Come to Sandy City Hall (lower parking lot entrance) - 39250 Pioneer Blvd., Sandy, OR 97055

TO ATTEND THE MEETING ONLINE VIA ZOOM:

Please use this link: <https://us02web.zoom.us/j/81296443125>

Or by phone: (253) 215-8782; Meeting ID: 81296443125

WORK SESSION: 6:00 PM

- [1.](#) Concept Planning for Community Campus Annex Building Renovation

REGULAR MEETING: 7:00 PM

PLEDGE OF ALLEGIANCE

ROLL CALL

CHANGES TO THE AGENDA

PUBLIC COMMENT (3-minute limit)

The Council welcomes your comments on other matters at this time. The Mayor will call on each person when it is their turn to speak for up to three minutes.

-- **If you are attending the meeting in-person**, please submit your comment signup form to the City Recorder before the regular meeting begins at 7:00 p.m. Forms are available on the table next to the Council Chambers door.

-- **If you are attending the meeting via Zoom**, please complete the online comment signup webform by 4:00 p.m. on the day of the meeting:
<https://www.ci.sandy.or.us/citycouncil/webform/council-meeting-public-comment-signup-form-online-attendees>.

RESPONSE TO PREVIOUS PUBLIC COMMENTS

CONSENT AGENDA

- [2.](#) City Council Minutes: September 18, 2023

NEW BUSINESS

- [3.](#) Contract Award: Operations Center Expansion Design
- [4.](#) Purchase Authorization: Three 35-foot Gillig Electric Buses

5. Purchase Authorization: Two Mid-Size Transit Vehicles

REPORT FROM THE CITY MANAGER

COMMITTEE / COUNCIL REPORTS

STAFF UPDATES

Monthly Reports: <https://reports.cityofsandy.com/>

ADJOURN

Americans with Disabilities Act Notice: Please contact Sandy City Hall, 39250 Pioneer Blvd. Sandy, OR 97055 (Phone: 503-668-5533) at least 48 hours prior to the scheduled meeting time if you need an accommodation to observe and/or participate in this meeting.



STAFF REPORT

Meeting Type: City Council Work Session
Meeting Date: October 2, 2023
From: Rochelle Anderholm-Parsch, Parks and Recreation Director
Subject: Concept Planning for Community Campus Annex Building Renovation

PURPOSE / OBJECTIVE:

The purpose of this staff report is to provide an update on the progress of the preliminary visioning for the the Community Campus property, specifically the Annex Building (formerly known as the bunker building), located at 17175 Meinig Avenue, in Sandy. This report aims to inform the City Council about the status and key developments related to both the feasibility study conducted by Polymath Studio Architecture, LLC (Polymath) and the preliminary visioning undertaken by the Community Campus Subcommittee (CCS). This update encompasses both the feasibility study and the preliminary visioning efforts.

BACKGROUND / CONTEXT:

As previously discussed, the City of Sandy owns the Community Campus property, including the Annex Building, and is exploring the potential transformation of this space into a civic center. At the suggestion of the CCS, staff initiated a feasibility study conducted by Polymath to assess the viability of this project. Simultaneously, the CCS has been actively engaged in preliminary visioning efforts to inform the feasibility study and lay the potential groundwork for the future use of the Annex Building.

The preliminary visioning process has included the following key elements:

1. **Goals for Renovation:** The Community Campus Subcommittee (CCS) is brainstorming goals for the annex's renovation. These goals include creating a sustainable civic center, serving as the main administrative hub for the city, kickstarting the revitalization of Pleasant Street, establishing a renovation timeline, and identifying touchpoints with the City Council and urban renewal efforts.
2. **Specific Goals:**
 - Providing more space for staff.
 - Designating a location for parks and recreation services.
 - Offering program and rental spaces.
 - Exploring the possibility of a large meeting room or conference space that can be reserved by the public.
 - Improving council chambers with advanced technology.

- Creating a commercial hub to draw people and support economic development on Pleasant Street, especially in the front half of the building through public-private partnerships.
3. **Amenities:** The envisioned amenities include administrative offices, municipal court space, building and planning offices, parks and recreation facilities, various meeting rooms, programming spaces for youth and the arts, multi-purpose rooms for flexibility, and more. These amenities are intended to be strategically placed to ensure functionality.
 4. **Space Usage and Access:** There has been discussion about how the space should be accessed and used. It is under consideration whether there should be one "front door" for everything or separate entrances for different functions. Ensuring a clear separation between customer areas and staff entrances is important. Additionally, maximizing views of the park property and the north side is a priority, possibly by utilizing a third floor for chambers and meeting spaces.
 5. **Sustainability Goals:** While not pursuing special certification, the project aims to incorporate practical and affordable sustainability measures, such as LED lighting and efficient window placement. Sustainability goals include building for a 50+ year lifespan, energy efficiency, water conservation, and potential consideration of solar panels and infrastructure for fleet charging.

The ongoing visioning and feasibility study aim to align these goals and considerations to shape the future of the Annex Building and its potential as a civic center.

KEY CONSIDERATIONS / ANALYSIS:

Since the commencement of the feasibility study and preliminary visioning, several developments have been discussed:

1. **Facility Assessment:** The [2020 facility assessment](#) has been reviewed and incorporated into the visioning process, serving as a foundational document for space needs analysis.
2. **Visioning Progress:** The CCS has made progress in addressing visioning questions, including how the space will be accessed and used and establishing clear goals for the renovation. This preliminary visioning is integral to the feasibility study process.
3. **Scope of Services:** Polymath has commenced its scope of services, including as-built documentation, building-code analysis, zoning-code analysis, and concept design for potential renovation scenarios, which directly align with the visioning goals set by the CCS.
4. **Timeline:** The feasibility study remains on track, with concept designs, cost analysis, and a summary report expected to be delivered as scheduled between September 2023 and January 2024. The preliminary visioning work by the CCS continues to parallel this timeline.

Additional Considerations

Financing: Next steps of course include the need to fully analyze financing options for Annex Building renovations, which will necessarily affect the scope of possible improvements.

Additional Site Development: The CCS is also in the very preliminary stages of discussing possibilities for the development of the front portion of the Community Campus property adjacent to Pleasant Street. Conversations thus far have centered around the concept of issuing an RFP that would define the types of development the City would prefer to see at the property, gathering proposals from the

development community, and entering into a public-private development agreement that would realize the City's vision for that site. [This is a process that was successfully used recently by the City of Troutdale for its 'Confluence at Troutdale' property.](#)

BUDGET IMPACT:

The Annex Building feasibility study contract with Polymath Studio Architecture totaled \$22,000.

RECOMMENDATION:

No specific action is requested at this time. Staff will continue to work closely with Polymath and the CCS to ensure that the feasibility study and preliminary visioning efforts remain synchronized. As the study progresses, we will schedule a future Council work session to present the concept designs developed by Polymath and to provide an update on the preliminary visioning conducted by the CCS, allowing the City Council to provide input and direction to guide the project.



CITY COUNCIL MEETING

Monday, September 18, 2023 at 7:00 PM
Sandy City Hall and via Zoom

MINUTES

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT

Mayor Stan Pulliam
Council President Laurie Smallwood
Councilor Chris Mayton
Councilor Rich Sheldon
Councilor Kathleen Walker
Councilor Carl Exner
Councilor Don Hokanson

CHANGES TO THE AGENDA

(none)

PUBLIC COMMENT (3-minute limit)

(none)

RESPONSE TO PREVIOUS PUBLIC COMMENTS

The City Manager stated that staff has followed up with the individuals who expressed concerns about retention trees at the last meeting, both by email and by phone. Staff are still awaiting a tree removal application.

CONSENT AGENDA

1. City Council Minutes: September 5, 2023
2. City Council Minutes: September 15, 2023
3. Approval of Amendment #1 to IGA between City of Sandy Transit and Clackamas County
4. Disbursement Agreement Approval: Tri-County Metropolitan Transportation District; No. GG230851EVL

MOTION: Adopt the Consent Agenda

Motion made by Councilor Sheldon, Seconded by Council President Smallwood.

Voting Yea: Mayor Pulliam, Council President Smallwood, Councilor Mayton, Councilor Sheldon, Councilor Walker, Councilor Exner, Councilor Hokanson

MOTION CARRIED: 7-0

PRESENTATIONS

5. Police Oaths of Office
 - Sergeant Manny Herrera
 - Sergeant Christian Normand

The Mayor administered the oaths of office to both sergeants. After the oaths were completed, photos were taken.

6. Police Department Awards

The Interim Police Chief presented the following awards:

Life Saving Awards:

- William Wetherbee
- Randall Santos (x2)
- Mike Boyes
- Hala Ling

Award of Valor:

- Randall Santos

Distinguished Service Award:

- Mike Freeman

After the awards were presented, photos were taken.

NEW BUSINESS

7. Award of Special Service Contract Program Grants for 2023-2025

The Economic Development Manager summarized the staff report, which was included in the agenda packet. He stated that the review panel felt that all the applications were of high quality. While the applications from the Chamber of Commerce and Museum were not recommended to be funded under this program, the review panel recommended that the Council hold a work session in the near future to discuss other funding possibilities for the short term, as well as have a future-oriented discussion about more permanent funding mechanisms, especially related to tourism.

The Council also discussed the need to revise and standardize the application process and the midterm reporting process to ensure consistency and accountability. It was also suggested that funding for youth focused programs should be made a priority in the future.

MOTION: Accept the award recommendations forwarded by the SSCP application review panel as presented

Motion made by Councilor Sheldon, Seconded by Councilor Exner.

Voting Yea: Mayor Pulliam, Council President Smallwood, Councilor Mayton, Councilor Sheldon, Councilor Walker, Councilor Exner, Councilor Hokanson

MOTION CARRIED: 7-0**REPORT FROM THE CITY MANAGER**

- Discussion on logistics for the 362nd / Bell ribbon cutting event; should be held during the week of October 2nd; staff will send a scheduling poll; past City leaders and current County leaders will be invited
- Logistics on communication plans regarding demolition at the Community Campus
- Community meeting for the Police Department staffing study coming soon
- Volunteer appreciation event will be held in the near future
- Thanks and appreciation for the Council's confidence in offering the permanent City Manager position

COMMITTEE / COUNCIL REPORTSCouncilor Hokanson

- Suggestion to form a Winterfest committee to assist with management and workload
 - Management of the event may be external eventually
 - The Parks and Recreation Director should be consulted as to whether forming a committee at this point would be helpful
 - Council Members wish to volunteer and assist

Councilor Exner

- Congratulations to Tyler Deems on being selected for the City Manager position
- Importance of maintaining medians
- Recent presentation to the Economic Development Advisory Board on aesthetics of the downtown, particularly regarding a closed gas station property
 - Need to determine what the anticipated next steps are for that property
 - Importance of consistency and following a process that is equitable for everyone
- Fire Board meeting is upcoming soon

Councilor Walker

- Meeting upcoming with the County regarding financial support for the Hoodland Library
- Observations on the SSCP project proposals
- Praise for the Police Department awards; recognition and appreciation is very important for staff

Councilor Sheldon

(none)

Council President Smallwood

- Congratulations to Tyler Deems on being selected for the City Manager position
- Praise for the Police Department awards

Councilor Mayton

- Congratulations to Tyler Deems on being selected for the City Manager position
- Praise for the Police Department awards

- Recognition of two new employees in the Development Services Department
- Economic Development Advisory Board provided input on staff's workplan for implementing the Economic Development Strategic Plan

Mayor Pulliam

- Discussions are occurring with AntFarm on possibilities for coordinating homelessness response
- Recognition of two significant grants obtained by the Transit Department for electrification of the Operations Center, and in support of SAM Gresham and SAM Rides
- Congratulations to Tyler Deems on being selected for the City Manager position
 - The recruitment process was rigorous; Deems' success in the process is impressive
 - Deems was the top choice considering all the feedback obtained in the process
- Confidence and optimism on the ability of the Council and staff to achieve the City's goals
- Recent discussions of the Community Campus Subcommittee on potential conversion of the middle school annex building (bunker building) into civic center space that could accommodate workspace for staff currently occupying City Hall and the Community Center, as well as providing community meeting space and possibly a new Council Chambers.
 - An architect has been retained to develop a potential scope and cost
 - City space needs are a priority, but community meeting space should be of high importance
- Discussion of the potential for a public/private partnership for the front portion of the Community Campus that could involve issuing a request for proposals that would establish the kinds of development the City would be willing to entertain on the site, followed by the potential execution of a development agreement. Troutdale has undergone a similar process recently.
 - It was suggested that a work session is needed to discuss options and objectives in a transparent manner
 - Addressing the front portion of the site is timely given the park improvements underway

STAFF UPDATES

Monthly Reports: <https://reports.cityofsandy.com/>

ADJOURN



STAFF REPORT

Meeting Type: City Council Meeting
Meeting Date: October 2, 2023
From: Andi Howell, Transit Director
Subject: Contract Award: Operations Center Expansion Design

DECISION TO BE MADE:

Whether to authorize staff to negotiate and execute a contract with MWA Architects for the design of the Sandy Operations Center Expansion Project.

BACKGROUND / CONTEXT:

Capital improvements including the expansion of administrative and maintenance space at the Sandy Operations Center were identified in the Transit Master Plan, adopted by City Council in April 2020. In pursuit of fulfilling the Transit Department’s goals of following the Transit Master Plan, Transit applied to for Federal 5339 Funds and was awarded \$198,000 for the architectural and engineering design of two future buildings at the Sandy Operations Center. Of the \$198,000, \$158,789 is grant funding and \$39,211 is local match. Upon the award and Council approval of the grant funds, Transit held a meeting with all Departments that may use the space and Tyler Deems. Every Department except the Library attended the meeting to discuss future needs and this upcoming project.

Like most City Departments, Transit has recognized facility needs for several years and has actively been collecting funds through the Statewide Transportation Improvement Fund (STIF) as well as applying for available Federal grants for the design of a future expansion project. In the Sandy STIF Plan (recipient agreement approved by Council at the September 18, 2023 meeting), Transit has been assigning funds to a project labeled the “Capacity Project” since 2019. Currently that project has \$108,000 set aside for this use.

In June 2023, Sandy Transit issued a Request for Proposals (RFP) for this design project. Sandy received 8 bids in total. Transit invited every Department to participate on the evaluation committee. Representatives, selected by Department Directors, that participated in the selection committee were:

- AJ Thorne, Public Works Department
- Andi Howell, Transit Department
- Greg Brewster, Sandy Net and IT Department
- Muna Rustam, Transit Department
- Tiana Rundell, Parks and Recreation Department
- Ryan Wood, Public Works Department

The selection committee met and scored the applications. Four firms were asked to return for interviews. Due to scheduling conflicts, AJ Thorne and Greg Brewster were not able to attend the interviews. The other original four committee members were able to attend all 4 interviews. Interviews were scored as well and weighted at 20% of the total score.

MWA Architects scored the highest and was the winning firm. An Intent to Award to MWA Architects was issued and all bidders were contacted regarding the Intent to Award. The protest period has expired and there have been no protest to the bid process.

KEY CONSIDERATIONS / ANALYSIS:

This project was included in the FY24-25 approved budget. Project bids were higher than budgeted (\$248,486), however the Transit Department has the funds to cover the project.

BUDGET IMPACT:

Total Project Estimate:

\$331,534

Funding Sources:

\$158,789 from Federal 5339; \$108,000 From STIF; \$64,745 Transit Payroll Taxes

RECOMMENDATION:

The City recommends that the Council authorize staff to negotiate and execute a contract with MWA Architectural Services.

SUGGESTED MOTION LANGUAGE:

"I move to approve the evaluation committee's recommendation and authorize staff to negotiate and execute a contract with MWA Architects in an amount not to exceed \$331,534 for the architectural and engineering design of the Sandy Operations Center Expansion Project."

LIST OF ATTACHMENTS / EXHIBITS:

Attachment A: Sandy Request for Proposal

Attachment B: Evaluation Criteria

Attachment C: Interview Questions

Attachment D: MWA Architectural Services Proposal

Attachment E: Scoring Sheet of Prospective Architectural Firms

REQUEST FOR PROPOSALS
SANDY OPERATIONS CENTER EXPANSION PROJECT
ARCHITECTURAL & ENGINEERING SERVICES

Located at:

16610 Champion Way

Sandy, OR 97055



SANDY AREA METRO (SAM)

PHONE: 503-489-0927

May 10, 2023

**Architectural and Engineering Services for the Construction of 1
Administration Building and 1 Maintenance Bay**

I. LEGAL NOTICE

Notice is hereby given that the City of Sandy Transit Department, Sandy Area Metro (SAM) is requesting proposals from a qualified firm that can demonstrate competency and experience in providing architectural design, construction engineering and related design services for the design of a new administrative building and a maintenance bay in Sandy, Oregon.

The objective of requesting proposals is for the City to contract with a firm that can offer engineering and design services at the highest quality and best value to the City.

Funding for this project will come from the USDOT Federal Transit Administration (FTA) grant, administered by the Oregon Department of Transportation. Proposals are being solicited from consultants who have experience related to A&E Services. Design of the 2 buildings is to be completed by June 2024.

Submittals will be accepted by SAM until 2:00 PM PMT, June 2, 2023 via email. The complete Request for Proposals is available at SAM’s website (www.ci.sandy.or.us/transit) as well as the City of Sandy’s website (<https://www.ci.sandy.or.us/rfps>) after May 10, 2023. The RFQ can also be obtained via email request at npayne@ci.sandy.or.us.

Notice to all proposers is hereby provided, that in accordance with State of Oregon and Federal laws, SAM will ensure that Disadvantaged Business Enterprises (DBEs) are afforded full opportunity to submit offers and responses to this solicitation, and to participate in any contract consummated pursuant to this notice. Compliance with Federal and State laws on Equal Employment Opportunity will also be asserted in consideration for the award of this contract. As an equal opportunity employer, City of Sandy prohibits discrimination on the basis of race, color, or national origin.

DATED THIS 9TH DAY OF MAY 2023.


Andi Howell
Transit Director

Published Journal of Business Commerce: May 10, 2023

Published Oregonian: May 12, 2023

II. BACKGROUND INFORMATION

The City of Sandy is a municipal governmental entity providing a full range of services, including public transit; police protection; land use planning; sewer services; water services; construction and maintenance of streets, and infrastructure; recreational activities; senior services; parks and recreation; library and internet services. The City of Sandy has a population of 12,743 and is the commercial center of an eastern Clackamas County market area of around 42,000 people

Sandy operates under a council-manager form of government. Sandy is led by an elected, non-partisan seven-member council. The council consists of the mayor and six council members. The mayor is elected at-large every two years; councilors are elected for overlapping four-year terms. The city manager serves at the pleasure of the council. The city council acts as the local contract review board for the City.

Sandy's transit service, including administrative space and bus storage, is currently located at 16610 Champion Way at the Sandy Operations Facility. Transit, Public Works and Parks and Facilities operate out of the Sandy Operations Center. The Sandy Operations Center was designed in a phased approach. A second administration building and a maintenance bay are included in the original plan. This project will provide design for two new buildings to meet the current and future needs of the Sandy transit system as well as the other occupying departments.

III. DESCRIPTIVE INFORMATION

This solicitation is for the project to develop the expansion buildings of the Sandy Operations Center site, approximately 15 acres of partially developed property, located on Champion Way. The Operations Center was developed in 2009 as part of a phased development plan. The development plan is referred to as the Operations Master Plan. The current site includes an administration building, 3 bus barns, one wash bay and 2 Public Works bays. The phased plan includes future development of 2 additional Public Works bays, a maintenance bay, an additional administrative building, and additional parking space. Outside of the phased development plan remains 3.76 acres of undeveloped land.

The City of Sandy Transit Master Plan (TMP) identifies the need for capital improvements that include additional administrative space in the Operations Center facility and the construction of a maintenance bay for resiliency. The administrative space will have office space, training/conference space, break rooms and restrooms for city of Sandy staff to meet current and future needs of several city departments. This will require several meetings with City staff to determine design options.

The maintenance bay will have the capacity to work on electric, gas and diesel vehicles ranging from 35' foot to small transit vans. The TMP can be found following this link: [Sandy Transit Mast Plan](#). The concept plan was developed in the original Operations Center Master Plan and this process intends to be informed by that Master Plan.

The City has funding for the planning phase. This project is for design only. Construction may be conducted in future phases depending on funding awards. Upon a successful grant award and funding availability, construction is anticipated to begin in late 2024 to spring 2025. The Architect may be retained for post design technical assistance during the construction phase.

IV. SERVICES TO BE PERFORMED

The A&E firm will be selected for the Design, Development, and general Architectural and Engineering Services of the 2 expansion buildings. The A&E firm will provide all Architectural and Engineering Services deemed

necessary to design the two buildings for a shovel ready construction project.

The A&E firm will complete the Schematic Design Phase of this project, as well as the Design Development, and all Construction Documents. The design shall be done in accordance with all local and state codes, Federal Transit Administration Master Agreement Version 28 (see <https://www.transit.dot.gov/grantee-resources/sample-fta-agreements/fta-master-agreement-version-28-february-9-2021>).

Expected Scope of Work

- Collect and review all data necessary for the design of the project. Obtain all required information needed for design engineering, such as surveying, utility locations, identification of obstructions, and determining site topography.
- Review all existing planning documents and conceptual design work.
- Coordinate and conduct meetings with City staff as needed and required.
- Prepare an overall design, bid, and construction master project schedule.
- Conduct site inspections as necessary.
- Consultant's design shall be in accordance with the City's Standard Construction.
- Specifications, Engineering Standards, building department requirements, other agency requirements, and City comments made during the review.
- All engineering and architectural services required to bring the project to and through construction shall be the responsibility of the Consultant. This includes, but is not limited to, geotechnical engineering, environmental engineering, electrical engineering, architectural services, mechanical engineering, surveying services, etc.
- Survey all potential permits required and assist city staff to prepare to acquire all necessary planning and permitting approvals.
- Design site layout for maintenance bay including but not limited to pavement, utilities, water, and landscaping.
- Design new administrative building including adequate staff offices, training/conference space, break rooms, bathrooms, and related appurtenances.
- Design facilities in a way that supports future Electric Vehicle (EV) charging maintenance and stations.
- Provide technical assistance as necessary during construction.
- Prepare contract documents, final plans, and special provisions, for the project.
- Construction drawings shall be prepared using the AutoCAD computer format. The City's construction drawings are half size 11" × 17". Full size 22" × 34" drawings are made available on request to the successful contractor. Drawings should be sized for receipt in a pdf format.
- Prepare a detailed project construction cost estimate.

Expected Deliverables

- Existing planning document review and identification of key design elements to be included in final development plan.

- Engineered and buildable design plans.
- Buildable Plans:
 - Coordinated with City staff for review and comment during design phase, and at the 30-percent, 60-percent, and 90-percent completion milestones.
 - Prepared contract documents, final plans, and special provisions, for the project. Construction drawings shall be prepared using AutoCAD format.
- Cost estimates for complete project construction with justification.
- List of relevant permitting needed and application for relevant permits.
- One to four conceptual design reviews with public and agency input.

Desired Qualifications

- A consultant team and Project Manager that can work closely with the City to plan, develop, and design the project.
- A consultant team and Project Manager with a demonstrated track record of planning, developing, and designing construction management services for projects similar in scale and scope to the work contemplated.
- A firm and Project Manager with the ability to manage land use and design development including architectural and engineering design resulting in a shovel ready project at conclusion.
- A firm and Project Manager with the ability to keep the project on schedule with a completion date of June 30, 2024.

V. CRITERIA AND METHOD FOR SELECTION

Procuring and Contracting Administration

This RFP is issued by Sandy Area Metro (SAM), which is the sole point of contact during the selection process. The person responsible for managing the procurement process is Andi Howell, Transit Director, and can be reached at phone number (503) 489-0925 or e-mail: ahowell@ci.sandy.or.us. Contact with anyone else involved with this process without the prior authorization of SAM may result in the disqualification of your proposal.

The contract resulting from this RFP will be administered by SAM. The contract administrator will be Andi Howell, Transit Director. All correspondence should be titled "SAM RFP #2023-05, Sandy Operations Center Expansion Project", be emailed and directed to: Andi Howell, Project Administrator at ahowell@ci.sandy.or.us. Requests of this nature must be received no later than 2:00 PM PMT on the Solicitation Questions Due Date listed in the Procurement Schedule.

Notification of Federal Participation

This A & E project is financed with Federal Grants for Buses and Bus Facilities Infrastructure Investment Program (5339). Using the above funding, the Oregon Department of Transportation (ODOT) will fund this project. It is anticipated that the construction of the buildings will also be funded with federal funding. Because federal funds will be used for this A & E project as well as the proposed construction project, the consultant must conform to federal and state regulations.

General Terms

Copies of the Request for Proposals are available electronically only. Copies may be obtained from the Transit Department electronically by email. Please contact Nancy Payne NPayn@ci.sandy.or.us

The City of Sandy requires all Contractors to comply with equal opportunity policies. The City's programs, services, employment opportunities, volunteer positions and contracts are open to all persons without regard to race, religion, color, national origin, sex, age, marital status, disability, or political affiliation.

SAM will make the selection of the A&E Firm. The contract for A&E Services will be executed by the Transit Director of SAM upon Sandy City Council approval. All processes and contracts will be subject to review by ODOT and the Federal Transit Administration. Firms interested in this project shall submit their proposals electronically to ahowell@ci.sandy.or.us, by Friday, June 2, 2023, no later than 2:00 pm (Pacific Time). The email subject line must include the project name "SAM RFP #2023-05" or "SAM RFP #3023-05, Sandy Operations Center Expansion Project".

Procurement Schedule

RFP Posted	Wednesday, May 10, 2023
Applicant Questions Due Date	Monday, May 22, 2023
Answers Posted via Addendum	Thursday, May 25, 2023
Proposals Due	Friday, June 2, 2023

Inquiries, Questions, and Clarifications

All correspondence should be titled "SAM RFP #2023-05 Sandy Operations Center Expansion Project", be in written format and directed to: Andi Howell, Transit Director at ahowell@ci.sandy.or.us. Requests of this nature must be received no later than 5:00 PM PST on the Applicant Questions Due Date listed in the Procurement Schedule.

Interpretation of an Addendum to RFP Documents

No oral interpretations as to the meaning of the RFP will be made to any proposer. Any explanation desired by a proposer regarding the meaning or interpretation of information provided in the RFP must be requested in writing and with sufficient time allowed, as defined in the Procurement Schedule, for a reply to reach all proposers before the submission of proposals. SAM reserves the right to revise or amend any portion of this RFP prior to the date and time for the proposal delivery. Such revisions and amendments, if any, shall be issued through addenda to this RFP. Copies of such addenda and/or amendments shall be placed on the City website: www.ci.sandy.or.us/rfps.

All addenda will be furnished as promptly as is practicable and at least seven (7) calendar days prior to the proposal due date. All addenda will become part of the RFP and any subsequently awarded contract. Proposers must acknowledge receipt of any addenda issued via Attachment III, "Acknowledgement of Addenda" as part of proposal submission. If the revisions or addenda require changes in requested information or the format for proposal submission, the established date for submission of proposals contained in this RFP may be postponed by such number of days as, in SAM's opinion, shall enable proposers adequate time to revise their proposals. SAM reserves the right to accept any proposal, or any part or parts thereof, or to reject any and all proposals. SAM reserves the right to cancel this RFP at any time or change the date and time for submitting proposals by announcing same prior to the date and time established for proposal submission.

VI. PROPOSAL CONTENT – MANDATORY SUBMITTAL REQUIREMENTS

Proposals should include the following information

Before submitting a proposal, the proposer must examine the scope of services and conditions thoroughly; provide for appropriate insurance, deposits, and bonds, if required; comply fully with the scope of services for the agreed contract; and ensure any and all registration and certification requirements are met as set forth and required in the Oregon Revised Statutes and this RFP.

If proposer is a partnership or joint venture, information must be provided for each partner or joint ventures, and each partner or joint ventures must sign the proposal and any contracts on behalf of both itself and the proposer, and each will be jointly and severally liable. In the case of a legal partnership or joint venture, a written Memorandum of Understanding between the parties must be submitted with the proposal setting forth the business and service delivery agreements between the parties.

The proposer must acknowledge and agree that the proposer is entering into this contract because of the special qualifications of the proposer's project team based on the expertise, experience, judgment, and personal attention of key personnel. The proposer should not reassign or transfer the key personnel to other duties or positions without notifying the City.

In the event a replacement of key personnel is necessary, the replacement must be acceptable to the City. Proposer will provide City with key personnel who have experience with the proposer's company and services. The City will have the right to interview, review the qualifications of, and approve or disapprove any proposed change in key personnel. If an agreement cannot be reached, the City reserves the right to terminate the contract with the consultant.

Failure to complete any question or request for information, in whole or in part, or any deliberate attempt by the proposer to mislead the City may disqualify the proposer.

Each proposer must provide the following in addition to meeting the mandatory submittal requirements.

1. A clear understanding of the work to be performed, demonstrated by the comprehensiveness and appropriateness of the proposal; and
2. Specific qualifications of the proposer and specific prior work experience within a governmental environment.

Proposers must describe their qualifications and commitment to providing the scope of services defined in Section IV and include the following submittal requirements.

1. Introductory Letter

Summarize the key points of the proposal and provide an expression of interest in the project. Proposer should indicate a willingness to enter into a contract with the City based on the terms and conditions contained in the City's Contract Template, Attachment A. The letter should include that the proposer submitting the proposal agrees to perform all work outlined in the City's RFP and within the time periods established by the City.

The Introductory Letter must name the person(s) authorized to represent the proposer in any negotiations and the name and title of the person(s) legally authorized to sign

any contract that may result. The letter must be signed by an authorized representative of the proposer and include email address, and telephone and fax numbers.

If proposer is exempt from providing workers' compensation insurance, proposer should note that exemption in the Introductory Letter.

2. Experience and Qualifications and Project Team

Provide the history of the firm including the number of locations, length of time in business, number of employees, and approximate number of projects worked on per year.

Provide detailed experience of the lead consultant and other consultants, including subconsultants, and describe their capability and availability to perform the work described in the RFP. Provide resumes for each consultant. Consultant shall contact and consider qualified MWESB consultants for subconsultant work.

Provide at least three (3) examples of proposer's recent experience in the development and implementation of related/relevant private or public projects completed within the past 10 years. Examples should be for projects of similar size and scope to that proposed for this work effort. Where applicable, identify if key staff members of the Project Team participated in the project and note their assigned roll. When citing specific examples, always clarify the following: a. The name, location, client entity, size, scope of project, and year of completion of the project. b. Project references, including the client names, position or role, and current contact information for client representatives or other persons who are familiar with the firm's work and performance on the project. c. Project cost data, quality of work, ability to meet schedules, cost control, and contract administration.

Demonstrate the Project Team's ability to complete successfully similar projects and performance history meeting deadlines, submitting accurate estimates, producing high quality work, meeting financial obligations, cost controls, and contract administration. Include recent, current, and projected workloads of the Project Team and resources to be assigned to the project.

Provide the status of and required licensing and/or certifications required for each discipline.

3. Disclosure Statement

Provide a statement disclosing whether the consultant or any of its staff assigned to this contract have been sued or have been subject to professional discipline in connection with providing design services for any client, or any related services. If such lawsuits or disciplinary actions have occurred, summarize the allegations, when they occurred, and indicate the outcome of the proceedings.

4. Project Approach and Understanding

The proposer must present a clear and concise understanding of the overall project and its objectives based on the available information. Proposer should list and describe the significant issues and concerns that need to be addressed. Other potential issues not previously indicated herein should be presented, along with any innovative or unique solutions, and design philosophy. Include an explanation of how a collaborative relationship with the City will be established, including methods for communicating and sharing information and materials, as well as facilitating or participating in meetings and building consensus. Proposer must describe how they will control costs to meet budget and project requirements.

5. Work Plan and Deliverable Schedule

Proposers must present a Work Plan and Deliverable Schedule that best addresses and fulfills the project objectives and the City's needs as described in Section 4 Services To Be Performed; Scope of Work.

The proposer will have primary responsibility for developing concepts and strategies and preparation of all meeting materials, plans and related documents. The proposer should identify strategies for soliciting and articulating project ideas and plan updates suggested by City staff.

Work Plan must include:

1. Assigned personnel, including any subconsultants, hours anticipated and by task.
2. Proposed Project Manager, hours anticipated and by task.
3. Proposer's Work Plan must clearly reflect work assignments and products to be completed by the proposer or City staff.

Deliverable Schedule must include:

1. A Gantt chart to reflect the project timeline by date, project team member, proposed hours and task.

6. References

Provide three (3) references from customers for whom the proposer is currently or has previously provided services defined in this RFP, within the last ten (10) years. Include the contact names, phone number, email, and mailing address. References may be contacted to assist with the evaluation of experience, qualifications, and customer satisfaction. Proposer shall provide reference information on Exhibit E. Additional references may be contacted by the City at its discretion.

ADDITIONAL ATTACHMENTS REQUIRED

1. Proposal Certification (Exhibit A)
2. Certification Statement for Corporation or Independent Contractor (Exhibit B)
3. Proposer Representations and Certification Regarding Debarment, Suspension and Other Responsibility Matters (Exhibit C)
4. Certification of Insurance Requirements (Exhibit D)
5. References (Exhibit E)

IN SUMMARY

The proposal must include an introductory letter, disclosure statement, project approach, understanding and work plan, experience and qualifications, project team, references (exhibit E), acknowledgment of addenda (attachment III), third-party contract clauses signature page (attachment IV), exhibit A, B, C, D, E.

VII. EVALUATION CRITERIA

Selection Review Committee

A Selection Review Committee consisting of representatives of SAM and City of Sandy staff will be established to examine and rate said proposals. The role of the Selection Review Committee is to evaluate the proposals submitted and make a recommendation of award.

The City may seek expert advice to help review proposals. Such advisors to the Selection Review Committee may attend evaluation meetings and proposer interviews, if applicable, and lend any such expertise to the process as requested. However, any such person contacted by the City for their expert advice shall not, from first being contacted until the RFP process is completed, have communications with any proposers regarding their proposals or the process.

Evaluation Criteria

The criteria listed below will be used to evaluate the proposal response to determine the apparent successful proposer. Scoring will be completed covering all areas listed below in the Evaluation Criteria. All scores for each proposer shall be added together to arrive at a final score for each proposer. Proposals will then be ranked in descending order by the total proposal score. Total possible points will be 100.

Introductory Letter

- Did Proposer include an expression of interest in the project and the capability to provide the entire scope of services described herein and a willingness to enter into a contract with the City?
- Were any exceptions to the City sample contract included?
- Did the Proposer indicate the person(s) authorized to represent the Proposer in negotiations and legally authorized to sign the Agreement?

Project Approach, Understanding, and Work Plan

This evaluation component will allow the City to assess the consultant's understanding of the services that are requested and needed for a successful project.

- Does the Proposer present a clear and concise understanding of the overall project and its objectives based on the available information?
- Did the Proposer describe their approach to the project?
- Did Proposer describe the significant issues and concerns that need to be addressed?
- Were there general or specific tasks the Proposer believes are important for prudent management and sequencing of the tasks, and detailed Schedule?
- Did Proposer include an explanation of how a collaborative relationship with the City will be established and the proposed best method for communication?
- Did Proposer describe how they manage and control costs to meet budget?

Experience and Qualifications

- Did the Proposer provide adequate detail to determine the firm and the employee's qualifications, experience, capability, and availability to provide the required services?
- Did the Proposer describe the proposed key personnel/employees' qualifications and experience relating to the described scope of work and the proposed Project Team?
- Does the Proposer have adequate relevant experience?
- Will the proposed experience of the firm and employees meet the needs of the City?
- Did the Proposer provide performance history to demonstrate previous project success?
- Did Proposer list other relevant professional capabilities demonstrated on other projects, which may include mapping, graphic displays, and other methods for communicating project concepts?

Project Team

A capable, dedicated project team is crucial to any successful project. The Consultant's team needs to be identified, along with its full capabilities relevant to the project at hand.

- Does the Project Team's qualifications and experience relate to the requested services?
- Will the proposed experience of the Team meet the needs of the City?
- Are there similar projects in complexity and duration, and the jurisdiction in which the work occurred characterizes the proposed Project Team's work quality and "successful" project results?
- Did Proposer provide current and projected workloads of the Project Team and available resources with locations of those resources?
- Did the Proposer indicate staffing availability to perform the work for the duration of the project?
- Did Proposer indicate status of Project Team members' license or certifications?
- Proposer should identify any other firms (subconsultants) included on the Project Team along with the consultant and describe the scope of the Consultant's and each subconsultant or firm's services and responsibilities during the project. It is the City's expectation that the consultant's key personnel and project team.
- identified in the Proposal Response shall be the same team used once the project is initiated unless changes are negotiated between the City and the Consultant prior to final contract execution.

References

- Did the Proposer provide three references and do the references provided by Proposer clearly demonstrate the type of services provided to customers and the length of service?
- Do the references represent customers requesting the same types of services required by the City?

- Were customers satisfied with the level of expertise and the qualifications of the key personnel and Project Team assigned to provide the required services?
- In accordance with the Brooks Act, the price for professional services will be excluded as an evaluation factor. SAM reserves the right to negotiate the cost of professional services with the firm who provides the most qualified proposal. In the event that no agreement can be reached, SAM will enter negotiations with the next most qualified firm and continue in this manner until a contract award can be made to the most qualified proposer. SAM shall retain all rights to use materials and documents produced by contractor with no additional approval by contractor.

EVALUATION CRITERIA SCORING GRID

The criteria listed below will be used to evaluate and score proposals to determine the apparent successful proposer. Total possible points will be 100. Points will be weighted as follows:

Introductory Letter	P/F
Disclosure Statement	P/F
Project Approach, Understanding, and Work Plan	40%
Experience and Qualifications	30%
Project Team	20%
References	10%
TOTAL POINTS AVAILABLE IS 100	100%

Optional Interviews

The City may choose to hold interviews with a “short list” of the most qualified proposers, identified as the competitive range, after the proposals are evaluated. The Selection Review Committee may ask additional questions related to the proposal and the scope of work and require proposers to provide their approach and vision for a successful project. The City will schedule the time and locations of the interviews, if required, on the dates indicated in the RFP Schedule. Interviews will take place at a location to be determined in Sandy.

Consultants invited to the interview will be responsible for making and paying for their own travel arrangements, if applicable. There will be a possible 50 points attributed to interviews that will be weighted at 20%. A set of questions may be provided to the selected proposers prior to the interview date at the City’s discretion.

Ranking of Proposals

Proposals may be ranked by the Selection Review Committee based on evaluation of responses and interviews, with the first-ranked proposer being that proposer who is deemed to be the most appropriate and fully able to perform the services, and the second-ranked proposer being the next most appropriate, all in the sole judgment of the Selection Review Committee. Proposers scores will be totaled and ranked. Any proposer’s response to this RFP shall be considered de facto permission to the City of Sandy to disclose the results when completed to selected viewers at the sole discretion of the City of Sandy.

Negotiations

The City may commence negotiations with the highest ranked, eligible proposer. The City may

negotiate: (a) the statement of work; (b) the contract price as it is affected by negotiating the statement of work; and, (c) any other terms and conditions reasonably related to and expressly authorized for negotiation in the RFP or addenda thereto, or alternative terms and conditions that are reasonable and declared by Proposer within their proposal response to be considered for negotiation.

After the evaluation process is complete, the City will notify proposers of its intent to award to the most qualified proposer. The City will attempt to reach a final agreement, including a detailed scope of work, project schedule, and fee schedule with the most qualified proposer. However, the City may, in its sole discretion, terminate negotiations and reject the proposal if it appears agreement cannot be reached. The City may then attempt to reach a final agreement with the second most qualified proposer. The negotiation process may continue in this manner through successive consultants until an agreement is reached or the City terminates the consultant contracting process. (ORS 279C.110) (OAR 137-048-0220 (4)(d)).

CONTRACT REQUIREMENTS

Contract Award

The award of a contract is accomplished by executing a contract with a written agreement that incorporates the entire RFP, attachments, exhibits, proposer's response, clarifications, addenda, and statement of work. All such materials constitute the Contract Documents. The Issuing Office is the sole point of contact for the issuance and compliance of the contract and insurance. The contract shall be substantially in the form of the sample Contract, Attachment II.

The proposer must indicate a willingness to negotiate a contract in a timely, reasonable manner with the City. The City reserves the right to negotiate with the second-ranked proposer if the contract negotiation attempts are unsuccessful with the apparent successful proposer.

In addition, the proposer should indicate there is no conflict of interest or collusion on the part of the proposer's submission of a proposal for the services being solicited under this RFP, see Exhibit A, Proposal Certifications. If a potential conflict could be perceived to exist, then attach a letter of explanation disclosing the potential conflict or relationship.

Insurance Requirements

The successful proposer must be covered by workers' compensation insurance, which will extend to and include work in Oregon. If proposer is exempt from workers' compensation, proposer should indicate they are exempt from workers' compensation within the Introductory Letter of the Proposal Response.

Proposer must submit documents certifying they can meet City insurance requirements: Commercial General Liability Insurance, Automobile Liability, and Professional Liability Insurance.

An overview of the Insurance Requirements is provided as Exhibit D and must be submitted by the proposer to acknowledge and accept the insurance requirements noted therein. The proposer shall demonstrate willingness to contract and the ability to provide a Certificate of Insurance and additional insured endorsement reflecting the insurance requirements within ten (10) days of the Notice of Contract Award. If proposer does not provide the required insurances, the City may elect to negotiate a contract with the second-ranked proposer.

Disadvantaged Business Enterprise (DBE) Participation

The Oregon Business Development Department, through the Certification Office for Business Inclusion and Diversity, is the sole agency that may certify enterprises and businesses as disadvantaged business enterprises, minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses that are eligible to perform public contracts in this state. Proposer must agree not to discriminate against a disadvantaged business enterprise, a minority-owned business, a woman-owned business, a business that a service-disabled veteran owns, or an emerging small business enterprise certified under ORS 200.055 in awarding subcontracts as required by ORS 279A.110. COBID certified firms can be found at <https://www.oregon.gov/biz/programs/cobid/pages/default.aspx>

Duration of Proposal

Proposal prices, terms and conditions will be firm for a period of at least 120 days from the deadline for receipt of submittal. The successful proposal will not be subject to future price escalation or changes of terms if accepted during the 120 calendar-day period. Price decreases or changes in terms by others after the acceptance of a proposal will not be considered.

Affirmative Action

By submitting a proposal, the proposer must agree to comply with the Fair Labor Standard Act, Title VII of the Civil Rights Act of 1964, Executive Order 11246 (as amended), Fair Employment Practices, Equal Employment Opportunity Act, Section 503 of the Rehabilitation Act of 1973, as amended; Vietnam Era Veterans' Readjustment Assistance Act of 1974; Americans with Disabilities Act; Age Discrimination in Employment Act of 1967 (ADEA); and Oregon Revised Statutes (ORS); and all applicable requirements of federal, state and local civil rights and rehabilitation statutes, rules and regulations if awarded a contract by the City.

Pay Equity Compliance

As required by ORS 279C.520, all proposers must comply with ORS 652.220 and will not unlawfully discriminate against any of proposer's employees in the payment of wages or other compensation for work of comparable character on the basis of an employee's membership in a protected class. "Protected class" means a group of persons distinguished by race, color, religion, sex, sexual orientation, national origin, marital status, veteran status, disability, or age. Proposer's compliance with this section constitutes a material element of this contract and a failure to comply constitutes a breach that entitles the City to terminate this contract for cause.

Proposer may not prohibit any of their employees from discussing the employee's rate of wage, salary, benefits, or other compensation with another employee or another person. Proposer may not retaliate against an employee who discusses the employee's rate of wage, salary, benefits, or other compensation with another employee or another person.

If the contract is valued at \$500,000 or more and the proposer has 50 or more employees, then the proposer is required to complete Pay Equity Training through the State of Oregon's DAS, at <https://www.oregon.gov/das/Procurement/Pages/PayEquity.aspx>, and must certify they have taken the training and provide a certificate as evidence before awarded a contract by the City.

Subcontractors/Subconsultants

In all solicitations either by competitive bidding, proposals, or negotiation made by the successful proposer for work to be performed under a subconsultant/subcontractor, including procurements of materials or leases of equipment, each potential supplier will be notified by the successful proposer of the proposer's obligations under this contract, Title VI of the Civil Rights Act of 1964, and other federal nondiscrimination laws. A list of potential state certified DBE contractors is available at <https://www.oregon.gov/biz/programs/cobid/pages/default.aspx> and from the City's website at <https://cityofalbany.net/bids>.

FTA Contract Provisions

Proposals shall be in conformance with all current FTA contract provisions.

IX. ORAL STATEMENTS NOT BINDING

It is understood and agreed that the written terms and provisions of this contract shall supersede all oral statements of any and every official or other representative of the purchaser, and oral statements shall not be construed as entering into, forming a part of, or altering this contract in any way whatsoever.

X. PROHIBITED INTEREST

No Members, Officers, or Employees of SAM during his/her tenure, or up to one year thereafter, shall have any interest, direct or indirect, in this contract, or the proceeds thereof. No Member, or Delegate, to the Missouri State Legislature, or to the Congress of The United States, shall be admitted or entitled to any share of any part of this purchase, or any benefit arising there from. No relative of any member of SAM, its Board of Directors, or its Employees by blood or marriage within the third degree shall benefit from the proceeds of this contract.

XI. FORCE MAJEURE

All delays in, or failure of, performance by either party under this contract shall not constitute default hereunder, or give rise to any claim for damages, if such delays or failures are caused by circumstances beyond the control of the party concerned, including by way of specification, without limitation, decrees of government, acts of God, fire, floods, explosions, acts of military, sabotage, or crime.

XII. PROPOSAL SUBMISSION PROVISIONS

Compliance with RFP Terms and Attachments

SAM intends to award and negotiate a contract based on the terms, conditions, and attachments contained in this RFP. Proposers are strongly advised to not take any exceptions and cautioned that exceptions to the terms, conditions, and attachments may result in rejection of the proposal.

Single Proposal Response

If only one proposal is received in response to the RFP, a sample of two (2) projects awarded to the proposer within the past two (2) years along with references will be requested of the proposer. SAM will contact references to confirm adequacy of project performance prior to awarding the contract to the single respondent.

Notification of Intent to Award

Responsive proposers to this RFP will be notified of the Selection Review Committee's recommendation and the City's intent to award an agreement not less than seven (7) days prior to award of agreement. The notice of intent to award an agreement will be directed to the person who has signed the proposal on behalf of the proposer, or their designee, if an email has not been provided.

SAM Protest Procedures

An RFP award protest must be submitted in writing and must be received by SAM within ten (10) calendar days after the date of award. If the tenth day falls on a Saturday, Sunday or state holiday, the period shall extend to the next state business day. A protest submitted after the ten (10) calendar day period shall not be considered. The written protest should include the following information:

1. Name, address, and phone number of the protester;
2. Signature of the protester or the protesters representative;
3. RFP title; "SAM RFP #2023-05 Sandy Operations Center Expansion Project"
4. Detailed statement describing the grounds for the protest; and
5. Supporting exhibits, evidence, or documents to substantiate claim.

Protests are to be in written form and filed by email, return receipt requested to:

Andi Howell
SAM
ahowell@ci.sandy.or.us

A written determination will be provided to the protestor by SAM.

XIII. ATTACHMENTS

Attachment I – Vicinity Map

Attachment II – Contract Template

Attachment III – Acknowledgement of Addenda

Attachment IV – Contract Provisions for Non-Federal Entity Contracts Under Federal Awards

EXHIBIT A – PROPOSAL CERTIFICATIONS

The undersigned hereby proposes and if selected agrees to furnish the services described in accordance with the RFP, exhibits, attachments, and addenda, if applicable, for the term of the Agreement and certifies that the proposer is not in any way involved in collusion and has no known actual or apparent conflict of interest in submitting a proposal.

Certifications

Non-Collusion The undersigned Proposer hereby certifies that it, its officers, partners, owners, providers, representatives, employees and parties in interest, including the affiant, has not in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Proposer, potential Proposer, firm or person, in connection with this solicitation, to submit a collusive or sham bid, to refrain from bidding, to manipulate or ascertain the price(s) of other Proposers or potential Proposers, or to secure through any unlawful act an advantage over other

Proposers or the City. The fees, prices, and Response submitted herein have been arrived at in an entirely independent and lawful manner by the Proposer without consultation with other Proposers or potential Proposers or foreknowledge of the prices or Responses to be submitted in response to this solicitation by other Proposers or potential Proposers on the part of the Proposer, its officers, partners, owners, providers, representatives, employees or parties in interest, including the affiant.

Discrimination The undersigned Proposer has not discriminated and will not discriminate against any minority, women or emerging small business enterprise or against a business enterprise that is owned or controlled by or that employs a disabled veteran in obtaining a required subcontract.

Conflict of Interest The undersigned Proposer and each person signing on behalf of the Proposer certifies, and in the case of a sole proprietorship, partnership, or corporation, each party thereto certifies as to its own organization, under penalty of perjury, that to the best of their knowledge and belief, no member of the City Council, officer, employee, or person, whose salary is payable in whole or in part by the City, has a direct or indirect financial interest in the award of this Response, or in the services to which this Response relates, or in any of the profits, real or potential, thereof, except as noted otherwise herein. The undersigned hereby submits this Response to furnish all work, services, systems, materials, and labor as indicated herein and agrees to be bound by the

following documents: Request for Proposals, Addenda, Agreement, Exhibits and Attachments, and associated inclusions and references, specifications, Proposer’s response, mutually agreed clarifications, appropriately priced change orders, exceptions which are acceptable to the City, and all other Proposer’s submittals.

Proposer must disclose any apparent or perceived conflict of interest, including but not limited to, current or past relationships with consultants, contractors, subcontractors, or engineers associated with this Project. Furthermore, Proposer must disclose any current or past relationship as a City of Albany employee. If a perceived conflict may exist, then attach a letter of explanation disclosing the potential conflict or relationship.

Disadvantaged Business Enterprises (DBE) (*check applicable box*): Yes No

Type of DBE _____

Reciprocal Preference Law - Residency (*check one box*): Resident Proposer Non-Resident Proposer

Addenda Acknowledgement – No. ____ Dated _____ No. ____ Dated _____ No. ____ Dated _____

Signature Block

The undersigned hereby certifies that the information contained in these certifications and representations is accurate, complete, and current.

Contractor Name/Title Telephone Number

Telephone Number

Mailing Address, City, State, Zip

Tax Identification No.

Fax Number

Email Address

Contractor Signature

Date

EXHIBIT B – CERTIFICATION STATEMENT FOR CORPORATION OR INDEPENDENT CONTRACTOR

Item # 3.

A. Contractor is a Corporation, Limited Liability Company, or a Partnership

I certify under penalty of perjury that Contractor is a (check one):

- Corporation Limited Liability Company Partnership Nonprofit Corporation
authorized to do business in the State of Oregon

Signature: _____

Title: _____

Date: _____

B. Contractor is a Sole Proprietor Working as an Independent Contractor

Contractor certifies under penalty of perjury, that the following statements are true:

1. If Contractor is providing services under this Contract for which registration is required under ORS Chapter 71 (Architects and Landscape Contractors) or 701 (Construction Contractors), Contractor has registered as required by law.
2. Contractor is free to determine and exercise control over the means and manner of providing the service subject to the right of the City to specify the desired results.
3. Contractor is responsible for obtaining all licenses or certifications necessary to provide the services.
4. Contractor is customarily engaged in providing services as an independent business. Contractor is customarily engaged as an independent contractor if at least three of the following statements are true.

Note: Check all that apply. You must check at least three to establish that you are an independent contractor.

- A. Contractor's services are primarily carried out at a location that is separate from Contractor's residence or primarily carried out in a specific portion of the residence which is set aside as the location of the business.
- B. Contractor bears the risk of loss related to the services provided under this Contract.
- C. Contractor provides services to two or more persons within a 12-month period or Contractor routinely engages in business advertising solicitation or other marketing efforts reasonably calculated to obtain new contracts for similar services.
- D. Contractor makes a significant financial investment in the business.
- E. Contractor has the authority to hire additional persons to provide the services and has authority to fire such persons.

Contractor Signature: _____

Name/Title: _____

Date: _____

EXHIBIT C - PROPOSER REPRESENTATIONS AND CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS

Failure of the proposer to complete and sign this form may result in the rejection of the submitted offer. The proposer will notify Purchasing in the Finance Department within 30 days of any change in the information provided on this form.

The proposer certifies to the best of its knowledge and belief that neither it nor any of its principals:

- 1. Are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from submitting bids or proposals by and federal, state, or local entity, department or agency;
- 2. Have within a five-year period preceding the date of this certification been convicted of fraud or any other criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, of local) contract embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- 3. Are presently indicted for or otherwise criminally charged with commission of any of the offenses enumerated in Paragraph 2 of this certification;
- 4. Have, within a five-year period preceding the date of this certification had a judgment entered against contractor or its principals arising out of the performance of a public or private contract;
- 5. Have pending in any state or federal court any litigation in which there is a claim against contractor or any of its principals arising out of the performance of a public or private contract; and
- 6. Have within a five-year period preceding the date of this certification had one or more public contracts (federal, state, or local) terminated for any reason related to contract performance.

If proposer is unable to attest to any of the statements in this certification, proposer must attach an explanation to their offer. The inability to certify to all of the statements may not necessarily preclude the proposer from award of a contract under this procurement.

ATTESTATION:

SIGNATURE OF AUTHORIZED PERSON:

(notarization is not required)

Contractor Signature: _____

Date: _____

Name/Title _____

Company Name: _____

EXHIBIT D – CERTIFICATION OF INSURANCE REQUIREMENTS

Contractor must at all times maintain in force at Contractor's expense the insurance noted below.

Evidence of Insurance should be attached to this form.

Workers' Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide workers' compensation coverage in accordance with ORS Chapter 656 or CCB (Construction Contractors Board) for all subject workers. Contractor and all subcontractors of Contractor with one or more employees must have this insurance unless exempt under ORS 656.027. **Employer's Liability Insurance with coverage limits of not less than \$1,000,000 must be included. If Contractor does not have coverage, and claims to be exempt, Contractor must indicate exemption below with qualified reasons for exemption, ORS 656.027.** Out-of-state Contractors with one or more employees working in Oregon in relation to this Contract must have Workers' Compensation coverage from a state with extraterritorial reciprocity, or they must obtain Oregon specific Workers' Compensation coverage ORS 656.126. Check this box if Contractor is exempt and provide qualified reason: _____

Professional Liability insurance covering any damages caused by error, omission or any negligent acts of the Contractor, its subcontractors, agents, officers, or employees' performance under this Contract. **Combined single limit per occurrence shall not be less than \$2,000,000. Annual aggregate limit shall not be less than \$2,000,000.** If coverage is on a claims-made basis, then either an extended reporting period of not less than 24 months shall be included in the Professional Liability insurance coverage, or Contractor shall provide **Tail Coverage.**

If this box is checked, the limits shall be \$1,000,000 per occurrence and \$1,000,000 in annual aggregate.

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Commercial General Liability insurance with coverage satisfactory to the City on an occurrence basis. **Combined single limit shall not be less than \$2,000,000 per occurrence for Bodily Injury and Property Damage and annual aggregate limit for each shall not be less than \$3,000,000.** Coverage may be written in combination with Automobile Liability Insurance (with separate limits). **Annual aggregate must be on a "per project basis".** A combination of primary and **Excess/Umbrella insurance** may be used to meet the required limits of insurance.

If this box is checked, the limits shall be \$1,000,000 per occurrence and \$2,000,000 in annual aggregate.

If this box is checked, the limits shall be \$5,000,000 per occurrence and \$5,000,000 in annual aggregate.

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Automobile Liability covering all owned, non-owned, or hired vehicles. This coverage may be written in combination with the Commercial General Liability insurance (with separate limits). **Combined single limit per occurrence shall not be less than \$2,000,000.** Use of personal automobile liability insurance coverage may be acceptable if evidence that the policy includes a business use endorsement is provided.

If this box is checked, the limits shall be \$1,000,000 per occurrence.

If this box is checked, the limits shall be \$5,000,000 per occurrence.

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Pollution Liability covering Contractor's or appropriate subcontractor's liability for bodily injury, property damage and environmental damage resulting from sudden accidental and gradual pollution and related cleanup costs incurred by Contractor, all arising out of the Goods delivered or Services (including transportation risk) performed under this Contract is required. If this coverage is on a claims-made basis, the policy must provide a 24-month extended reporting period. **Coverage must have a limit of not less than \$2,000,000 per incident/claim and \$2,000,000 policy annual aggregate.**

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Cyber Liability - Technology Errors & Omissions, Network Information Security & Privacy Liability for the duration of the contract and for the period of time in which Contractor (Business Associates or subcontractors) maintains, possesses, stores, or has access to City data. **Coverage must include limits of not less than \$5,000,000.**

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Coverage must be provided by an insurance company authorized to do business in Oregon or rated by A.M. Best’s Insurance Rating of no less than A-VII or City approval. Contractor’s coverage will be primary in the event of loss and state the deductible or retention level. Contractor shall provide a current Certificate of Insurance and renewal upon expiration of any of the required coverages. Contractor shall immediately notify the City of any change in insurance coverages.

Additional Insured - The City must be listed as an Additional Insured by endorsement for any General Liability policy on a primary and non-contributory basis. Such coverage will specifically include products and completed operations coverage.

Description of Operations shall state: “Project Name: The City of Sandy, its officers, employees and agents are additional insureds with respect to Contractor’s activities to be performed under this Contract. Coverage shall be primary and non-contributory with any other insurance and self insurance, (include the number). This form is subject to policy terms, conditions and exclusions.”

A copy of the endorsement shall be attached to the Certificate of Liability Insurance. Contractor shall provide complete copies of insurance policies if requested by the City.

Certificate holder shall be listed as: City of Sandy, 16610 Champion Way, Sandy, OR 97055.

Insurance Renewals – The Certificate of Insurance renewal should be emailed to City of Sandy, Transit Dept., Andi Howell, at ahowell@ci.sandy.or.us.

Signature Block:

Contractor’s Acceptance: _____

Date: _____

Company Name: _____

EXHIBIT E – REFERENCES

Proposer Name:

Provide complete references with telephone numbers and email below. References must be able to verify the quality of your previous work in the proposed area of work. Add additional pages if needed.

REFERENCE 1

Organization Name

Phone

Contact Person

Email (needed for reference checks)

Mailing Address:

Contract Term:

Project Description:

REFERENCE 2

Organization Name

Phone

Contact Person

Email (needed for reference checks)

Mailing Address:

Contract Term:

Project Description:

REFERENCE 3

Organization Name

Phone

Contact Person

Email (needed for reference checks)

Mailing Address:

Contract Term:

Project Description:

REFERENCE 4

Organization Name

Phone

Contact Person

Email (needed for reference checks)

Mailing Address:

Contract Term:

Project Description:

Evaluator _____ Proposal _____

Evaluation Criteria

The criteria listed below will be used to evaluate the proposal response to determine the apparent successful proposer. Scoring will be completed covering all areas listed below in the Evaluation Criteria. All scores for each proposer shall be added together to arrive at a final score for each proposer. Proposals will then be ranked in descending order by the total proposal score. Total possible points will be 100.

Introductory Letter P/F

Disclosure Statement P/F

Project Approach, Understanding, and Work Plan POINTS 40

Notes _____

Experience and Qualifications POINTS 30

Notes _____

Project Team POINTS 20

Notes _____

References POINTS 10

Notes _____

TOTAL POINTS _____

Thank you for your proposal and interest in working with the City of Sandy as we expand our infrastructure to better serve our community. This interview process gives us the opportunity to better understand your approach, your project team, the cost estimates and structure and get a better understanding of your project style and vision.

The fact that you are here means that the evaluation team liked your proposal. Please feel free to refer to your proposal (do not create a new PowerPoint) to answer the following questions and/or elaborate on your proposal responses.

1. Please take this time to describe your Project Approach. What specific tasks do you feel are most important for prudent management and sequencing of tasks and detailed schedule? What does a collaborative relationship with the City look like? (10 points)
2. Based on the proposal submitted, what are the cost estimates for the most essential aspects of the project? Are there tasks/costs that can be added or removed to see the project to completion? How do you manage and control costs? (10 points)
3. The project team is crucial to any successful project. Please introduce us to your team. Are there similar projects your team has worked on that make your team members the best fit for the City of Sandy? Has your team worked together on past projects? (10 points)
4. Please take this time to introduce any ideas that you may already have for this project. Based on past projects and experience, what are some proposals or ideas that you may want us to consider during the planning phase of this process? Are there any concerns that you would like to address with the selection committee? (10 points)
5. Finally, please take a moment to ask any questions you have of the selection committee. Are there any concerns that you have about this project that you would like to discuss? Would you like more information regarding funding types or budget limits? Do you have questions about how City staff will work together on this project, present to our governing body or how the project will proceed? (10 points)



Request for Proposals

Sandy Operations Center Expansion Project

SAM RFP #2023-05

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SAN FRANCISCO PORTLAND

501 SE 14TH AVENUE, SUITE 103
 PORTLAND, OR 97214
 P 503 973 5151 F 503 973 5060
 MWAARCHITECTS.COM

Addenda

Acknowledgment

We acknowledge there have been two addenda issued for this request for qualifications.

City Sample Contract

We take no exceptions.

June 2nd, 2023

Attn: Andi Howell, Project Administrator, Sandy Area Metro
 ahowell@ci.sandy.or.us

RE: REQUEST FOR PROPOSALS FOR SANDY OPERATIONS CENTER EXPANSION PROJECT

It has been a pleasure to get to know Sandy Area Metro (SAM) and your Operations Center Expansion Project. We are excited to deliver this project and enter into contract with you. As your design team project manager and MWA authorized signatory, I see alignment between MWA's mission and the City of Sandy and SAM's goals for this project; safety, collaboration and expectations for operational excellence. We know that well-designed facilities inspire people to do great work. Successful delivery of your administration and maintenance buildings will be the result of our team listening to you and your community while understanding the needs of our larger shared environment.

As a Project Management Professional (PMP) with over a decade of project management experience on transit and campus projects, I will work in lockstep with our site, building, and subject matter experts to deliver your project by your grant deadline of June 2024. Our MWA team brings planning, programming, project management, and innovative design expertise. Our project experience demonstrates that we are skilled collaborators, familiar with the needs of transit operations and maintenance staff, allowing us to design functional, efficient facilities that are also great places to work. We will build on decades of engineering and environmental science experience to create practical and forward-thinking energy, water, and resource conservation solutions.

We are also uniquely qualified to get you the funding you need by leveraging state and federal resources. For the past two years, we have been working with the City of Pendleton's Public Works Director, Bob Patterson, on a bus transit campus administration building and bus barn using ODOT (FTA) 5339 grant funding; we have supported Bob's internal team by securing additional grant funding including a Oregon Department of Energy CREP grant which will allow the campus to plan for full site, fleet, and building electrification. Bob would be happy to speak with you about his experiences if you would value a peer's perspective.

We have included award-winning Convergence Architecture transit expert, Joseph Purkey, on our team to answer your questions and concerns about fleet electrification. We are also sensitive to the impacts of development on employees and view your personnel as critical partners in the success of this project. Our recommended design will respect and support the hard work performed every day by personnel and supported by the campus.

Our team has reviewed the minimum qualifications for experience and we are qualified to provide this proposal for your consideration. We are prepared to perform all work outlined in the RFP within the time periods established. We agree with the requirements, terms and conditions of this RFP. We are ready to begin work and the team's assigned personnel are available for this project through 2025, as needed, based on notice to proceed.

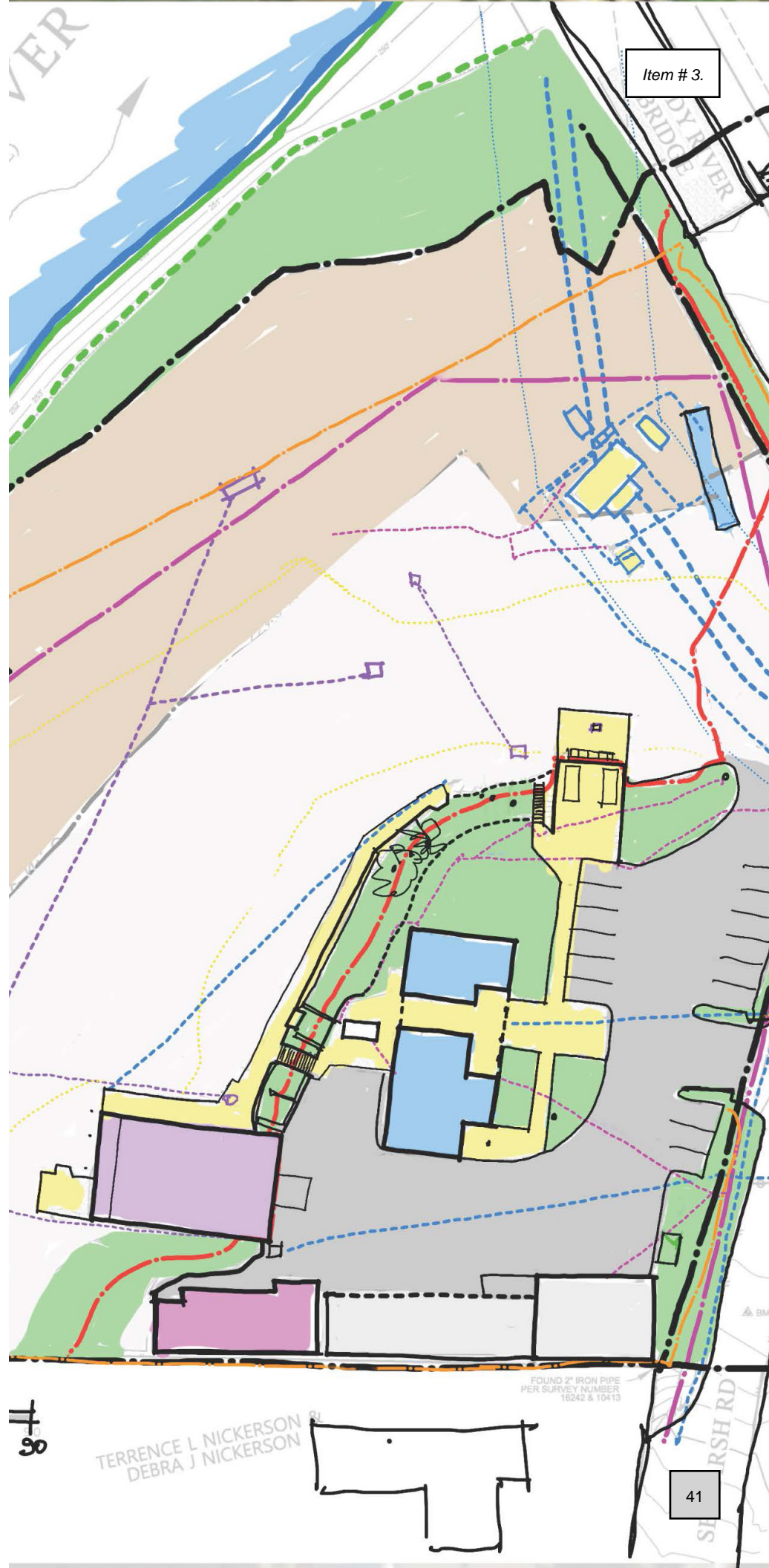
Sincerely,

Jean von Barga Root, AIA, LEED AP BD+C, PMP, NOMAC, Assoc. DBIA
 Principal, Project Manager | 503.705.0653 | jvonbarga@mwaarchitects.com

2.

EXPERIENCE, QUALIFICATIONS, & PROJECT TEAM

MWA was founded in 1988 with the belief that sustainable architecture can change the world as we know it.





OFFICES

Portland, Oregon
San Francisco, California

ADDRESS OF PORTLAND OFFICE

501 SE 14th Avenue #103
Portland, OR 97214

NUMBER OF YEARS IN BUSINESS

35

FIRM ORGANIZATION AND CURRENT STAFFING LEVEL

41 Employees Firmwide
28 in the Portland Office
18 Registered Architects
2 Interior Designers
6 LEED AP

APPROXIMATE NUMBER OF PROJECTS WORKED ON PER YEAR

We work collectively on approx. 40 projects a year

AREAS OF EXPERTISE

Architecture, Master Planning,
Feasibility Studies, Space Planning,
Interior Design, Owner’s
Representative

Experience, Qualifications, & Project Team

EXPERIENCE OF THE LEAD CONSULTANT

Our primary markets focus on humanity’s essential needs – housing to support our well-being and access to healthy infrastructure – however, we pursue various project types, all integral to a thriving community.

Founded in 1988, we are a West Coast-based firm that strives to create a legacy of beautiful and sustainable architecture to positively impact the world. We believe that the most effective designs work with their environment to promote human health and preserve our planet’s well-being. Each of our projects thoughtfully responds to site context and serves as a foundation for community growth; we advocate for racial and socio-economic equity by designing spaces where all people can live happier and healthier lives. MWA has achieved our Just Label through the International Living Future Institute.

MWA’S QUALIFICATIONS TO PROVIDE PLANNING AND DESIGN SERVICES

MWA brings over 30 years of transit design experience based on listening to community needs, supporting community leaders and engagement in broader conversations about transit trends. Our work ranges from subway projects in San Francisco, California, to light rail maintenance shops to bus shelters in Pendleton, Oregon. Below, we share the extent of our team experience together and note that we have heard from you that additional subconsultant talents may be needed.

Our team designs for communities by providing easy to operate and maintain facilities for public assets. Our designs support the workflows and safety of transit operators. We are qualified and available to meet the needs of your project.

SERVICE	FIRM	PREVIOUSLY TEAMED
PROJECT MANAGEMENT	MWA Architects	-
TRANSIT CAMPUS PLANNING	Convergence Architecture (WBE)	Yes
STRUCTURAL ENGINEERING	ABHT (MBE)	Yes
CIVIL ENGINEERING	HHPR	Yes
LANDSCAPE ARCHITECTURE	Juncus (ESB)	Yes
MECHANICAL ENGINEERING	Interface Engineering	Yes
ELECTRICAL ENGINEERING	Landis (MBE)	Yes
PUBLIC OUTREACH	JLA (WBE)	Yes
COST ESTIMATING	ACC	Yes
ENVIRONMENTAL	Maul Foster Alongi	Yes

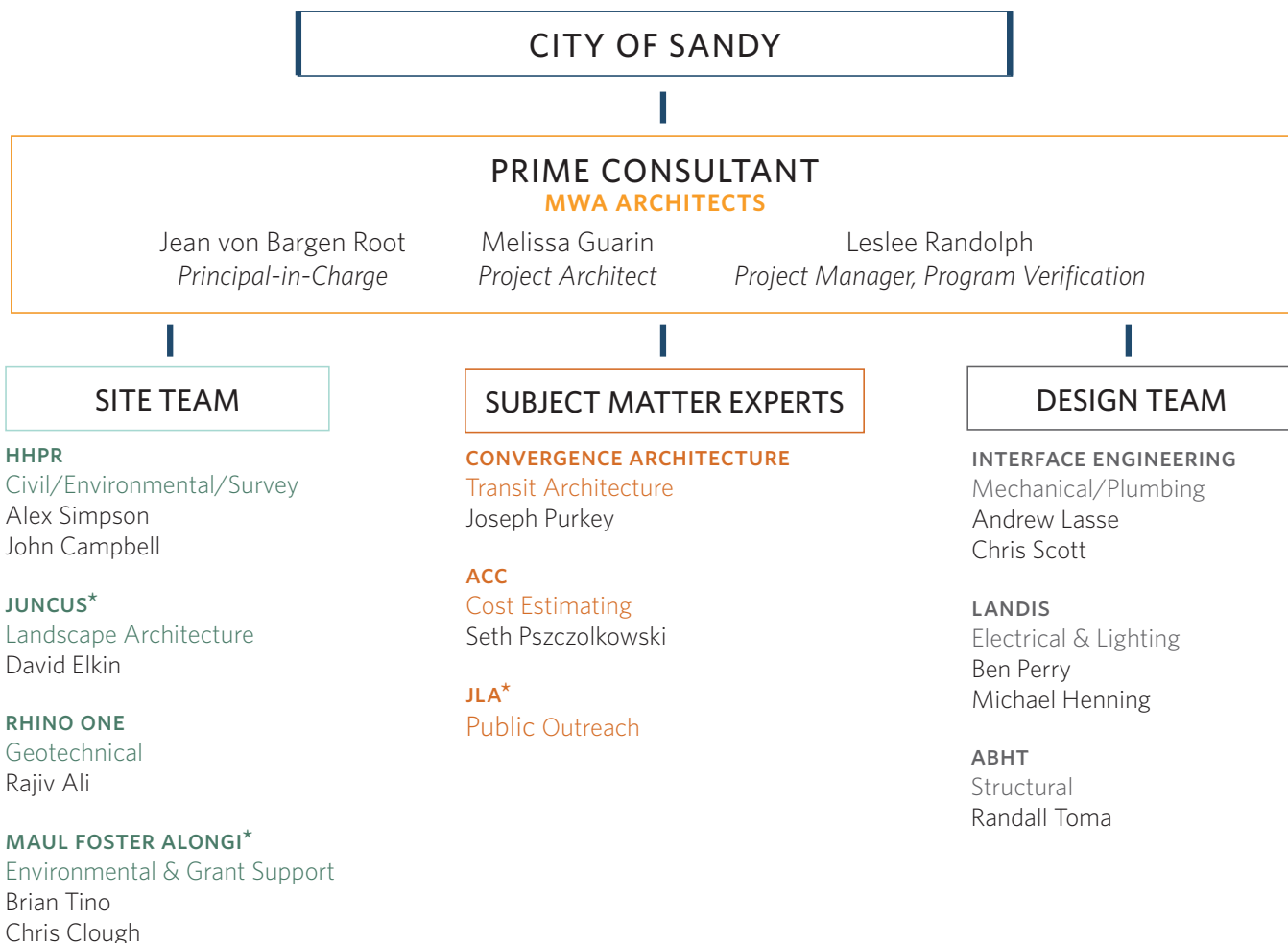


PERSONNEL	% OF AVAILABILITY FOR DURATION OF PROJECT
Jean Root	30%
Leslee Randolph	50%
Melissa Guarin	50%
John Campbell	20%
Alex Simpson	30%
David Elkin	20%
Rajiv Ali	15%
Joshua Elliott	25%
Joseph Purkey	10%
Seth Pszczolkowski	25%
Andrew Lasse	20%
Ben Perry	20%
Randall Toma	20%

PROJECT TEAM ORGANIZATION

When pursuing projects, MWA considers our firm’s and our teaming partner’s overall workload and availability. Each identified team member brings critical strengths to your project, is available to begin this project, and will stay involved throughout. MWESB consultants we include are Convergence Architecture, ABHT, Rhino One, Juncus, JLA, and Landis.

MWA and our teaming partners have direct knowledge of programming and space needs for essential operations and administrative, maintenance, and transit facilities and work with public agencies. Our proposed team has experience delivering projects that integrate emergency management capabilities, partnerships, and transparency with the public, and understands how to provide a transit facility on a shared campus to provide staff with thoughtful, functional, and sustainable design.



*Available on an as needed basis

Please refer to resumes (beginning on the following page) for relevant experience and expertise. The following table represents our teams capabilities to perform relevant services for the City of Sandy's Operations Center Expansion Project.

	MWA Architects	Convergence	ABHT	HHPR	Juncus	Interface	Landis	ACC	MFA	Rhino One
Project Team Special Qualifications										
CLACKAMAS COUNTY ZONING AND PLANNING PERMITTING	●		●	●	●	●			●	
ENVIRONMENTAL/SITE CONTAMINATION SERVICES				●					●	
CULTURAL RESOURCE PLANNING				●					●	
ADMINISTRATION AND FLEET MAINTENANCE BUILDING DESIGN	●	●	●	●		●	●			●
NECESSARY OFF-SITE IMPROVEMENTS				●	●				●	
ENGAGE PUBLIC OUTREACH	●			●	●		●		●	
TRANSIT FACILITIES PERMIT DOCUMENTS	●	●	●	●	●	●	●		●	
TRANSIT FACILITIES CONSTRUCTION DOCUMENTS	●	●	●			●			●	
DESIGN TO MEET EXISTING STANDARDS AND GUIDELINES	●	●	●		●					
DETAILED CONSTRUCTION COST ESTIMATES				●		●		●	●	
DETAILED TOTAL PROJECT COST ESTIMATES								●		
SUPPORT FUNDING + GRANT	●							●	●	
ENERGY CONSERVATION DESIGN	●		●	●		●			●	
PUBLIC SAFETY DESIGN	●	●		●	●	●	●		●	●
MEETING AND WORKSHOP FACILITATION	●									
DESIGN FOR FUTURE FLEET (EV) SITE AND BUILDING ELECTRIFICATION	●	●		●		●	●			
SERVICES DURING CONSTRUCTION FOR EXISTING CAMPUS ADDITIONS AND RETROFITS	●	●	●	●	●	●	●			●

JEAN VON BARGEN ROOT, AIA, LEED AP BD+C, NOMA, PMP, ASSOC. DBIA

PRINCIPAL-IN-CHARGE



EDUCATION

Master of Architecture,
University of Oregon, 2002

Bachelor of Arts in Architecture,
University of Washington, 1995

Real Estate Development Certificate,
Portland State University, 2002

Project Management Certificate,
University of California, Berkeley,
1997

LICENSES

Registered Architect:
Oregon: #4830
Washington: #9668

National Council of Architectural
Registration Boards: No. 90374

LEED Accredited Professional Building
Design + Construction #10056836

Project Management Professional:
#2039391

AFFILIATIONS

National Organization of Minority
Architects (NOMA)

International Living Future Institute

FELLOWSHIPS

Energy Trust of Oregon Net Zero
Fellowship, 2022



RELEVANT EXPERIENCE

- **City of Pendleton Bus Barn (Net Zero), Pendleton, OR**
New construction of 7,750 SF administration facility, transportation bus facility, and bus shelter facility, estimated completion in 2024
- **Portland Water Bureau Interstate Operations and Maintenance Campus (LEED Gold), Portland, OR**
Renovation and new construction of 78,000 SF administration facilities, construction cost of \$36M, completed 2016
- **City of Portland Emergency Coordination Center (LEED Gold), Portland, OR**
New construction of 30,000 SF LEED Gold facility, 12.3M, completed in 2014
- **Oregon Metro On-Call Projects, Portland, OR**
 - » Metro St Johns Landfill Bridge and New WPES Solid Waste Support Facility Development Planning Study
 - » RID Program Building Tenant Improvement
 - » Metro RID Development Planning Study, ILFI Core Green Building Certification
- **Oak Harbor Clean Water Facility (LEED Silver), Oak Harbor, WA**
New construction of 3-acre facility, construction cost of \$119M, completed in 2018
- **TriMet Flexible Services Contract, Portland, OR**
Facilities assessment study that assessed over 20 TriMet facilities documenting office and storage uses to make recommendations on space consolidation
- **King County Jameson/ArcWeld Buildings Replacement Project (Net Positive/Living Building), Seattle, WA**
New construction of 62,000 SF facility and site, estimated construction cost of \$32M, estimated completion in 2023
- **King County Office Building at West Point Treatment Plant, Seattle, WA**
New construction of 5,000 SF office and exercise building, construction cost of \$1.8M, completed in 2012



mwa architects

MELISSA GUARIN, AIA, LEED AP

PROJECT ARCHITECT



EDUCATION

University of Wisconsin Milwaukee,
Bachelor Architectural Studies 2001

University of Wisconsin Milwaukee,
Masters Architecture 2006

LICENSES

Registered Architect:
Oregon: #6510
Washington: #70342

National Council of Architectural
Registration Boards: #70342

American Institute of Architects

Leadership in Energy and
Environmental Design Accredited
Professional

Project Architect Melissa Guarin, brings her disciplined approach to her projects. Melissa is a LEED Accredited Professional and brings over 20 years of architectural experience in education, retail, renovations, housing, institutional and infrastructure projects. She is able to advocate for rational sustainable design in her projects remaining mindful of budget constraints and ongoing maintenance costs.

RELEVANT EXPERIENCE



- **City of Pendleton Bus Barn (Net Zero), Pendleton, OR**
New construction of 7,750 SF administration facility, transportation bus facility, and bus shelter facility, estimated completion in 2024
- **Portland Water Bureau Interstate Operations and Maintenance Campus (LEED Gold), Portland, OR**
Renovation and new construction of 78,000 SF administration facilities, construction cost of \$36M, completed 2016
- **Oak Lodge Sanitary District Campus, Oak Lodge, OR**
Renovation and new facilities on 6-acre campus, construction cost of \$50M, completed in 2013
- **Monroe Water Treatment Plant Phase III Improvements, Monroe, WA**
Renovation of 2,200 SF wastewater facility, completed 2011
- **King County Office Building at West Point Treatment Plant, Seattle, WA**
New construction of 5,000 SF office and exercise building, construction cost of \$1.8M, completed in 2012
- **Port of Portland On-Call Projects, Portland International Airport, Portland, OR**
» Enplaning Curtainwall Rehabilitation Project

LESLEE RANDOLPH

PROJECT MANAGER, PROGRAM VERIFICATION



Leslee has 18 years of professional experience, from the entitlements phase through construction administration. She possesses a keen understanding of spatial relationships and always considers inspired design, the program, client wishes, budgetary constraints, and code requirements when approaching her projects. Leslee has a deep understanding of code research, interpretation, and implementation; extensive knowledge of organizing construction documentation for larger and smaller scaled projects; and experience with contract preparation.

RELEVANT EXPERIENCE

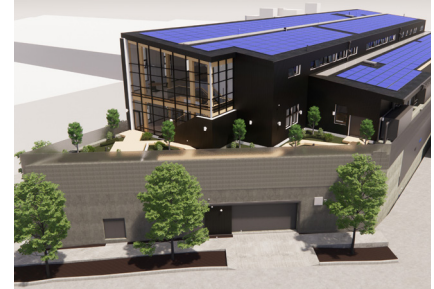
EDUCATION

Bachelor of Science in Architecture,
Portland State University, 2005

VOLUNTEER

Volunteer, International Code Council
Conference-Portland, 2011 & 2012

Member, League of Women
Designers, 2010 to present



- **City of Pendleton Bus Barn (Net Zero), Pendleton, OR**
New construction of 7,750 SF administration facility, transportation bus facility, and bus shelter facility, estimated completion in 2024
- **Clark Regional Wastewater District Campus, Vancouver, WA**
Renovation and new construction of 52,000 SF of facilities on campus, construction cost of \$10.5M, completed 2022
- **King County Jameson/ArcWeld Buildings Replacement Project (Net Positive/Living Building), Seattle, WA**
New construction of 62,000 SF facility and site, estimated construction cost of \$32M, estimated completion in 2023
- **Oregon Metro On-Call Projects, Portland, OR**
 - » **Metro St Johns Landfill Bridge and New WPES Solid Waste Support Facility Development Planning Study**
New construction of a 3,200 SF Office and Maintenance facility and new landfill bridge on the existing decommissioned St. Johns Landfill site, to support Metro Parks Smith and Bybee trail extension and landfill maintenance efforts, estimated completion in 2025
 - » **RID Program Building Tenant Improvement**
Two-phased renovation of an existing 4,500 SF office facility, to support Metro RID Patrol which cleans up dumped or abandoned garbage sites, renovation cost of \$500,000, estimated completion in 2024
 - » **Metro RID Development Planning Study, ILFI's Core Green Building Certification**
New construction of a 16,500 SF Office and Maintenance facility, to support Metro RID Patrol, Metro Paint, and community spaces, estimated completion in 2026
- **Port of Portland On-Call Projects, Portland International Airport, Portland, OR**
 - » **P1 & P2 Parking Modifications**
Modifications of two parking garages, \$3.2 million, estimated completion in 2023
 - » **Terminal Restroom Modifications**
Renovation of 10 airport restrooms, average size of 1,050 SF, construction cost of \$3.5M, completed in 2020



mwa architects

Alex Simpson, PE | Project Managing Engineer | HHPR



Alex is an Associate Principal at HHPR with 11 years of civil engineering and project management experience. He has worked on a wide range of public buildings and facilities, including public works and operations facilities.

Alex is adept at providing comprehensive civil engineering services as a key member of the design team. This includes due diligence and concept studies to identify challenges and key site elements early on, through detailed construction document design, permitting, and construction management. Alex brings his expertise to the team on items including site layout and maneuverability studies, grading optimization, design of stormwater management systems, site utility design, ADA accessibility, and street and sidewalk design.

Education

BS, Civil Engineering, Portland State University

Professional Registrations

Civil Engineer: Oregon 87502

Years of Experience

11 years

Areas of Expertise

Project Management

Project Coordination & Permitting

Public Works Facilities

Constructability Review

Construction Cost Analysis

Site Development Design

Plan and Document Review (QC)

Parking Lot Design

Street Design

Street Alignment Analysis

Water System Design

Storm System Option Analysis /Design

Neighborhood Meeting Participation

Specifications and Documents

Schedule Adherence

Relevant Project Experience:

Oregon City Public Works | Oregon City, Oregon

Alex served as Project Manager and Project Engineer for the City of Oregon City's new public works facility. The 4.8-acre award-winning project redeveloped an existing building, warehouse and exterior site for the City's public works, engineering, and parks department offices. The project involved close coordination with the public works department and staff to ensure that site access, circulation, parking, and other needs were met. Alex prepared detailed site, grading, utility, and stormwater design plans for the project. This project was recently completed.

Wilsonville Public Works | Wilsonville, Oregon.

Alex is currently serving as Project Manager and Project Engineer for the City of Wilsonville's new public works facility. This 7.0-acre facility includes a new office building, warehouse, wash building, decant facility, and covered materials storage for the City's public works department. The site includes grading and natural resources constraints that were used as opportunities to enhance the overall project. Alex prepared detailed site, grading, utility, and stormwater design plans for the project. This project is under construction.

Gladstone Civic Center | Gladstone, Oregon.

Alex served as the project manager and project engineer for the construction of a new City Hall and Police facility for the City of Gladstone. The project includes a 20,000 SF+ City Hall building with both a public and secured police parking lot. The facility houses City staff, police, and room for the public. The site features plazas, landscaping, vegetated stormwater management features, and ADA compliant design. HHPR designed a brand-new public roadway and half-street improvements on adjacent roadways with new sidewalks, street trees and ADA ramps.

Other Relevant Experience

- City of Gladstone Public Works Improvements, Gladstone, OR
- City of Tigard Public Works Concept, Tigard, OR
- City of Sherwood Public Works Concept, Sherwood, OR
- City of West Linn Public Works, West Linn, OR
- Happy Valley Library, Happy Valley, OR
- Parr Lumber Hillsboro, OR
- Milwaukie Ledding Library and Pond House, Milwaukie, OR
- Daimler Corporate Headquarters, Portland, OR
- SAIF Headquarters, Salem, OR
- Sunrise Water Authority Feasibility Study Happy Valley, OR (with MWA)

JOHN CAMPBELL, PLS | PROJECT SURVEYOR



Education

BS, Forest Engineering, Oregon State University

Professional Registrations

Professional Land Surveyor, Oregon #60070

Years of Experience

25 years

Areas of Expertise

- Project Management
- Topographic Surveys
- Right-of-Way and Boundary Surveys
- Subdivisions /Partitions
- ALTA Surveys Construction
- Surveying Legal Descriptions
- GPS/Network Survey

John is a project surveyor who has worked on a wide range of project types for public agencies and private clients in Oregon. His tasks on these projects have included project management, boundary surveys, establishing GPS survey control networks, locating existing rights of way and easements, topographic surveys, legal descriptions for easements and right of way acquisitions, construction surveys, and pre-/post-construction records-of-survey. His range of projects includes sub-surface pipeline surveys, urban and rural boundary surveys, subdivisions and partition plats, topographic surveys for public and private development, residential/industrial construction, laser scanning, and building settlement monitory. John also performs quality control reviews on HHPR's survey products.

Relevant Project Experience

Bell Street - 362nd Avenue Extension | Sandy, Oregon.

John served as the project surveyor on this project that was identified as an important link in the City's Transportation System Plan. John completed ROW and easement locations, prepared legal descriptions for acquisitions, and performed topographic survey and recording of a pre-construction record-of-survey to facilitate the design and construction of the proposed improvements.

Clackamas County Courthouse | Clackamas County, Oregon.

John is the surveyor for this project, which will replace the existing courthouse, constructed in 1936, with a new 215,000 square foot building located on the County's 68-acre Red Soils Campus. The new courthouse will have fourteen courtrooms, twenty judicial chambers, jury assembly, and improved prisoner transfer functions. HHPR is leading the site development portion of the project allowing for critical early infrastructure design and permitting to meet the aggressive schedule.

SE 172nd Avenue (Hwy 212 to Sunnyside Road) | Clackamas County, Oregon.

John was the project surveyor for this road widening project that included a two-lane concrete roundabout, reconstructed box culvert and riparian restoration areas, and new storm, sanitary, and water systems. The project also included bicycle lanes, planter strips with green street features, sidewalks, and retaining and sound walls. John was responsible for topographic design survey, ROW location, pre- and post-construction records of survey, preliminary construction staking, legal descriptions, QA/QC construction survey services, and staking of acquisitions.

Other Relevant Experience

- Sherwood Civic Building, Sherwood, OR
- Jefferson County Courthouse, Madras, OR
- Red Soils Campus, Clackamas County, OR





STATE OF OREGON
 CERTIFIED EMERGING SMALL BUSINESS
 #10794 - TIER 1

DAVE ELKIN, RLA, ASLA
 OWNER



Dave is the owner and founder of Juncus Studio, a landscape architecture practice based in Portland, Oregon. Dave has spent his career designing projects that embed natural systems within our urban fabric. From restoring wetlands, designing green streets and green roofs, to gaining public access to one of the largest waterfalls in the United States, his work spans a range of scales and typologies. Dave's passion for solving complex problems has allowed him to provide clients with a wide range of concise, innovative, and award winning solutions. His passion for landscape architecture has provided him the opportunity to work for many years in both private and public sector. Dave has presented at numerous conferences and enjoys sharing lessons learned. While growing a firm, Dave is also serving as an adjunct professor at the University of Oregon's Landscape Architecture Department teaching graduate level studios and green infrastructure courses.

EDUCATION

1998 Bachelors of Landscape Architecture,
 University of Oregon

PROFESSIONAL REGISTRATIONS

Licensed Landscape Architect #569, State of Oregon
 Licensed Landscape Architect #1212 State of Washington

AFFILIATIONS

American Society of Landscape Architects
 University of Oregon - Adjunct Professor
 40-Mile Loop Land Trust Board Member

PROFESSIONAL EXPERIENCE

2017 - Present Juncus Studio, Owner
 2016 - Present University of Oregon, Adjunct Professor
 2014 - 2017 Metro, Principal Regional Park Planner
 2010 - 2014 GreenWorks, Senior Associate
 2006 - 2010 City of Portland Bureau of Environmental Services, Environmental Specialist
 1998 - 2006 GreenWorks, Associate

SELECT PROJECT EXPERIENCE

City of Lake Oswego - Lakeview Blvd Improvements
 Clean Water Services - Springer Street Ops Building
 City of Gresham - Parks System Report and Analysis
 City of Rainier - Parks and Recreation System Plan
 City of Corvallis - Dr. Martin Luther King Jr. Park - Corvallis, OR
 PPS - Inclusive Play Standards and Guidelines - Portland, OR
 PPS - Bus Security Fencing Replacement - Portland, OR
 PPS - Green and Healthy Schoolyards - Portland, OR
 City of Gresham - Parks Concept Plans, Gresham OR
 Metro - Glendoveer Golf Course ADA Improvements, Portland OR
 PBOT - Cornfoot Multi-use Pathway, Portland OR
 Port of Skamania - Skamania Shoreline Trail - Stevenson, WA
 Clackamas Co WES - 3-Creeks Natural Area - Milwaukie, OR
 Metro - Columbia Blvd Bike Ped Bridge - Portland, OR*
 Metro - Willamette Falls Riverwalk*
 Metro - Site Furnishings Guidelines - Portland, OR*
 CleanWater Services - Ferhill Wetlands Nature Play, Forest Grove OR
 City of Stevenson - Russell Ave Improvements - Stevenson, OR
 Portland Public Schools - Greening Schoolyards Guidelines

*work completed prior to Juncus

Education:

Ph.D., Geotechnical Engineering, University of Missouri, Rolla, 1995
 M.Tech., Geotechnical Engineering, University of Roorkee, India, 1991
 B.E., Civil Engineering, Regional Engineering College, Kurukshetra, India, 1989

Accreditation:

Professional Civil Engineer - Washington License Number 40309
 Professional Civil and Geotechnical Engineer – Oregon License Number 58591

Committees & Memberships:

American Society of Civil Engineers
 Chi-Epsilon, Civil Engineering Honor Society

Mr. Ali, PhD, has over 29 years of experience involving soil mechanics, earthquake hazard evaluations, foundation design, static and dynamic loading analysis, and slope-stability analysis in support of various projects. He has worked on several notable projects supporting transportation infrastructure; water, wastewater and pipelines; government, commercial and residential buildings; industrial facilities; land development; soil and rock slope stability and ground support. These projects have involved to various degrees scoping, project management, field investigation (including difficult access and over water drilling), foundation analysis, abutment settlement, roadway and abutment stability, soil and rock cut slope stability, and seismic design. Mr. Ali is familiar with appropriate design methods and criteria required by various local jurisdictions, IBC, FHWA, WSDOT and ODOT. Mr. Ali has also worked with various state of art computer programs like LPile, XStabl, Plaxis, AASHTOWare Darwin, SHAFT, CTShoring, Shake, MSEW, GoldNail and SNail.

Project Highlights:

- Project manager for Division to Powell BRT which is currently on schedule and under budget
- Experience with Highway Project like Outer Powell Safety Project from I-205 to East City Limits
- Experience with Transit Operation Center like Ruby Junction for Trimet

Projects:

Division Transit Project, Portland - Gresham, Trimet, OR

Mr. Ali is the lead geotechnical engineer for the Division Transit project. He supervised field explorations over 11 miles of Division Street including borings, infiltration testing and pavement coring. He also assisted in development of existing utility protection plans for several sensitive utilities over the project corridor. The project involves several signals, transit stations and retaining walls over the corridor.

US 26: Ten Eyck/Wolf Drive to Vista Loop, Sandy, Oregon (US 26)

Mr. Ali was the lead geotechnical engineer for the bike/pedestrian access improvement project on the north side of US 26 from Ten Eyck/Wolf Drive to Vista Loop located in Sandy, Oregon. The project consisted of two retaining walls and several embankment fills to expand the highway. He supervised field explorations including borings, infiltration testing and pavement coring. He also performed retaining wall analysis and design and assisted during project construction.



btino@maulfooster.com
503.501.5213

Qualifications

- BS, Civil and Environmental Engineering:
Bucknell University
- MS, Sustainable Design:
Philadelphia University

Licenses/Registration

- Professional Engineer: Oregon,
No. 95350

Certifications

- State of Washington, CESCL
- 40-Hour HAZWOPER Training
- 8-Hour HAZWOPER Refresher Training
- LEED Green Associate
- First Aid and CPR Training

Brian Tino, PE

PROJECT ENGINEER

Mr. Tino's expertise includes industrial stormwater compliance, solid waste management planning, environmental investigations, and construction management. He works with industrial clients to develop designs to comply with environmental regulations. His experience includes hydrologic and hydraulic modeling to design end-of-pipe and low-impact stormwater treatment. Mr. Tino has provided oversight of field staff and subcontractors performing landfill cell construction, site grading and redevelopment, site characterization investigations that included soil and groundwater sampling, monitoring well installation, groundwater chemical injections, and post-investigation facility decommissioning. He has experience preparing erosion- and sediment-control plans and postconstruction stormwater management plans for construction and restoration activities, including in sensitive riparian areas. Additionally, Mr. Tino has performed site inspections and construction oversight to ensure that project specifications are properly met. Mr. Tino holds a graduate degree in sustainable design with a focus on urban hydrology, green stormwater infrastructure, and low-impact design.

RELEVANT PROJECTS

Postconstruction Stormwater Management Plan for a Proposed Renewable Fuel Production Facility, Oregon

Mr. Tino performed hydrologic modeling and designed stormwater conveyance and detention and settling/biofiltration ponds for a proposed renewable fuel production facility, associated aboveground pipelines, and rail yards to meet local and federal permitting requirements.

Stormwater Conveyance and Treatment Design for Commercial and Industrial Properties, Washington and Oregon

Mr. Tino performed hydrologic modeling and infiltration testing and designed stormwater conveyance, end-of-pipe treatment systems, and infiltration facilities to reduce the impact of commercial and industrial pollutants in stormwater discharging to local waterways.

Industrial Stormwater General Permit Compliance Assistance, Oregon

Mr. Tino provided permit compliance assistance to various industrial and commercial facilities, including collection of stormwater samples and preparation of discharge monitoring reports; providing employee training; and preparing Tier 1 reports, Tier 2 reports, and stormwater pollution control plans.

Erosion- and Sediment-Control Plans, Oregon

Mr. Tino prepared erosion- and sediment-control plans to assist facilities with obtaining stormwater construction permits in Oregon. He identified relevant



cclough@maulfoster.com
503.330.7781

Qualifications

- BS, Community Development: Portland State University

Certifications

- 40-Hour HAZWOPER Training
- 8-Hour HAZWOPER Refresher Training
- First Aid, CPR, and AED Training
- Oregon DEQ Basic Hazardous Waste Management Training
- AHERA Asbestos Inspector
- Asbestos Project Designer
- NIOSH 582(E) Asbestos
- Oregon Lead-Paint Inspector

Chris Clough

PROJECT ENVIRONMENTAL SCIENTIST

Mr. Clough has over ten years of professional experience as an environmental consultant conducting and managing Phase I/II ESAs, site characterization, remedial investigations, and hazardous building materials projects. He has performed projects throughout the Pacific Northwest for a variety of industrial, municipal, governmental, and commercial clients.

RELEVANT PROJECTS

Former Creamery Site Investigation, Oregon DEQ, Mt. Angel, Oregon

Mr. Clough was the project manager in charge of a site investigation conducted to assess subsurface contamination in the vicinity of a historically decommissioned underground storage tank system. The site investigation included direct-push borings to collect soil and groundwater samples and collection of groundwater from previously installed monitoring wells. Impacts associated with each of the gasoline, diesel, and heating oil tanks were identified. MFA prepared a conceptual site model to evaluate impacts to human and ecological receptors. Risks were determined to be below applicable DEQ screening levels for the intended use of the site. Investigation results were used to delineate residual contamination and were the basis for a contaminated media management plan which is in use at the site during redevelopment activities.

Soil Assessment and Targeted Removal, Upland Site Adjacent to Portland Harbor, Portland, Oregon

Mr. Clough led the field effort to perform assessment of soils at an upland property adjacent to the Portland Harbor Superfund Site. ISM sampling was used to identify and characterize locations of significant contamination for characterization and subsequent removal. Removal efforts were completed over several months and required daily oversight of subcontractors and coordination with City of Portland, Metro, DEQ, neighboring residents, and other stakeholders. Targeted hot spot removal efforts were considered successful; however, additional site remediation efforts likely are required in order to reach regulatory closure.

Underground Storage Tank Removal, Former Card Lock Gas Station and Regional Petroleum Distribution Facility, Oregon DEQ, Mt. Angel, Oregon

Mr. Clough provided task order management and field oversight for this months-long construction and demolition project. The project was undertaken to remove a former card lock gas station and regional distribution tank farm, and included the decommissioning of several USTs and assessment of soil conditions. Residual contamination necessitated groundwater investigation. Monitoring wells were installed, and quarterly monitoring data were utilized to reach site closure. Mr. Clough worked as liaison between various stakeholders, including regulatory agencies, multiple construction crews,

JOSEPH PURKEY, Architect

Principal-in-Charge

Joe has a proven track record of providing outstanding design service to clients over his years of experience. He excels at active listening to draw a successfully responsive design from the clients' or stakeholders' own words. His process focuses on keeping the ownership of the design squarely on the client/stakeholder by getting a good understanding of their perspective and using well placed questions to discover design priorities. Joe takes on his clients' priorities as his own and fully commits to his project's success as an invested partner.



Education Experience

Bachelor of Architecture with Business Minor, University of Oregon, 2003

Experience

Convergence Architecture, Portland, OR	Principal	2009 - Present
Profile Design, Portland, OR	Owner	2006 - 2009
Lundin Cole Architects, PC, Portland, OR	Intern/PM	2004 - 2006
Soderstrom Architects, PC, Portland, OR	Intern	2003 - 2004

Professional Registrations/Affiliations

Registered Architect in Oregon (ARI-11863) and Washington (21034300)
NCARB Certified (91464)

Selected Project Experience

TriMet: Powell Garage Bus Maintenance Facility – Portland, Oregon

Joe led Convergence Architecture's role as the local architect under the prime architect, Stantec. The project was the full redevelopment of TriMet's 16-acre Powell bus maintenance and operations facility with considerations for the accommodation of CNG, battery electric (BEB), and articulated 60-foot buses in the yard and the maintenance and service buildings, including multiple aspects of risk mitigation for the growing BEB fleet. Joe was the Architect of Record for the bus fuel and wash building and Principal-in-Charge for Convergence, leading the permit coordination with authorities having jurisdiction - including PBOT, ODOT, and PGE, and assisting with design services during construction.

TriMet: Columbia Bus Base – Portland, Oregon

Convergence serves as local Architect under the prime Architect, Stantec, for this project. TriMet is preparing for service expansion and transition to a ZEB fleet with the redevelopment of an existing 30-acre industrial site. Joe, Principal-in-Charge for Convergence, and the team are working on the design of the site that will include a full ZEB fleet of BEBs or FCEBs with operations and maintenance buildings to support them.

C-TRAN: Fisher's Landing Room Refresh – Vancouver, Washington

Convergence worked with C-TRAN on the Fisher's Landing interior renovation project. The existing transit center office and employee space got an interior facelift to benefit bus operators and staff in the employee lounge area on the first floor, the community room on the second floor, and both east and west stairwells. In addition to the general updates, ADA improvements were included, and we worked closely with the mechanical team to provide lighting, HVAC and other MEP updates. Joe is Principal-in-Charge and Architect of Record for this project.

City of Albany: Transit Operations Facility – Albany, Oregon

This project is a new 10,000 square foot electric bus storage and light maintenance facility for the City of Albany. The project is currently in the programming confirmation phase and will continue through construction. Joe is the Principal-in-Charge for Convergence and Architect of Record on the project.

Other Project Experience

- City of Pendleton: Bus Barn – Pendleton, Oregon
- TriMet: Ruby Junction Masterplan - Portland, Oregon
- Hollywood Transit Center - Portland, Oregon
- Prosper Portland: Union Station Preliminary Engineering – Portland, Oregon



ACC Cost Consultants, LLC | 8060 SW Pfaffle Street | Suite 110 | Tigard, OR 97223 | 503.718.0075 | www.archcost.com

Seth Pszczolkowski

Seth has been involved with cost estimating for over 27 years and draws on his project management experience to complete detailed cost estimating. Seth has been involved in costing on almost every type of project and brings a wealth of knowledge to the table through all phases of costing. His extensive background paired with his attention to detail and understanding of the building process ensures accurate estimates on every project.

When Seth is not at work, he can be found spending time with his two daughters, camping with his family and friends, or enjoying U of O Duck football.



Education

University of Oregon, 2002, Bachelor of Science Business Administration

Professional Experience

ACC Cost Consultants - Portland, Oregon
2019 - present, Principal

Dunlap Fine Homes - Redmond, Oregon
2018 - 2019, Project Manager / Estimator

Kirby Nagelhout Construction - Bend, Oregon
2016 - 2018, Estimator

Architectural Cost Consultants, LLC - Portland, Oregon
2006 - 2016, Sr. Estimator
1996 – 2006 – Quantity Surveyor (Seasonal)

Ferguson Enterprises - Portland, Oregon
2005 – 2006, Operations Manager

Ferguson Enterprises / Familian NW - Portland, Oregon
2002 – 2005, Management Trainee

Andrew Lasse PE, LEED AP

PRINCIPAL-IN-CHARGE | SENIOR MECHANICAL ENGINEER

Education

Bachelor of Science
Mechanical Engineering
University of Illinois at
Urbana Champaign

Registration

Mechanical: Oregon,
Washington, California

LEED Accredited
Professional, US Green
Building Council

Certified Assessor, Oregon
Department of Education

Professional Affiliations

Architecture Foundation of
Oregon, Board of Directors

American Society of Heating,
Refrigerating and Air-
Conditioning Engineers

American Society of
Mechanical Engineers

Honor

40 under 40: *Consulting
Specifying Engineer*, 2012



With over two decades of experience in the industry as a Mechanical Engineer and Project Manager, Andrew leads an innovative team of engineers, design-

ers and modelers at Interface. His work focuses on finding long term, practical solutions to optimizing energy conservation, resiliency, and life cycle costs on a wide variety of commercial, institutional, retail and industrial projects.

PROJECT EXPERIENCE

City of Sandy Public Works and Transit Operations and Maintenance Facility

SANDY, OREGON

Klickitat County Services Building

GOLDENDALE, WASHINGTON

Cowlitz County Public Utility District Building / LEED Silver

LONGVIEW, WASHINGTON

National Park Service and U.S. Forest Service East Jemez Fire Operations Center

LOS ALAMOS, NEW MEXICO

National Park Service Harpers Ferry Historic Park Transit Maintenance Facility Renovation

HARPERS FERRY, WEST VIRGINIA

Lebanon Public Facilities Master Plan

LEBANON, OREGON

City of Tualatin Operations Center Warehouse

TUALATIN, OREGON

TriMet

GRESHAM, OREGON

- » Ruby Junction Expansion Maintenance Facility Modifications
- » Portland-Milwaukie Light Rail Maintenance Building
- » leveland Station Operator and Signals Building Replacement
- » Fugman Building Remodel

Daimler CORP 42 Integrated Engineering Vehicle Test Facility

PORTLAND, OREGON

Portland Street Car Maintenance Building Expansion

PORTLAND, OREGON

City of Stayton Public Facilities Master Plan Building Assessments

STAYTON, OREGON

Clark Regional Wastewater District Campus Upgrades

VANCOUVER, WASHINGTON

North City Pure Water Facility Administrative Building

SAN DIEGO, CALIFORNIA

Department of Human Services

- » Multiservice Facility; Gresham, Oregon
- » Multiservice Facility / LEED Certified Goal; Klamath Falls, Oregon

City of Carlton City Hall and Police Station

CARLTON, OREGON

Bureau of Land Management Whites Creek Fuel Tank Replacement

COTTAGE GROVE, OREGON

Christopher Scott

ASSOCIATE PRINCIPAL | SENIOR PLUMBING DESIGNER

Education

Associate of Science
Clackamas Community
College

Professional Affiliations

American Society of
Plumbing Engineers



Christopher joined Interface as a plumbing designer in 2001. With over 20 years of experience, he designs plumbing systems for a variety of project types and

has been the plumbing designer on several LEED projects in his years with Interface. Christopher was an integral part of the innovative Stadium Fred Meyer design team that won a Better Bricks Award for Retail Project of the Year in 2015. A long-time member of the American Society of Plumbing Engineers, Christopher served on the national Board of Directors from 2010 - 2014 as the Region 4 Director which oversees all of the western chapters of ASPE. Prior to that, he served as treasurer and president of the Portland Chapter.

PROJECT EXPERIENCE

Klickitat County Services Building

GOLDENDALE, WASHINGTON

Cowlitz County Public Utility District Building / LEED Silver

LONGVIEW, WASHINGTON

Morrow County Bus Barn and Transit Facility

BOARDMAN, OREGON

Daimler CORP 42 Integrated Engineering Vehicle Test Facility

PORTLAND, OREGON

City of Pendleton Bus Barn Design Scope

PENDLETON, OREGON

San Mateo County Regional Operations Center Bridging Documents and Peer Review / LEED Gold Goal

REDWOOD CITY, CALIFORNIA

TriMet

- » Fugman Building Remodel; Gresham, Oregon
- » Ruby Junction and Elmonica Maintenance Facilities; Gresham, Oregon
- » Portland-Milwaukie Light Rail Maintenance Building; Gresham, Oregon
- » Fairplex Design Refresh for Red Line Extension and Station Upgrades; Gresham, Oregon

National Park Service and U.S. Forest Service East Jemez Fire Operations Center

LOS ALAMOS, NEW MEXICO

North City Pure Water Facility Administrative Building / LEED Certified Goal

SAN DIEGO, CALIFORNIA

Oregon Trail Electric Co-Op Office and Warehouse Facility / LEED Silver

LA GRANDE, OREGON

Department of Human Services Multiservice Facility / LEED Certified Goal

KLAMATH FALLS, OREGON

John Deere Warehouse Addition

PORTLAND, OREGON

BEN PERRY, P.E.
PRESIDENT, ENGINEER OF RECORD



Ben Perry's is the Engineer of Record for Landis Consulting. He manages projects for the public works agencies and cities, municipal water and wastewater industries, K-12 and healthcare projects in the AEC Industry. His designs are clear, simple, and practical. They weave together cost-efficiency, constructability, and technical expertise. Ben Perry and Landis Consulting have earned a reputation in the AEC industry for client service, thoughtful designs, creativity, constructability, and minimal change orders.

YEARS OF EXPERIENCE

16

LICENSES

Professional Engineer:
 2024 / Oregon / No. 86683
 2023 / Washington / No. 51868
 2024 / California / No. 20963
 2023 / Arizona / No. 58937

EDUCATION

BSEE / 2007 /
 Electrical Engineering
 Grove City College,
 Grove City PA

KEY EXPERTISE

Project Management
 Electrical, Instrumentation & Control Design
 Start-up & Commissioning
 Constructability & Quality Control

CONTACT INFORMATION

Phone: (503)-606-8657
 Cell: (503)-580-9600
 Fax: NA
 Email: ben_perry@landisconsulting.com
 Website: landisconsulting.com

Key Project Experience

- **Greater Albany Public Schools, New Transportation Center (Albany, OR).** New 25,000 SQ FT single level transportation center. New dispatch center, emergency radio system, maintenance / shop space, and bus storage. Additionally, electrical infrastructure included provisions for future bus EV chargers and photovoltaic system.
- **EWEB Roosevelt Operations Center Parking Lot Improvements (Eugene, OR).** Expansion of parking lot, site lighting, lighting control, and security systems.
- **PCC Rock Creek New Parking (Rock Creek, OR).** New parking lot with electric vehicle charging, lighting and lighting controls, security, and communications systems.
- **Aumsville Public Work Headquarters (Aumsville, OR).** New 15,000 SQ FT public work headquarters including office and conference space, vehicle maintenance, EV charging and photovoltaic provisions, and emergency generator.
- **Metro, RID Facility Rehabilitation (Portland, OR).** Design of new 12,000 SQ FT (approximate) two-level RID facility with offices, training space, lockers, and truck/maintenance equipment storage.
- **Portland Water Bureau – Washington Park Reservoir Improvements (Portland, OR).** Power and control systems for reservoir improvements project. Design included landscape lighting, security surveillance cameras, and electronic gate access control systems.
- **Portland Water Bureau Ground Water Pump Station Electrical Renovations (Portland, OR).** Landis is the prime consultant and has provided the design for replacement of seven 5kV medium voltage motor control centers. Additionally, the design included complete replacement and upgrade of the control system wiring.
- **Wastewater Treatment Plant Upgrades (Sandy, OR).** Remodel of the City's aeration blowers and basins, RAS/WAS pump station, chemical mixing, sludge lagoon, and dewatering facilities. Construction to be completed this summer.
- **Sandy High School Lighting Control Upgrades (Sandy, OR).** Currently working with the Oregon Trail School District to develop new wireless lighting control standards and implement in existing 300,000 SQ FT high school.

Landis Consulting

ENGINEERING SERVICES



YEARS OF EXPERIENCE
26

EDUCATION
BSEE / 1997 /
Electrical Engineering
Oregon State University,
Corvallis, OR

KEY EXPERTISE
Project Management
Electrical and Lighting Design
Constructability & Quality Control

CONTACT INFORMATION
6446 Fairway Ave SE
Suite #220
Salem, OR 97306

Cell: (503)-413-0658
Fax: NA
Email:
michael_henning@landisconsulting.com
Website: landisconsulting.com

Michael Henning

Senior Project Manager

Michael Henning is a Senior Project Manager for Landis Consulting. He manages projects for large institutions, municipalities, wastewater industries, K-12, and healthcare projects in the AEC Industry. His designs are well thought out with attention to detail and provides constant communication throughout the project. His 25 years of design and project management experience provide vast knowledge of lighting, power and systems design to each project.

Key Project Experience

- **Wastewater Treatment Plant Improvement Project (City of Sandy, OR, 2022)** – Electrical, instrumentation and control upgrades to Sandy Wastewater Treatment Plan to improve all systems. Design included flow measurement, replacing MCC's, add sodium hydroxide system..
- **JSR Chemical Mixing Facility (Hillsboro, OR, 2019).** Project Manager and lead electrical designer for 100,000 square foot new build chemical mixing facility. LED lighting throughout including 700 linear feet of street lighting. Design of 1,500kW paralleling stand-by generator system with load bank and fuel polishing system. Design included energy efficient LED lighting and wireless control system, classified power and lighting design, underfloor power system design in office area, power and lighting design for three cleanrooms.
- **Port of Portland (PDX) Medium Voltage Substation Replacement (Portland, OR, 2016).** Project Manager and electrical design lead for replacement of 4160-volt to 480-volt unit substation in Concourse B and Concourse D in PDX. Replacement of 4160-volt switches feeding FAA and Flight Control Tower. Coordination with Port of Portland Electrical Engineers and Port of Portland Electrical Inspectors.
- **Linn-Benton-Lincoln ESD Office Building Upgrade (Albany, OR 2021).** Project Manager and electrical design lead for complete renovation of existing office building. Designed new energy efficient LED fixtures and control system, new access control and security systems. Designed tuneable white LED fixtures for testing and assessment rooms as well as power and lighting design for a video recording room.
- **Celestica Welding Facility Portland, OR (\$7M) (2018).** Project Manager and electrical design lead for a 50,000 square foot tenant improvement project. Coordinated with PGE for additional electrical service to building. Designed over-head power system with cord drops to all welders. Energy efficient LED lighting throughout with new lighting control system.

6446 Fairway Ave. SE, Suite 220 • Salem, OR 97306
5335 Meadows Road, Suite 388 • Lake Oswego, OR 97035



Randall S. Toma, PE, SE

Principal-In-Charge

Randall is one of the founding partners of ABHT Structural Engineers and brings extensive structural engineering experience to each project. He has designed and managed many complex projects including multi-story office buildings, mixed-use developments, multi-family housing, educational facilities, and infrastructure. Randall has over 27 years of structural design experience inclusive of all the major building materials. Randall has experience working with many public agencies including Portland Community College, Portland Public Schools, Portland Water Bureau, Oregon Bridge Delivery Partners, Multnomah County, and Home Forward (formerly HAP). Randall's successful collaboration on public projects along with Randall and ABHT's ability to understand the client's vision and goals will aid in the project's overall success.

Selected Project Experience

Pendleton Bus Barn, Pendleton, OR

A new industrial campus with site improvements and buildings for the City of Pendleton Transportation Division. ABHT's scope included the structural design of an approximate 2,900-sf single story structure for the storage and changing of tires of buses and vans along with space for supporting staff and drivers. Preliminary design was also performed for a future approximate 2,000-sf administration building.

Chambers Creek Wastewater Treatment Plant – North Campus, University Place, WA

An expansion of Pierce County's Chambers Creek WWTP. ABHT's portion of work included structural design for a new 7,000-sf Process Building, a new 4,700-sf Maintenance Storage Building, a 2,500-sf addition to the existing Operations Building, tenant improvements to the Administration Building, and a remodel and addition to the existing 20,500-sf Maintenance Warehouse Building.

Bull Run Supply and Treatment Plant, Bull Run, OR

ABHT provided structural engineering services for the Bull Run Supply Treatment project (BRST) for the Portland Water Bureau located at the Headworks site in Bull Run, OR. The project was to include (3) new building structures: an approximate 16,000-sf UV Process Building, an approximate 16,000-sf Chlorine Building and an approximate 5,000-sf Operations Building. ABHT also provided support for site retaining walls and site structures which include a 30-ft high Outfall concrete structure, a generator pad with a steel framed screenwall, and a below grade concrete vault. The BRST project was completed through Construction Documents.

Portland Public Schools – Madison High School, Portland, OR

Performed Master Planning and full structural design for the remodel and new construction of the approximate \$150million 330,000-sf Madison High School in Portland, OR. The high school also consisted of seismic strengthening of the existing library as well as strengthening a floor area to accommodate library stack areas. Construction will be completed in August of 2021.

Portland Community College – Cascade Campus Phase 1 & 2, Portland, OR

PCC Cascade Campus bond improvements with \$41 million construction cost. Phase 1 included a full subgrade 68,000-sf, 200+ stall parking garage, a 48,000-sf three-story Academic Building, and a three-story 36,000-sft student center incorporating food service. Currently under construction, Phase 2 Improvements will incorporate the removal of the existing attached Student Center and renovation of the existing three-story, 37,000-sf steel framed Library structure.

Education:

Master of Structural Engineering,
Washington University in St.
Louis, 1996

Bachelor of Science in Civil
Engineering, Washington
University in St. Louis, 1995

Affiliations:

Structural Engineers Association of
Oregon

Teaching:

Adjunct Professor, University of
Oregon – Portland School of
Urban Architecture, 2002-2006,
2009-2012

Publications:

Co-Author of "A Sound Assembly,"
Civil Engineering, January 2000,
Vol. 70, No. 1

Contributing Author of "Building to
Last," Modern Steel Construction,
October 2000.

Registrations:

Professional Structural Engineer
OR 71253
CA S4570

Professional Civil/Structural
Engineer
WA 42629

Professional Civil Engineer
CA C58674



Pendleton Bus Barn

PENDLETON, OREGON, 9 ACRE SITE, CONSTRUCTION COST OF 3 MILLION

The City of Pendleton and surrounding rural communities are growing and demand for transit options has increased. The City transit fleet and staff’s new administration facility, transportation bus facility, and bus shelter facility support ongoing transit operations and the future electric fleet, and protect community assets.

Offering a cohesive style to the 9 acre planned infrastructure Net Zero campus, this project’s development will influence the design standard for Pendleton’s future public works campus, the airport, and other industrial projects in their light industrial neighborhood. MWA confirmed site infrastructure and capacity. Site elements include fencing, automated gates, wash station, stormwater detention, and well-defined circulation. MWA implemented strategies for times when poor air quality creates maintenance issues and staff health is affected. The design and specifications addressed energy conservation, waste reduction, and pollution prevention.

MWA supported grant applications for gap financing through Energy Trust of Oregon and provided descriptions of the sustainable features of the project for applications to local and state agencies for funding.

CLIENT

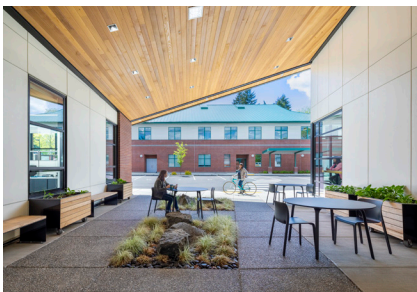
City of Pendleton

PROJECT REFERENCE

Bob Patterson, City of Pendleton
Public Works Director
Office: (541) 966-0241
Cell: (541) 969-3067

PERIOD OF SERVICE

2022 - 2024, on schedule



Clark Regional Wastewater District Campus

VANCOUVER, WASHINGTON, 52,000 SF, CONSTRUCTION COST OF \$10.6 MILLION

MWA was contracted to design the renovated administration building, expand and seismically strengthen the existing maintenance building, and provide a new operations building, covered parking/storage area, and decant facility. MWA confirmed site infrastructure and capacity for the expansive new campus to accommodate current employees and prepare for future growth. Considering the composition of how buildings connect, MWA created a natural circulation throughout the campus.

Striving for campus cohesion while modernizing the overall site, MWA designed the new operations building as a contemporary interpretation of the original, wrapping the exterior in brick, then defining the entrance with a change in materiality. MWA worked closely with maintenance staff to design functional interiors to meet each programmatic need while providing employees comfort, ease of use, and inviting spaces. The new operations building is equipped with an open office space, conference room, control center, break room, and locker rooms.

CLIENT

Clark Regional Wastewater District

PROJECT REFERENCE

Heath Henderson, District Engineer
(360) 993-8815

PERIOD OF SERVICE

2018 - 2022, met schedule



Interstate Operations & Maint. Campus

PORTLAND, OREGON, 78,000 SF, CONSTRUCTION COST OF \$36,000 MILLION

With over 300 Portland Water Bureau (PWB) employees reporting to this facility each day, the Interstate Maintenance Facility provides a front door for operations.

The LEED Gold certified facilities consist of a new warehouse building, an office building, and extensive site modernization. The project features a 36,000 SF essential services warehouse building that serves the Bureau's maintenance operations, a seven-vehicle bus barn, and future electric fleet. In addition, the 42,000 SF office building provides field crew and security support. Office spaces are open to promote team communication, filled with daylight, and use sustainable low-VOC finishes to maintain a healthy indoor environment.

MWA coordinated the building placement along the site's perimeter with site infrastructure and capacity. This placement reflects the Russell Street neighborhood's location and provides enhanced site security. The industrial campus design has views into the site from the bluffs above by Harriet Tubman Middle School and Portland Public Schools Administration Offices. The design features water efficient plantings with stormwater control and bioswales, a green roof, and energy efficient systems including heating and cooling. A Category 4 Essential Facility, the buildings are intended to remain functional during a catastrophic event and allow the PWB disaster response so they are able to continue serving the City.

CLIENT

Portland Water Bureau

PROJECT REFERENCE

Anne Hill, Program Development Manager
(503) 823-7239

PERIOD OF SERVICE

2010 - 2017, met schedule



Oak Lodge Sanitary District Campus

OAK GROVE, OREGON, 18,000 SF, CONSTRUCTION COST OF \$50 MILLION

Located in a residential area, the plant needed facilities that would serve the needs of the sanitary district staff while providing empathic design for the residential neighborhood and entry to a public park. MWA designed a new masterplan and facilities.

The plant edges are screened with residential scale landscaping and fencing. New facilities include vehicle storage facilities, headworks, electrical building, bulk storage, and support facilities. Architectural design upgrades focused on new and remodeled repair bays and maintenance facilities, administrative offices, employee lockers, and training rooms.

Extensive programming interviews were conducted with staff resulting in a programming document including parking plans and equipment lists, followed by master plan recommendations. Views of the Willamette River were retained and celebrated in office building and break room spaces.

CLIENT

CH2M Hill

PROJECT REFERENCE

Brett Arvidson, Project Manager, currently Project Engineer with the City of Oak Harbor
(360) 279-4521

PERIOD OF SERVICE

2007 - 2012, met schedule



**CLIENT**

Oregon Metro

PERIOD OF SERVICEPhase 1: Complete; Phase 2: July 2023;
Phase 3: Est. 2026: all met schedule**PROJECT REFERENCE**Casey Bradstreet, Project Manager
(360) 909-5375
casey.bradstreet@oregonmetro.gov

Oregon Metro RID Development

PORTLAND, OREGON, 21,000 SF, CONSTRUCTION COST OF \$3 MILLION

PHASE ONE - OFFICE REMODEL FOR IMMEDIATE OCCUPANCY

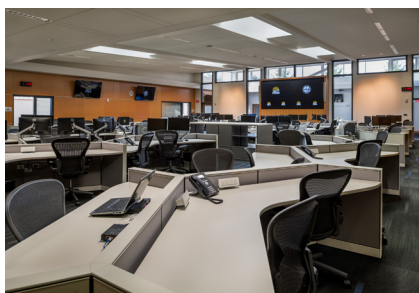
RID Patrol operates within the Waste Prevention and Environmental Service Department (WPES). WPES needs office, meeting, and storage space for personnel requiring in-person work. MWA is currently in the process of remodeling the existing office space for immediate occupancy. Tasks include painting the interior and exterior of the existing building, upgrading flooring throughout, upgrading the mechanical systems, and replacing all windows.

PHASE TWO - OPERATIONS CAMPUS WITH FLEET PARKING

Currently entering the permitting stage, MWA designed a new kitchenette, all-gender locker rooms, and all-gender restrooms. The remodel included plumbing upgrades, ceiling light replacements, and site upgrades, including ADA parking and new circulation with gates. The facilities were occupied and operational throughout the remodel.

PHASE THREE - DEVELOPMENT PACKAGE SUPPORTING SITE PURCHASE & BUILD-OUT

During the development study, MWA designed options that convey the property's potential if Metro purchases the building. MWA proposed improvements to RID's workflow, upgrading the outdoor shed spaces to maintenance and cleaning spaces for their trucks. MWA provided multiple options for Metro, including opportunities to keep the building currently being renovated and add on new space or to demolish the existing office and build new. MWA provided programming services for each option, including a community room and retail space for Metro paints. For each design, MWA researched and incorporated Metro's goals for ILFI's Core Green Building Certification.



Emergency Coordination Center

PORTLAND, OREGON, 30,000 SF, CONSTRUCTION COST OF \$12 MILLION

The Emergency Coordination Center is a critical public building that allows the City of Portland to provide a continuity of operation and management during an emergency. This state-of-the-art 30,000 sf LEED Gold facility is designed to meet Essential Facility standards and provides flexible office, training, and coordination space for a number of the City's emergency management and security entities. It can also be used as a temporary location for the City Council.

Most importantly, the ECC reflects the values and commitment of the City to its citizens. An intense land use process engaged the public and had the design team involved in neighborhood meetings. MWA supported this outreach effort by gathering feedback from architectural and landscape preference surveys, producing 3D visuals to allow neighbors and the public to envision this project.

CLIENT

City of Portland

COMPLETED

2014, met schedule

PROJECT REFERENCECarmen Merlo, Former Deputy Chief
Admin Officer, City of Portland
carmen.merlo@portofportland.com

3.

DISCLOSURE STATEMENT

Pictured: Portland Water Bureau's Interstate Operations and Maintenance Building



3. Disclosure Statement

PROVIDE A STATEMENT DISCLOSING WHETHER THE CONSULTANT OR ANY OF ITS STAFF ASSIGNED TO THIS CONTRACT HAVE BEEN SUED OR HAVE BEEN SUBJECT TO PROFESSIONAL DISCIPLINE IN CONNECTION WITH PROVIDING DESIGN SERVICES FOR ANY CLIENT, OR ANY RELATED SERVICES. IF SUCH LAWSUITS OR DISCIPLINARY ACTIONS HAVE OCCURRED, SUMMARIZE THE ALLEGATIONS, WHEN THEY OCCURRED, AND INDICATE THE OUTCOME OF THE PROCEEDINGS.

Key personnel included in our proposal have not been sued or have not been subject to professional discipline in connection with providing design services for any client, or any related services.

4.

PROJECT APPROACH & UNDERSTANDING

Pictured: Existing site for the City of
Sandy Operations Center



Project Understanding

The City of Sandy has a population of 12,743 and the public transit system serves these customers plus surrounding rural communities consisting of over 42,000 people. Demand for transit options is growing and the City of Sandy Transit Master Plan (TMP) provides a roadmap to meet those needs.



PROGRAM

The City's transit fleet and staff need two new buildings to support ongoing transit operations and protect community assets. The first building is a second administration building, and the second building is a maintenance bay. Both are part of the Sandy Operations Center and part of a phased development plan referred to as the Operations Master Plan.

The existing administration building has been outgrown. It will better support all personnel who use the new and existing administration building to re-balance collaboration spaces with quiet work areas. Providing a clean, restful aesthetic that supports the health and wellbeing of personnel is key to the success of the new buildings. MWA brings teammates who are experts at folding a natural experience into interior environments at industrial campuses. Daylit spaces layered with access to the natural environment coupled with modern finishes and clean lines: we offer a space to thrive.

We anticipate that support spaces for both buildings will be verified with the City and stakeholders and may include locker rooms, safety supply room or bus operator ready room. Security and clear visibility are paramount, and safety needs to be designed into all solutions while provisions for limited vehicle maintenance and seasonal tire change and storage will be needed.

Potential programmatic spaces include:

- Maintenance building (~6,240 SF)
 - » Plan and design for electric, gas, and diesel vehicles
 - » Service for 35-foot busses
 - » Service for transit vans
 - » Service for other support fleet vehicles
- Administration Building (~4,000 SF)
 - » Office space
 - » Training and conference space
 - » Break rooms
 - » Restrooms



BUDGET

The City has secured \$198,000 in funding for Schematic Design through Construction Documents as part of the Federal Grants for Buses and Bus Facilities Infrastructure Investment Program (5339). Additional funds may be available through STIF, Energy Trust of Oregon, and other funders. As the project is further defined, evolving budget goals will need to be tracked.



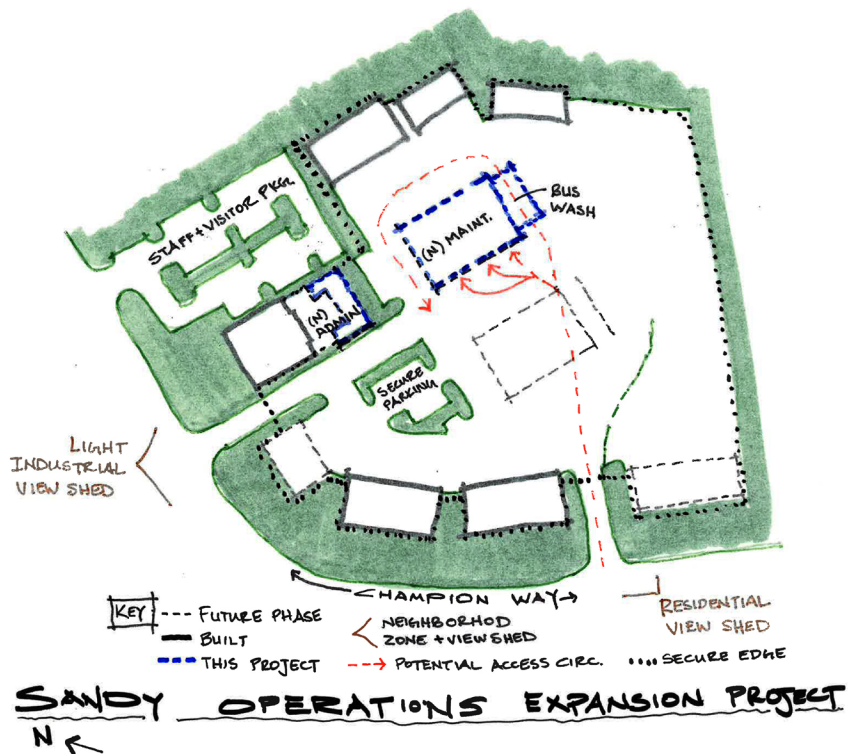
COMMUNITY

This project is also an opportunity to continue the cohesive campus style on the 15-acre project site located along 16610 Champion Way in Sandy, Oregon. The Operations campus is opposite retail shops, the cinema and a church. The campus has a refined 'Sandy' design style and is richly landscaped to soften the industrial

uses and to address stormwater management. The existing administration building will block the view of the new facility buildings. However, it also sets up for a protected courtyard breezeway or internal connection between the existing administration building and new administration building. The new maintenance bays will be opposite the new administration building and will be along the planned campus bus circulation route.

MULTI-SERVICE CAMPUS

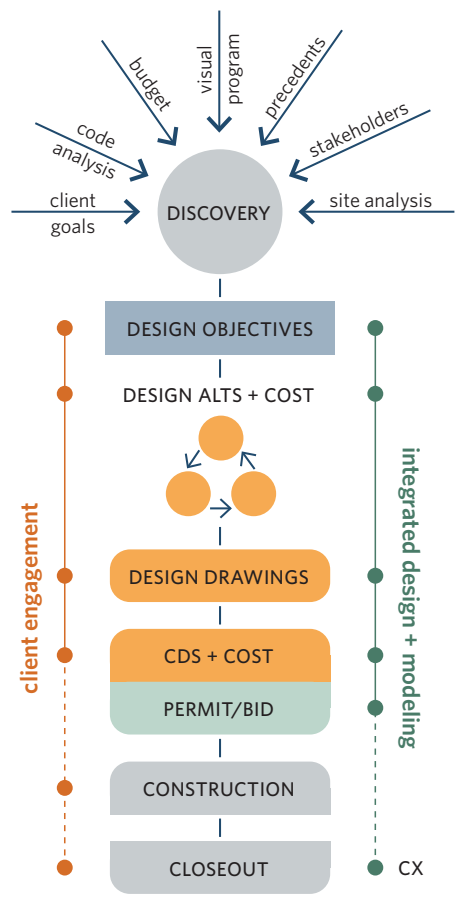
Known services for the buildings include architectural and interior design work, structural engineering, mechanical and electrical engineering. For the site: civil, and potentially, survey, geotechnical engineering, environmental and landscape work. This project's development will affect other City departments. The Operations Campus serves Public Works, also, so site circulation solutions will need to be confirmed for vehicles accessing the site for both departments.



Our team enjoyed visiting the campus and studying the neighborhood, circulation, and aesthetic contribution of the campus to the community

Project Approach

MWA'S DESIGN PROCESS



PROGRAM

Our approach to your project is outlined in our work plan and schedule below. We begin by examining site opportunities and constraints while simultaneously verifying your existing programming and space needs. To verify building program and site needs, **we will work with your internal stakeholders** and identify any changes that have emerged. This efficiently front-loads our information gathering for both site and buildings. This, paired with validation conversations with your internal management, is our approach to quality assurance for the data informing the administration building and maintenance building designs. Our organizational chart and schedule reflect this thinking. We follow this effort with a stakeholder workshop weighing alternatives and analyzing their performance against your declared project goals. Cost estimating is key to respecting fiscal resources and ACC Cost Consulting will provide local costs from local vendors to support decision making at this stage.

ADAPTABILITY

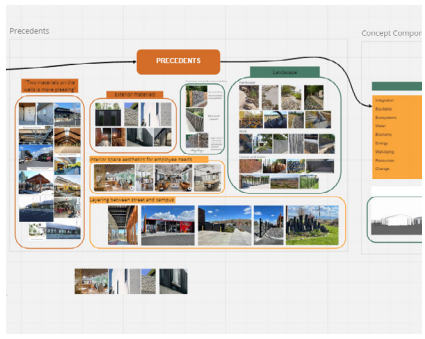
Adaptability serves the City of Sandy by creating a project culture that looks for ways to improve and refine design as new information emerges. Adaptability should also be a characteristic of the building after it is complete, flexibly serving the Operations Campus for years to come. Some 'adaption' design considerations that could improve the project include:

- Identify local materials to manage supply chain and invest in community
- Establish a flexible floor plan and building infrastructure
- Embrace expansion options and plan for them in this project
- Accept environmental challenges such as wildfire smoke and design for them
- Investigate how the building may be upgraded or expanded without shutting down
- Provide access to nature and views within the building to reduce stress and promote wellness

ENERGY, WASTE, AND POLLUTION REDUCTION

As we begin to consider Design Alternates, the MWA team will lean into the idea of adaptability and respect for resources. Energy conservation, waste reduction, and pollution prevention requirements are included in our designs and specifications through cross-disciplinary coordination. We take cues from a site's surroundings and work with you on defining the appropriate design intent. Our integrated design team offers energy modeling and site analysis to meet your design objectives. While electric charging for vehicles and solar energy generation will be part of the conversation, our approach is conservation first.

We also listen closely to your stakeholders, especially your operations and maintenance teams. Interface Engineering and Landis Consulting will align energy conservation, tempering, ventilation, security and power systems equipment decisions with your campus existing systems to simplify ongoing maintenance. Ultimately, attention to these more technical aspects will yield a healthy building environment that serves personnel in their daily and seasonal work and is streamlined to operate and maintain.



The City of Sandy, stakeholders, and the design team will use cloud-based whiteboard software that is simultaneously transparent, accessible, and interactive.



Chambers Creek Washington Vehicle Storage and Maintenance facility



MWA's in-person workshops facilitate staff participation with printed layouts and images to draw on, mark up, and document feedback together.

COMMUNITY AND FUNDING REQUIREMENTS

JLA has provided public outreach support for the City of Sandy Transit Master Plan and other City of Sandy projects. Their local experience puts them ahead in identifying stakeholders, internal and external. We include JLA on an as needed basis; reporting for the City of Pendleton ODOT (FTA) 5339 grant required demonstration of ongoing public involvement. Should their assistance be needed, they will work with City of Sandy staff, the design team and stakeholders gathering and document community expectations and needs.

CAMPUS OPPORTUNITIES

We also see the planning stage of a project as a time to identify possibilities and industry trends in light of fleet and campus electrification project goals. To address this, we bring Joseph Purkey of Convergence Architecture (CA) as transportation design 'subject matter expert.' CA recently completed a similar bus barn project for Portland's TriMet and we welcome their involvement as a COBID WBE. MWA has worked with CA on planning for future electrification and net zero campus design at the Pendleton Bus Barn Project, as well. CA will provide our technical quality control review for alternatives, the final recommended plan, and project documents. At this planning stage we will address the role the campus has in disaster recovery for the community and mutual aid considerations.

Our site team works entirely from offices local to Clackamas County and is led by HHPR. HHPR services include survey on an as-needed basis. Existing site information will be used to confirm siting and footprints. Once these are confirmed, a limited survey will be needed to update BIM files with utility and site feature locations. We do not anticipate landscape architecture requirements, however should stormwater facilities require upgrades to meet new impervious surface area (introduced by the new administration and maintenance buildings) we include Juncus Studio on an as-needed basis.

Our building team is led by MWA. Similar to your project, MWA's Jean Root, ABHT's Randall Toma, and Interface Engineering (IEI) provided a creative pre-engineered bus barn solution for the 13-acre Portland Water Bureau's (PWB) Interstate operations and maintenance facility. ABHT designed the foundations and MWA worked closely with PWB to develop a detailed design-build specification and concept drawings for bid. IEI directed the fire protection, heating, and ventilation design required to protect the bus and fleet assets. This approach saved on cost and time while offering the owner engagement with the design. We have also provided customized pre-engineered solutions for clients like Oak Lodge Sanitary District and the City of Pendleton (Bus Barn Project) that reflect the neighborhood stakeholders' expectations. Should the City choose a pre-engineered structure for the Maintenance Building, the structural engineering design budget would be reduced by 15-20%. Although the City has noted that this project will not be subject to the Build America Buy America (BABA), MWA does have experience meeting the most recent BABA requirements and supporting exclusions/exemptions requests for mechanical or electrical equipment not currently manufactured in the United States.

COST CONTROL IDEAS

Our team has discussed cost extensively: (1) how to right-size design efforts, and (2) how to achieve the City of Sandy's project goals, funder requirements, and community needs all while controlling the construction budget. One strategy we recommend is holding contingencies for site investigations. Actual costs will be

right-sized once historical data is reviewed and potential footprints of new buildings and hardscape are confirmed. The contingencies we recommend are: Geotechnical \$36,460 (Rhino One), Landscape Architecture \$10,000 (Juncus) and Survey \$8,000 (HHPR). Environmental (MFA) and Public Outreach (JLA) will be on-call should those services be needed to complement existing efforts performed by the City. When looking at construction costs, MWA has experience customizing pre-engineered buildings. Should this option be attractive to the City for the maintenance building, additional cost reductions can be considered for structural and architectural design services.

Note: All workshops and stakeholder meetings, including the kick-off, will be in-person in Sandy, Oregon.

MANAGING SCOPE, SCHEDULE, AND BUDGET

MWA's project manager (PM), Leslee, will be an extension of the City PM. The MWA PM will work with you to establish the Project Management Plan (PMP), including communication plan, and frameworks for action and decision logs. All these tools will be available on MS Teams/SharePoint or other multi-editor platforms to meet the City's needs. The PMP will also be used to manage and control project scope, schedule, and budget. We will develop the PMP in lock-step with your project manager and refine these tools to best serve the Operations Campus.

Scope management is part of our PMP. To quickly achieve scope consensus, MWA will engage in a collaborative process with the City. The key to success is clearly defining project goals, establishing critical requirements, and building collective consensus to not only lay the foundation for a successful project but also minimize the potential for schedule delays and associated costs. MWA's project team will work with the City, including project manager, stakeholders, and facility representatives, to understand your objectives and define those objectives into a scope that works for your given time, budget, and project parameters.

Despite a strong start, unforeseen challenges can emerge. When this happens, we define the schedule and budget impact (if any) and look for ways to minimize its effect on the project in a solutions-based approach. Our quality assurance protocols include:

- Assigning key staff for the life of each project to provide continuity
- Regularly reviewing work for design and management
- Establishing quality management protocol roles and responsibilities for each team member at the project's outset
- Incorporating quality assurance tasks as part of the project schedule
- Establishing clearly defined project deliverables and their anticipated level of effort
- Promptly responding to all correspondence

MWA SUPPORTS OUR CLIENTS IN SOURCING PROJECT FUNDS

MWA is an active participant in sourcing project funds. For the City of Pendleton Bus Barn project, we reported, facilitated, and authored grants and other funding resources including:

- 3 Energy Trust of Oregon Grants
- 2 ODOT Grants (includes 5339)
 - » Planning & Construction
 - » Waiting for Categorical Exclusion
- BABA – Should this be uncovered as a funder requirement, MWA is experienced in supporting design, project delivery and Specifications for BABA. Projects



recently City of Pendleton Bus Barn Grant 5339 required BABA. We can support exceptions for materials unavailable such as electrical panels greater than 200 amps.

- Oregon Department of Energy (ODOE) Campus renewable energy generation planning grant.
- RID - Oregon House Bill 5202. State grant clean-up programs

WORKING TOWARDS A PROJECT THAT IS EASILY PERMITTABLE

Leslee, in addition to her project management skillset, has extensive permitting experience in negotiating and working with Authorities Having Jurisdiction (AHJ) for code compliance and the coordination of submittal documents. She thoroughly researches standards and submittal requirements for each AHJ. Her coordinated permit and bid sets have few addenda and requests for information during construction. MWA will participate in pre-development meetings, and we anticipate access to the building official during design.

MWA also assembles a Permit Matrix. The Permit Matrix is organized by agency and includes:

- Permit type data
- Information needed to complete applications
- Responsible parties to provide the
- Rough timing for agency review
- Sequencing and dependencies

MWA recently completed construction on the Clark Regional Wastewater District (CRWD) campus. The CRWD required permitting interactions with multiple agencies.

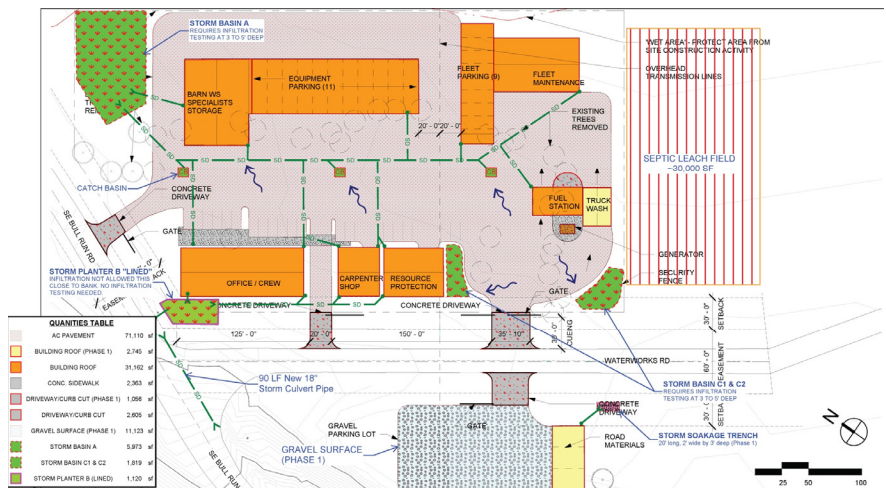
Some successful permitting lessons learned from that project:

- When each building has its own permit, the contractor can have multiple buildings under construction at once. This provides flexibility and speedier completion.
- If employees need to be moved in incrementally as the project is completed, we can obtain temporary Certificates of Occupancy to accommodate the reshuffling of staff.
- Project closeout and as-built drawings can be phased for a consistent workflow instead of a big push at the end of construction.

The approach to site permitting is led by our civil engineer, HHPR. The civil engineer is tasked with getting the campus site work permitted through the City of Sandy and utility improvements with City of Sandy Development Services.

“MWA was instrumental to PWB completing its 10-year feasibility study...within scope, schedule, and budget. They led stakeholder meetings efficiently and effectively and provided valuable insight regarding the need for additional focus interviews and ‘in reach’ activities/meetings.

- Marie Del Toro, Project Manager, Sandy River Operations Campus City of Portland Water Bureau



5.

WORK PLAN AND DELIVERABLE SCHEDULE

Pictured: Jean Root presenting at Clackamas County Water Environment Services (WES) on Green Roof integration for public, industrial facilities.



Work Plan

DELIVERABLES:

Kick-off agenda and meeting notes,
monthly project status reporting

MEETINGS/WORKSHOPS:

Kick-off meeting
Weekly status check-ins with City PM
Check-in meetings MWA/City PM
(allow 10 @ 30 min)
Consultant Coordination Meetings
(allow 6 @ 60 min)

TASK 1: PROJECT MANAGEMENT

- Kick-off + site visit
- Energy trust early assistance meeting (upon request)
- Project delivery options meeting (upon request)
- Project development and controls
- Check-in meetings mwa/city pm (allow 10 @ 30)
- Consultant coordination meetings (allow 6 @ 60min)

ASSIGNED PERSONNEL HOURS ANTICIPATED BY TASK

	MWA	CONVERGENCE	INTERFACE	HHPR	LANDIS	ABHT	ACC
PRINCIPAL	13	6		8	8	8	6
PROJECT MANAGER	27						
ARCHITECT	9						
SENIOR ENGINEER			8				
TOTAL HOURS	49	6	8	8	8	8	6
TOTAL COST	\$8,920	\$1,242	\$1,760	\$1,880	\$1,560	\$1,800	\$1,176

DELIVERABLES:

Meeting agenda and notes from
interviews, Workflow Workshop
minutes

MEETINGS/WORKSHOPS:

Workflow workshop prep, agenda,
facilitate and notes

TASK 2: DISCOVERY/REVIEW EXISTING INFORMATION

- Request and review existing materials from City
- Clarify permit requirements with Authority Having Jurisdiction (AHJ)
- Perform programming interviews/visit facilities
- Workflow workshop prep, agenda, facilitate + notes

ASSIGNED PERSONNEL HOURS ANTICIPATED BY TASK

	MWA	CONVERGENCE	INTERFACE	HHPR	LANDIS	ABHT	ACC
PRINCIPAL	4	7		6			
PROJECT MANAGER	18						
ARCHITECT	6						
DESIGNER	28						
DRAFTER				10			
TOTAL HOURS	56	7		16			
TOTAL COST	\$8,000	\$1,512		\$2,960			

DELIVERABLES:

Draft and Final Alternatives memorandum, Alternatives Workshop agenda and minutes, Public Outreach Workshop, agenda and notes

MEETINGS/WORKSHOPS:

Cost estimate review meeting
Public Open House support (upon request)

Three meetings/notes/follow-up

TASK 3: ALTERNATIVES DEVELOPMENT

- Develop site layout options (allow 3)
- Develop building layout options (allow 3)
- Develop aesthetic options and materials palette
- Develop draft Alternatives Memorandum
- Draft/final for each Alternative (October 2023)
- Meeting to review cost estimates

ASSIGNED PERSONNEL HOURS ANTICIPATED BY TASK							
	MWA	CONVERGENCE	INTERFACE	HHPR	LANDIS	ABHT	ACC
PRINCIPAL	10			16			5
PROJECT MANAGER	11						22
ARCHITECT	35	14					
INTERIOR DESIGNER	28						
DESIGNER	60						
SENIOR ENGINEER			9		6		
ENGINEER			9	4			
DRAFTER				28			
COST ESTIMATOR							38
TOTAL HOURS	144	14	18	48	6		65
TOTAL COST	\$19,430	\$2,817	\$3,600	\$8,760	\$930		\$9,453

DELIVERABLES:

Draft and Final Planning and Design Memorandum, review meeting agenda and notes

MEETINGS/WORKSHOPS:

Draft memorandum review meeting

TASK 4: RECOMMENDED DEVELOPMENT 30% DESIGN

- 0% drawing production
- Specifications outline
- Material data collection for cost estimate
- MWA consultant coordination
- Energy model by MWA
- 30% QA/QC
- Three meetings/notes/follow-up
- 30% draft/final (January 2024)
- Meeting to review cost estimates

ASSIGNED PERSONNEL HOURS ANTICIPATED BY TASK							
	MWA	CONVERGENCE	INTERFACE	HHPR	LANDIS	ABHT	ACC
PRINCIPAL	10	4		16	1	22	6
PROJECT MANAGER	29						26
ARCHITECT	69						
INTERIOR DESIGNER	47						
DESIGNER	85						
SENIOR ENGINEER			13		32	38	
ENGINEER			13	8			
DRAFTER				24	18	8	
ADMIN			6				
COST ESTIMATOR							46
TOTAL HOURS	250		32	48	51	68	78
TOTAL COST	\$34,495	\$828	\$5,860	\$8,800	\$6,775	\$12,150	\$11,347

DELIVERABLES:

Planning level cost estimates for alternatives and refined estimate for recommended plan

MEETINGS/WORKSHOPS:

Cost estimate review meeting
Public open house support (upon request)

TASK 5: DESIGN FINAL DEVELOPMENT 60% DESIGN

- 60% drawing production
- Specifications draft
- MWA consultant coordination
- Energy model update by MWA
- 60% QA/QC
- Three meetings/notes/follow-up
- 60% draft/final (April 2024)
- Meeting to review cost estimates

ASSIGNED PERSONNEL HOURS ANTICIPATED BY TASK							
	MWA	CONVERGENCE	INTERFACE	HHPR	LANDIS	ABHT	ACC
PRINCIPAL	18	4		12	2	20	7
PROJECT MANAGER	29						26
ARCHITECT	92						
INTERIOR DESIGNER	58						
DESIGNER	116						
SENIOR ENGINEER			22		56	46	
ENGINEER			28	8	44		
DRAFTER			10	28		10	
COST ESTIMATOR							50
TOTAL HOURS	313	4	60	48	102	76	83
TOTAL COST	\$42,000	\$828	\$10,980	\$8,480	\$13,030	\$13,260	\$12,197

DELIVERABLES:

90% Construction/Permit drawings
90% Construction/Bid specifications
Construction/Bid drawings
Construction/Bid specifications
Meeting minutes for two meetings, and up to ten check sheet responses
All documents shall be digitally delivered via email to the City PM

MEETINGS/WORKSHOPS:

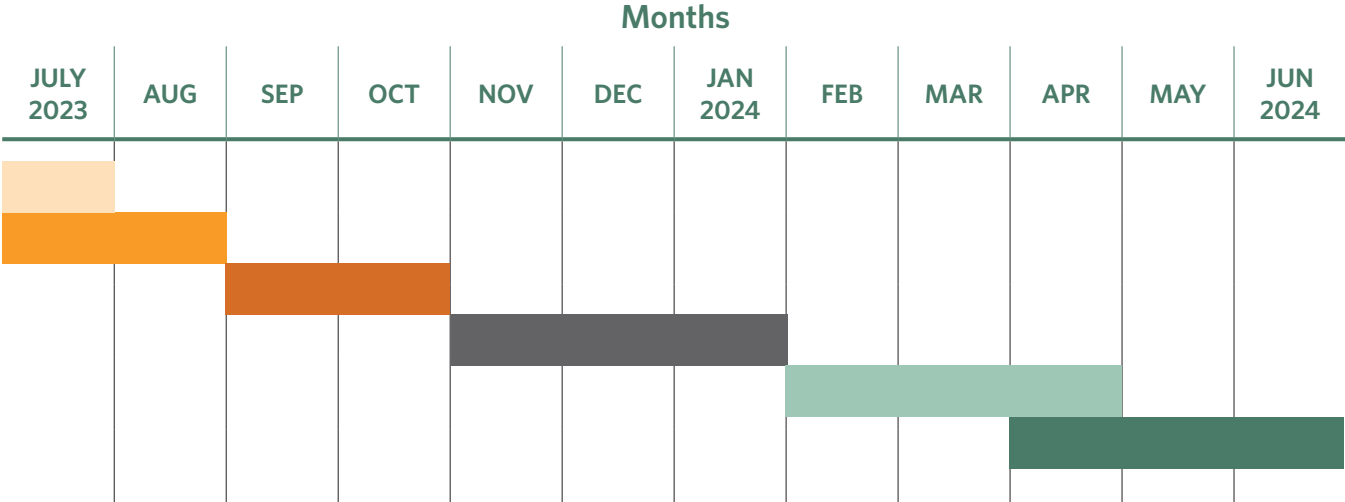
Two meetings/notes/follow up

TASK 6: CONSTRUCTION/PERMIT DOCUMENTS 90% DESIGN

- 90% and construction and permit drawing production
- Specifications - final
- Cost estimate + support
- MWA consultant coordination
- 90% and 100% QA/QC
- Permit assistance
- Permit revisions/responses

ASSIGNED PERSONNEL HOURS ANTICIPATED BY TASK							
	MWA	CONVERGENCE	INTERFACE	HHPR	LANDIS	ABHT	ACC
PRINCIPAL	7	4		24	5	23	6
PROJECT MANAGER	23						24
ARCHITECT	31						
INTERIOR DESIGNER	28						
DESIGNER	48						
SENIOR ENGINEER			26		52	51	
ENGINEER			46	16			
DRAFTER				44	50	12	
ADMIN			22				
COST ESTIMATOR							40
TOTAL HOURS	137	4	94		107	86	70
TOTAL COST	\$18,620	\$828	\$16,420		\$13,535	\$15,015	\$10,286

Deliverable Schedule



1 Project Management

- MWA: 49 hours
- Convergence: 6 hours
- Interface: 8 hours
- HHPR: 8 hours
- Landis: 8 hours
- ABHT: 8 hours
- ACC: 6 hours

2 Discovery/Review Existing Information

- MWA: 56 hours
- Convergence: 7 hours
- HHPR: 16 hours

3 Alternatives Development

- MWA: 144 hours
- Convergence: 14 hours
- Interface: 18 hours
- HHPR: 48 hours
- Landis: 6 hours
- ACC: 65 hours

4 Recommended Development 30% Design

- MWA: 250 hours
- Interface: 32 hours
- HHPR: 48 hours
- Landis: 51 hours
- ABHT: 68 hours
- ACC: 78 hours

5 Design Final Development 60% Design

- MWA: 313 hours
- Convergence: 4 hours
- Interface: 60 hours
- HHPR: 48 hours
- Landis: 102 hours
- ABHT: 76 hours
- ACC: 83 hours

6 Construction/Permit Documents 90% Design

- MWA: 137 hours
- Convergence: 4 hours
- Interface: 94 hours
- Landis: 107 hours
- ABHT: 86 hours
- ACC: 70 hours



For the TriMet Facilities Assessment Study MWA assessed over 20 TriMet facilities documenting office and storage uses to make recommendations on space consolidation.

Assumptions

- Building technology, data, communications, CCTV design is excluded; conceptual design is included.
- Sustainability goals will be provided by the City; MWA will make recommendations if none are provided.
- No sustainability certifications are required.
- MWA will provide drawings using Autodesk Revit program and in PDF format for reviews; Revit can be converted to ACAD as needed by the City.
- Drawing setup to be coordinated with the City; coordinate systems to be compatible.
- MWA will provide reports using MS Word and in PDF format for reviews.
- MWA to provide and coordinate permitting services as needed to facilitate work in coordination with the City.
- Signage consultant will not be required.
- Document review comment periods by City are ten (10) calendar days or less.
- All comments by City will be vetted by the City Project Manager.
- All comments that cannot be incorporated into the project documents will be adjudicated by the City Project Manager.
- The City will provide access to facilities for site investigations as needed.
- All deliverables to be digital.
- Furniture, fixtures and equipment procurement excluded; space planning included.
- No public improvements are required of any kind (e.g. no public frontage or public utility improvements).
- Existing stormwater management (quality/quantity) facilities for the site are already constructed to the masterplan buildout and can be utilized as they exist.
- No formal stormwater management design, detailed analysis, calculations are required.
- Existing site utilities for the two new buildings are adequately sized and nearby (e.g. storm conveyance, sanitary, water, fire).
- New site utilities will be designed to serve the buildings, but extensive new design or extensions of the existing system are assumed not required.
- Detailed site layout, grading, and erosion control design is assumed to be confined to the area of work directly around the two new buildings.
- Area of disturbance is assumed under one-acre and a DEQ 1200-C permit is not required.
- Survey scope contingency assumes a two-day job (topographic survey area only, no boundary work).

6.

REFERENCES

Pictured: MWA volunteering for a Habitat for Humanity build in 2022



EXHIBIT E – REFERENCES

Proposer Name:
MWA Architects, Inc.

Provide complete references with telephone numbers and email below. References must be able to verify the quality of your previous work in the proposed area of work. Add additional pages if needed.

REFERENCE 1

Clark Regional Wastewater District

Organization Name

Heath Henderson, P.E., District Engineer

Contact Person

8000 NE 52nd Ct, Vancouver, WA 98665

Mailing Address:

360.993.8815

Phone

hhenderson@crwwd.com

Email (needed for reference checks)

2018-2022

Contract Term:**Project Description:**

MWA designed the new operations building as a contemporary interpretation of the original, wrapping the exterior in brick, then defining the entrance with a change in materiality. MWA worked closely with maintenance staff to design functional interiors to meet each programmatic need while providing employees comfort, ease of use, and inviting spaces. The new operations building is equipped with an open office space, conference room, control center, break room, and locker rooms.

REFERENCE 2

Oregon Metro

Organization Name

Casey Bradstreet

Contact Person

600 NE Grand Ave., Portland OR 97232

Mailing Address:

360.909.5375

Phone

casey.bradstreet@oregonmetro.gov

Email (needed for reference checks)

2020-2026

Contract Term:**Project Description:**

A Three Phased project for RID Patrol, which operates within the Waste Prevention and Environmental Service Department (WPES). Phase one - Office Remodel for Immediate Occupancy; Phase two - Operations Campus with Fleet Parking; Phase three - Development Package Supporting Site Purchase & Build-Out

REFERENCE 3

City of Pendleton

Organization Name

Bob Patterson, Public Works Director

Contact Person

500 SW Dorion Avenue, Pendleton, OR 97801

Mailing Address:

(541) 966-0241

Phone

bob.patterson@ci.pendleton.or.us

Email (needed for reference checks)

2022-2024

Contract Term:**Project Description:**

Offering a cohesive style to the 9 acre site, this project's development will influence the design standard for Pendleton's future public works campus, the airport, and other industrial projects in their light industrial neighborhood. Site elements include fencing, automated gates, wash station, stormwater detention, and well-defined circulation. MWA supported grant applications for gap financing through Energy Trust of Oregon and provided descriptions of the sustainable features of the project for applications to local and state agencies for funding.

X.

ADDITIONAL ATTACHMENTS

Exhibit A

Exhibit B

Exhibit C

Exhibit D

Addendum 1 & 2 acknowledgment



EXHIBIT A – PROPOSAL CERTIFICATIONS

The undersigned hereby proposes and if selected agrees to furnish the services described in accordance with the RFP, exhibits, attachments, and addenda, if applicable, for the term of the Agreement and certifies that the proposer is not in any way involved in collusion and has no known actual or apparent conflict of interest in submitting a proposal.

Certifications

Non-Collusion The undersigned Proposer hereby certifies that it, its officers, partners, owners, providers, representatives, employees and parties in interest, including the affiant, has not in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Proposer, potential Proposer, firm or person, in connection with this solicitation, to submit a collusive or sham bid, to refrain from bidding, to manipulate or ascertain the price(s) of other Proposers or potential Proposers, or to secure through any unlawful act an advantage over other

Proposers or the City. The fees, prices, and Response submitted herein have been arrived at in an entirely independent and lawful manner by the Proposer without consultation with other Proposers or potential Proposers or foreknowledge of the prices or Responses to be submitted in response to this solicitation by other Proposers or potential Proposers on the part of the Proposer, its officers, partners, owners, providers, representatives, employees or parties in interest, including the affiant.

Discrimination The undersigned Proposer has not discriminated and will not discriminate against any minority, women or emerging small business enterprise or against a business enterprise that is owned or controlled by or that employs a disabled veteran in obtaining a required subcontract.

Conflict of Interest The undersigned Proposer and each person signing on behalf of the Proposer certifies, and in the case of a sole proprietorship, partnership, or corporation, each party thereto certifies as to its own organization, under penalty of perjury, that to the best of their knowledge and belief, no member of the City Council, officer, employee, or person, whose salary is payable in whole or in part by the City, has a direct or indirect financial interest in the award of this Response, or in the services to which this Response relates, or in any of the profits, real or potential, thereof, except as noted otherwise herein. The undersigned hereby submits this Response to furnish all work, services, systems, materials, and labor as indicated herein and agrees to be bound by the

following documents: Request for Proposals, Addenda, Agreement, Exhibits and Attachments, and associated inclusions and references, specifications, Proposer’s response, mutually agreed clarifications, appropriately priced change orders, exceptions which are acceptable to the City, and all other Proposer’s submittals.

Proposer must disclose any apparent or perceived conflict of interest, including but not limited to, current or past relationships with consultants, contractors, subcontractors, or engineers associated with this Project. Furthermore, Proposer must disclose any current or past relationship as a City of Albany employee. If a perceived conflict may exist, then attach a letter of explanation disclosing the potential conflict or relationship.

Disadvantaged Business Enterprises (DBE) (check applicable box): Yes No

Type of DBE _____

Reciprocal Preference Law - Residency (check one box): Resident Proposer Non-Resident Proposer

Addenda Acknowledgement – No. 1 Dated 5/26/23 No. 2 Dated 5/26/23 No. Dated

Signature Block

The undersigned hereby certifies that the information contained in these certifications and representations is accurate, complete, and current.

Jean von Barga Root, Principal, Director of Sustainability,
503.705.0653

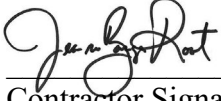
Contractor Name/Title Telephone Number

501 SE 14th Avenue #103
Portland, OR 97214

Mailing Address, City, State, Zip

N/A

Fax Number



Contractor Signature

503.705.0653

Telephone Number

FEIN #94-3070035

Tax Identification No.

jvonbarga@mwaarchitects.com

Email Address

6/1/2023

Date


EXHIBIT B – CERTIFICATION STATEMENT FOR CORPORATION OR INDEPENDENT CONTRACTOR

A. Contractor is a Corporation, Limited Liability Company, or a Partnership

I certify under penalty of perjury that Contractor is a (check one):

Corporation Limited Liability Company Partnership Nonprofit Corporation

authorized to do business in the State of Oregon

Signature: 

Title: Principal, Director of Sustainability

Date: 6/1/2023

B. Contractor is a Sole Proprietor Working as an Independent Contractor

Contractor certifies under penalty of perjury, that the following statements are true:

1. If Contractor is providing services under this Contract for which registration is required under ORS Chapter 71 (Architects and Landscape Contractors) or 701 (Construction Contractors), Contractor has registered as required by law.
2. Contractor is free to determine and exercise control over the means and manner of providing the service subject to the right of the City to specify the desired results.
3. Contractor is responsible for obtaining all licenses or certifications necessary to provide the services.
4. Contractor is customarily engaged in providing services as an independent business. Contractor is customarily engaged as an independent contractor if at least three of the following statements are true.

Note: Check all that apply. You must check at least three to establish that you are an independent contractor.

- A. Contractor’s services are primarily carried out at a location that is separate from Contractor’s residence or primarily carried out in a specific portion of the residence which is set aside as the location of the business.
- B. Contractor bears the risk of loss related to the services provided under this Contract.
- C. Contractor provides services to two or more persons within a 12-month period or Contractor routinely engages in business advertising solicitation or other marketing efforts reasonably calculated to obtain new contracts for similar services.
- D. Contractor makes a significant financial investment in the business.
- E. Contractor has the authority to hire additional persons to provide the services and has authority to fire such persons.

Contractor Signature: _____

Name/Title: _____

Date: _____

EXHIBIT C - PROPOSER REPRESENTATIONS AND CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS

Failure of the proposer to complete and sign this form may result in the rejection of the submitted offer. The proposer will notify Purchasing in the Finance Department within 30 days of any change in the information provided on this form.

The proposer certifies to the best of its knowledge and belief that neither it nor any of its principals:


1. Are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from submitting bids or proposals by any federal, state, or local entity, department or agency;
2. Have within a five-year period preceding the date of this certification been convicted of fraud or any other criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) contract embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are presently indicted for or otherwise criminally charged with commission of any of the offenses enumerated in Paragraph 2 of this certification;
4. Have, within a five-year period preceding the date of this certification had a judgment entered against contractor or its principals arising out of the performance of a public or private contract;
5. Have pending in any state or federal court any litigation in which there is a claim against contractor or any of its principals arising out of the performance of a public or private contract; and
6. Have within a five-year period preceding the date of this certification had one or more public contracts (federal, state, or local) terminated for any reason related to contract performance.

If proposer is unable to attest to any of the statements in this certification, proposer must attach an explanation to their offer. The inability to certify to all of the statements may not necessarily preclude the proposer from award of a contract under this procurement.

ATTESTATION:

SIGNATURE OF AUTHORIZED PERSON:

(notarization is not required)

Contractor Signature: 

Date: 6/1/2023

Name/Title Principal, Director of Sustainability

Company Name: MWA Architects, Inc.

EXHIBIT D – CERTIFICATION OF INSURANCE REQUIREMENTS

Contractor must at all times maintain in force at Contractor's expense the insurance noted below.

Evidence of Insurance should be attached to this form.

Workers' Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide workers' compensation coverage in accordance with ORS Chapter 656 or CCB (Construction Contractors Board) for all subject workers. Contractor and all subcontractors of Contractor with one or more employees must have this insurance unless exempt under ORS 656.027. **Employer's Liability Insurance with coverage limits of not less than \$1,000,000 must be included. If Contractor does not have coverage, and claims to be exempt, Contractor must indicate exemption below with qualified reasons for exemption, ORS 656.027.** Out-of-state Contractors with one or more employees working in Oregon in relation to this Contract must have Workers' Compensation coverage from a state with extraterritorial reciprocity, or they must obtain Oregon specific Workers' Compensation coverage ORS 656.126. Check this box if Contractor is exempt and provide qualified reason: _____

Professional Liability insurance covering any damages caused by error, omission or any negligent acts of the Contractor, its subcontractors, agents, officers, or employees' performance under this Contract. **Combined single limit per occurrence shall not be less than \$2,000,000. Annual aggregate limit shall not be less than \$2,000,000.** If coverage is on a claims-made basis, then either an extended reporting period of not less than 24 months shall be included in the Professional Liability insurance coverage, or Contractor shall provide **Tail Coverage.**

If this box is checked, the limits shall be \$1,000,000 per occurrence and \$1,000,000 in annual aggregate.

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Commercial General Liability insurance with coverage satisfactory to the City on an occurrence basis. **Combined single limit shall not be less than \$2,000,000 per occurrence for Bodily Injury and Property Damage and annual aggregate limit for each shall not be less than \$3,000,000.** Coverage may be written in combination with Automobile Liability Insurance (with separate limits). **Annual aggregate must be on a "per project basis".** A combination of primary and **Excess/Umbrella insurance** may be used to meet the required limits of insurance.

If this box is checked, the limits shall be \$1,000,000 per occurrence and \$2,000,000 in annual aggregate.

If this box is checked, the limits shall be \$5,000,000 per occurrence and \$5,000,000 in annual aggregate.

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Automobile Liability covering all owned, non-owned, or hired vehicles. This coverage may be written in combination with the Commercial General Liability insurance (with separate limits). **Combined single limit per occurrence shall not be less than \$2,000,000.** Use of personal automobile liability insurance coverage may be acceptable if evidence that the policy includes a business use endorsement is provided.

If this box is checked, the limits shall be \$1,000,000 per occurrence.

If this box is checked, the limits shall be \$5,000,000 per occurrence.

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Pollution Liability covering Contractor's or appropriate subcontractor's liability for bodily injury, property damage and environmental damage resulting from sudden accidental and gradual pollution and related cleanup costs incurred by Contractor, all arising out of the Goods delivered or Services (including transportation risk) performed under this Contract is required. If this coverage is on a claims-made basis, the policy must provide a 24-month extended reporting period. **Coverage must have a limit of not less than \$2,000,000 per incident/claim and \$2,000,000 policy annual aggregate.**

Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Cyber Liability - Technology Errors & Omissions, Network Information Security & Privacy Liability for the duration of the contract and for the period of time in which Contractor (Business Associates or subcontractors) maintains, possesses, stores, or has access to City data. **Coverage must include limits of not less than \$5,000,000.** Required by City Not Required by City (Needs Finance Insurance Review and Approval.)

Coverage must be provided by an insurance company authorized to do business in Oregon or rated by A.M. Best’s Insurance Rating of no less than A-VII or City approval. Contractor’s coverage will be primary in the event of loss and state the deductible or retention level. Contractor shall provide a current Certificate of Insurance and renewal upon expiration of any of the required coverages. Contractor shall immediately notify the City of any change in insurance coverages.

Additional Insured - The City must be listed as an Additional Insured by endorsement for any General Liability policy on a primary and non-contributory basis. Such coverage will specifically include products and completed operations coverage.

Description of Operations shall state: “Project Name: The City of Sandy, its officers, employees and agents are additional insureds with respect to Contractor’s activities to be performed under this Contract. Coverage shall be primary and non-contributory with any other insurance and self insurance, (include the number). This form is subject to policy terms, conditions and exclusions.”

A copy of the endorsement shall be attached to the Certificate of Liability Insurance. Contractor shall provide complete copies of insurance policies if requested by the City.

Certificate holder shall be listed as: City of Sandy, 16610 Champion Way, Sandy, OR 97055.

Insurance Renewals – The Certificate of Insurance renewal should be emailed to City of Sandy, Transit Dept., Andi Howell, at ahowell@ci.sandy.or.us.

Signature Block:

Contractor’s Acceptance:  _____

Date: 6/1/2023

Company Name: MWA Architects, Inc.



CITY OF SANDY
Transit Department

ADDENDUM #1


SAM RFP #2023-05, Sandy Operations Center Expansion Project

In order to clarify the intent of the Request for Proposals, the following provisions are provided and shall be considered part of the contract documents.

- The City will provide a walk-through of the Operations Center (16610 Champion Way) Monday May 22 at 2:30 pm and Tuesday May 23 at 10:00 am for anyone who is interested. Any questions/answers generated during the walk through will be posted as an addendum by Thursday May 25.
- Questions submitted and not answered in this addendum will be included in the post walk-through addendum by Thursday May 25.
- Construction documents will be included in phase 1 of this project.
- There is no page limit, there is an email size limit. We can receive up to 25 MB in attachments. We use Google so if it is larger, it will automatically add a Google Drive link rather than an attachment.
- Environmental characterization of the property is not expected. Environmental Assessments were completed when the original buildings were constructed. SAM expects to use those.
- Please use 8 ½ X 11 portrait. If a few pages of the document need to be landscape that is acceptable, but the document must remain 8 ½ x 11.

In order to ensure that all bidders are aware of these provisions, each bidder must sign this addendum below and attach it to the proposal.

IMPORTANT: Failure to include a signed Addendum could result in the disqualification of your bid.

 _____

Contractor's Signature

MWA Architects, Inc. _____

Company Name *(please type or print)*

05/26/2023 _____

Date



CITY OF SANDY
Transit Department

ADDENDUM #2

SAM RFP #2023-05, Sandy Operations Center Expansion Project

In order to clarify the intent of the Request for Proposals, the following provisions are provided and shall be considered part of the contract documents.

Descriptive Information

- The Operations Center was developed as part of a phased development. Environmental assessments were conducted at the time of development of the entire planned Operations Center, including these two future buildings. The FTA concurred that the project qualified as a categorical exclusion. These environmental assessments will be used by the City for this project.
- Sandy believes the Operations Center infrastructure was considered during the initial construction project. This will need to be confirmed by the design team during this project.
- As-builts, surveys and other reports are in City files and will be made available to the design team upon selection. Any future surveys, geotechnical reports that may be required are to be determined during the design phase with the selected team.
- Sandy does not have a CARA report.
- There are currently no known design challenges that would impact design.
- There are no current goals or requirements for sustainability (such as LEED) however this will be a consideration during early design phase.
- The RFP refers to a “maintenance bay”. In the Sandy Operations Center Master Plan this is a maintenance building that contains 2 bays (one is drive through). It will be designed for utilization by all City departments.
- While Transit is the lead on this project, multiple city staff will be included in the design and use of space. Final design will require approval of the Sandy City Council. The City does not expect public outreach in design development. Regularly scheduled public meetings, such as a City Council workshop or City Council meeting will be the public meeting.

- The Sandy Operations Center is included in the City's Emergency Operations Plan. Emergency Operations and resiliency are a priority in City infrastructure development.
- The City has secured Federal funding (5339) for the planning phase in the amount of \$198,000. Local funding sources are also available.
- Construction costs and total project costs will be considered and estimated during this project. There is not an anticipated construction and total project budget for the project through construction.
- It is not anticipated that work will be done to any of the existing buildings such as ADA upgrades or deferred maintenance.
- Architecture and Engineering wages are not typically subject to Davis Bacon. The construction of the buildings will most likely be Federally funded. Construction wages will be subject to the Davis Bacon Act and therefore should be considered when providing construction cost estimates.
- (1) there may be state/federal auditing requirements due to the City's funding source and (2) the City may need the ability to conduct its own audits to confirm compliance with state and federal laws and the terms of any agreement between the parties.

Services to be Performed

- The City expects Schematic Design, Design Development, all Construction Documents and all Architectural and Engineering Services deemed necessary to design the two buildings for a shovel ready construction project.
- Bidding and Construction Administration services are expected to be negotiated at a later date.

Expected Scope of Work.

- Add the following bullet point:

The architect-engineering team shall specify, in the construction design specifications, use of the maximum practicable amount of recovered materials consistent with the performance requirements, availability, price reasonableness, and cost-effectiveness. The architect-engineer design team should consider energy conservation, pollution prevention, and

waste reduction to the maximum extent practicable in developing the construction design specifications.

- Schematic designs, construction documents and a cost estimate which considers Davis Bacon wages, is an expected deliverable. (pg 4 and 5 expected deliverables).
- In regards to Scope of Work page 4, documentation software, such as BIM 3-Dimensional Revit software may be used in lieu of AutoCAD.

Desired Qualifications

- Pg 5 - A consultant team and Project Manager with a track record of planning, developing, and designing construction management services for projects similar in scale and scope to the work contemplated. Construction management services are not required other than construction administration services which fall under typical architectural services.
- The City does expect a cost estimate for the design team work in the proposal, this could be identified in the Proposer's Work Plan (pg 9 of RFP).
- Per page 15 Subcontractors/Subconsultants, In all solicitations either by competitive bidding, proposals, or negotiation made by the successful proposer for work to be performed under a subconsultant/subcontractor, including procurements of materials or leases of equipment, each potential supplier will be notified by the successful proposer of the proposer's obligations under this contract, Title VI of the Civil Rights Act of 1964, and other federal nondiscrimination laws.

SAM does not require subconsultants to complete the Exhibits nor will the proposer be negatively impacted by submitting exhibits completed by subcontractors.

- Resumes of each consultant are expected in the proposal.
- This project is for design only, it is not expected that Buy America will apply.

Criteria and Method for Selection:

- Answers posted via Addendum will be posted May 25, Thursday.
- Proposals are due Friday, June 2 by 2:00 pm

Scrivener's errors

Page 15 <https://cityofalbany.net/bids>. To be replaced with ci.sandy.or.us/rfps

Page 15 No Member, or Delegate, to the Missouri State Legislature, to be replaced with No Member, Delegate, to the Oregon State Legislature.

Page 17 Furthermore, Proposer must disclose any current or past relationship as a City of Albany employee to be replaced with Furthermore, Proposer must disclose any current or past relationship as City of Sandy employee.

In order to ensure that all bidders are aware of these provisions, each bidder must sign this addendum below and attach it to the proposal.

IMPORTANT: Failure to include a signed Addendum could result in the disqualification of your bid.



Contractor's Signature

MWA Architects, Inc.

Company Name (*please type or print*)

05/26/2023

Date

Evaluator	1	2	3	4	5	6	
Ankrom							total
Project Approach	40	38	37	20	38	30	203
Exp/Qualification	30	28	24	20	25	25	152
Project Team	18	20	18	15	18	20	109
Refe	10	10	8	10	10	7	55
							519
Axis							
Project Approach	20	40	30	30	36	32	188
Exp/Qualification	15	30	24	20	23	22	134
Project Team	10	20	16	18	20	16	100
Refe	5	10	10	10	10	8	53
							475
MWA							
Project Approach	40	35	32	20	32	40	199
Exp/Qualification	30	30	26	25	27	30	168
Project Team	20	20	20	20	20	20	120
Refe	10	10	10	10	10	10	60
							547
Pivot							
Project Approach	40	40	33	35	35	38	221
Exp/Qualification	30	30	28	30	25	29	172
Project Team	15	20	17	20	20	18	110
Refe	10	10	9	10	10	10	59
							562
Process							
Project Approach	20	30	24	30	30	32	166
Exp/Qualification	20	20	15	20	20	20	115
Project Team	15	15	14	15	17	18	94
Refe	5	8	6	10	6	10	45
							420
SEA							

	1	2	3	4		Combined	Ranking
Interview Scores							
W	27	16	25	18	86	474.8	2
P	31	30	30	31	122	474	3
MWA	47	48	49	45	189	475.4	1
Soderstrom	47	45	46	43	181	463.4	4
	38	34.75	37.5	34.25			
key							
proposal score, proposal were weighted at 80% of final score							
Interview score, interviews were weighted at 20% of final score							
combined score							
highest score, winning proposal							
Waterleaf	572	0.8					
	86	0.2					
	474.8						
Pivot	562	0.8					
	122	0.2					
	474						
MWA	547	0.8					
	189	0.2					
	475.4						
Soderstrom	534	0.8					
	181	0.2					
	463.4						

Project Approach	40	30	32	20	38	32	192
Exp/Qualification	30	25	28	30	25	29	167
Project Team	15	18	18	15	20	19	105
Refe	10	10	10	10	10	10	60
							524

Soderstrom

Project Approach	35	35	32	20	37	38	197
Exp/Qualification	30	30	30	30	26	25	171
Project Team	18	19	18	15	20	18	108
Refe	8	10	10	10	10	10	58
							534

Waterleaf

Project Approach	38	35	35	38	37	40	223
Exp/Qualification	27	28	28	30	27	30	170
Project Team	20	20	20	20	19	20	119
Refe	10	10	10	10	10	10	60
							572



STAFF REPORT

Meeting Type: City Council Meeting
Meeting Date: October 2, 2023
From: Andi Howell, Transit Director
Subject: Purchase Authorization: Three 35-foot Gillig Electric Buses

DECISION TO BE MADE:

Whether to authorize staff to purchase three 35-foot electric buses from Gillig.

BACKGROUND / CONTEXT:

In accordance with local and state goals, Sandy Transit is beginning the process of electrification of the Transit fleet. Sandy Transit was awarded funding for three 35-foot buses. Under the Federal Law and the No Emission grant program, Transit partnered with Proterra. As of August 7, 2023, Proterra has filed chapter 11 bankruptcy. As Sandy Transit has not signed a contract with Proterra, staff immediately contacted the Oregon Department of Transportation (ODOT) to discuss changing vendors. As a rural transit provider, ODOT acts as liaison to the Federal Transit Association Region 10 office.

On August 15, Sandy began conversations with Gillig, a trusted manufacturer of Class A transit vehicles and the manufacturer currently used for the Sandy Gresham route. Several years ago, when Sandy began exploring electric vehicles and working to find a good partner, Gillig had not released an electric vehicle. This has changed with the release of Gillig electric vehicles two years ago. To date, Gillig remains a champion of vehicles in the Transit industry, including their electric line of buses. Sandy drivers and maintenance staff are thrilled at the recent chain of events and the ability to continue driving a familiar and trusted vehicle.

As of Friday, September 15, 2023 ODOT confirmed with the Transit Department that a conversation with the FTA was not necessary as Sandy had no binding commitment with Proterra allowing the City to pivot to Gillig for the procurement of vehicles.

By September 22, 2023 Gillig returned a quote to the Transit Department for three 35' Gillig vehicles.

KEY CONSIDERATIONS / ANALYSIS:

Due to Proterra filing chapter 11 bankruptcy, their current and future business standing is uncertain. Sandy Transit has historically purchased Gillig buses for larger vehicles due to their long-standing history of reliability both as an organization and quality of vehicle. At the time the grant funding was requested Gillig had not produced an electric vehicle. Gillig now has a line of electric available, and, if approved, the Sandy production date would begin within 20-24 months from the date of contract signing.

BUDGET IMPACT:

The price per vehicle is \$1,054,556 with a total not to exceed \$3,163,668 for the three vehicles. \$2,770,000 was included in the FY 24-25 budget. With the successful award of \$382,833 in grant funding through the Carbon Reduction Program for the Sandy Operation Center upgrades, Sandy Transit is comfortable with the cost difference (\$393,668).

RECOMMENDATION:

Transit staff recommends that the Council approve the purchase of three Gillig electric buses.

SUGGESTED MOTION LANGUAGE:

“I move to authorize staff to purchase three Gillig electric buses, as detailed in the agenda packet.”

LIST OF ATTACHMENTS / EXHIBITS:

- Exhibit A Proterra Chapter 11 Filing
- Exhibit B Gillig Quote
- Exhibit C Price Variance
- Exhibit D Vehicle Diagram

**IN THE UNITED STATES BANKRUPTCY
COURT FOR THE DISTRICT OF
DELAWARE**

In re:)
) Chapter 11
PROTERRA INC, *et al.*,¹)
) Case No. 23-11120 (BLS)
Debtors.)
) (Jointly Administered)
)

.....) **Re: Docket No. 218**

NOTICE OF BIDDING PROCEDURES, AUCTION DATE, AND POTENTIAL SALES

PLEASE TAKE NOTICE that, on August 7, 2023, Proterra Inc and Proterra Operating Company, Inc. (collectively, the "Debtors" or the "Company") filed voluntary petitions for relief under chapter 11 of title 11 of the United States Code (the "Bankruptcy Code"), in the United States Bankruptcy Court for the District of Delaware (the "Court").

PLEASE TAKE FURTHER NOTICE that, on August 8, 2023, the Debtors filed the *Debtors' Motion for Entry of (I) an Order (A) Approving Bidding Procedures to Govern the Sale of All Or Substantially All of the Debtors' Assets Pursuant to Section 363 of the Bankruptcy Code, (B) Approving Procedures Regarding Entry Into One or More Stalking Horse Agreements, (C) Establishing Procedures for the Assumption and Assignment of Executory Contracts and Unexpired Leases, (D) Approving the Form and Manner of the Notice of Assumption and Assignment of Executory Contracts and Unexpired Leases, (E) Scheduling Auctions for the Sales of the Company Assets and Hearings to Consider Approval of the Sales and Approving the Form and Manner of the Notice Thereof, (F) Approving Certain Wind-Down Procedures, and (G) Granting Related Relief, - and (II) an Order (A) Authorizing and Approving the Debtors' Entry Into One or More Asset Purchase Agreements, (B) Authorizing the Sale of All or Substantially All of the Debtors' Assets Free and Clear of Liens, (C) Approving the Assumption and Assignment of the Assumed Executory Contracts and Unexpired Leases, and (D) Granting Related Relief*[Docket No. 36] (the "Motion").

PLEASE TAKE FURTHER NOTICE that, on September 7, 2023, the Court entered that certain *Order (A) Approving Bidding Procedures to Govern the Sale of All Or Substantially All of the Debtors' Assets Pursuant to Section 363 of the Bankruptcy Code, (B) Approving Procedures Regarding Entry Into One or More Stalking Horse Agreements, (C) Establishing Procedures for the Assumption and Assignment of Executory Contracts and Unexpired Leases, (D) Approving the Form and Manner of the Notice of Assumption and Assignment of Executory Contracts and Unexpired Leases, (E) Scheduling Auctions for the Sales of the Company Assets and Hearings to Consider Approval of the Sales and Approving the Form and Manner of the Notice Thereof, and (F) Granting Related Relief*[Docket No. 218] (the "Bidding Procedures Order").² which approved,

The Debtors in these chapter 11 cases, along with the last four digits of each Debtor's federal tax identification number, are as follows: Proterra Inc (1379); and Proterra Operating Company, Inc. (8459). The location of the Debtors' service address is: 1815 Rollins Road, Burlingame, California 94010.

² Capitalized terms used but not defined have the meanings ascribed to them in the Bidding Procedures Order.

30749095.1

among other things, (a) procedures pursuant to which the Debtors are authorized to solicit and pursue (such procedures, the "Bidding Procedures") one or more sales or dispositions of all or any portion of the Debtors' assets (the "Company Assets") under section 363 of the Bankruptcy Code (each, an "Asset Sale") and any other type of strategic transaction involving the Debtors and/or the Company Assets, including, without limitation, a financing process for the potential raising of debt or equity financing through a chapter 11 plan of reorganization and/or a chapter 11 plan of reorganization proposed by the Cowen Parties, as holders of the Second Lien Convertible Notes, premised upon the preservation of the Debtors' net operating losses upon their emergence from these chapter 11 cases (any of the immediately foregoing, a "Recapitalization Transaction", and, any of the foregoing, including an Asset Sale, a "Potential Transaction"), (b) the scheduling of a hearing to approve (i) the Sale of the Track A Assets and (ii) the Sale of the Track B Assets, each free and clear of any liens, claims, and encumbrances under section 363 of the Bankruptcy Code, and (c) procedures in connection with the assumption and assignment of any executory contracts or unexpired leases the. Debtors seek to have assumed and assigned in connection with a Potential Transaction. *All interested bidders should carefully read the Bidding Procedures Order and the Bidding Procedures in their entirety.*

PLEASE TAKE FURTHER NOTICE the Bidding Procedures provide for the consideration of Qualified Bids (as defined therein) to acquire substantially all of the Company's assets or separate Bids to acquire portions of the Company Assets, to the extent that the consummation of such transactions maximizes value for stakeholders and can be accomplished efficiently.

PLEASE TAKE FURTHER NOTICE that all interested parties are invited to provide materials (as described in the Bidding Procedures) to apply to become a Potential Bidder (as defined in the Bidding Procedures) and submit a Bid in accordance with the Bidding Procedures and the Bidding Procedures Order. The Bidding Procedures provide information regarding the requirements for a Potential Bidder to be a "Qualified Bidder" and a bid to be a "Qualified Bid" for purposes of competing at an Auction (as defined below).

PLEASE TAKE FURTHER NOTICE that the deadline to submit a Qualified Bid for (i) the Track A Assets is **October 16, 2023 at 4:00 p.m. (prevailing Eastern Time)** (the "Track A Bid Deadline") and (ii) the Track B Assets is **November 6, 2023 at 4:00 p.m. (prevailing Eastern Time)** (the "Track B Bid Deadline" and, together with the Track A Bid Deadline, the "Bid Deadlines"). Pursuant to the Bidding Procedures Order, in the event that the Debtors timely receive one or more Qualified Bids other than one from the Stalking Horse Bidders, if any, the Debtors are authorized to conduct an auction (the "Auction") for the Track A Assets and the Track B Assets, respectively, in accordance with the Bidding Procedures Order. The Auctions, if held, will occur (i) for the Track A Assets, on **October 19, 2023 at 10:00 a.m. (prevailing Eastern Time)** and (ii), for the Track B Assets, on **November 9, 2023 at 10:00 a.m. (prevailing Eastern Time)** at the offices of Paul, Weiss, Rifkind, Wharton & Garrison LLP, New York, New York or such other location as shall be timely communicated to all entities entitled to attend each respective Auction. Only (a) Qualified Bidders (including the Stalking Horse Bidder, if any) and their legal and financial advisors, (b) the Consultation Parties, and (c) actual creditors of the Debtors (provided that they give at least three (3) business days' notice to the Debtors' counsel and the Committee's counsel of their intention to attend an Auction via email to Paul, Weiss, Rifkind, Wharton &

Garrison LLP (Attn: Joshua A. Esses Qesses@paulweiss.com) and Vida Robinson (virobinson@paulweiss.com) and (ii) Lowenstein Sandler LLP (Attn: Jeffrey Cohen

Gcohen@lowenstein.com), Eric Chafetz (echafetz@lowenstein.com), Jordana Renert Grenert@lowenstein.com), and Keara Waldron (kwaldron@lowenstein.com)), shall be entitled to attend an Auction. If an Auction is cancelled, the Debtors shall file a notice of cancellation of the Auction.

PLEASE TAKE FURTHER NOTICE that objections, if any, to any Sales (the "Sale Objections"), shall be in writing, shall conform to the Federal Rules of Bankruptcy Procedure and the Local Rules of Practice and Procedure for the United States Bankruptcy Court for the District of Delaware, shall set forth the name of the objecting party, the nature and amount of any claims or interests held or asserted against the Debtors' estate or properties, the basis for the objection, and the specific grounds therefore, and shall be filed and served upon the following so that such objections are received by **October 16, 2023 at 4:00 p.m. (prevailing Eastern Time)** (the "Sale Objection Deadline") by: (a) counsel for the Debtors, (i) Paul, Weiss, Rifkind, Whaiion & Garrison LLP, 1285 Avenue of the Americas, New York, New York 10019 (Attn. Paul Basta (pbasta@paulweiss.com) and Robert Britton (rbritton@paulweiss.com)), and (ii) Young Conaway Stargatt & Taylor LLP, 1000 North Street, Wilmington, Delaware, 19801 (Attn: Pauline K. Morgan (pmorgan@ycst.com) and Andrew L. Magaziner (amagaziner@ycst.com)); (b) the Office of the United States Trustee for the District of Delaware, 844 King Street, Suite 2207, Wilmington, Delaware, 19801 (Attn: Linda J. Casey (linda.casey@usdoj.gov)); (c) counsel for the Committee, (i) Lowenstein Sandler LLP (Attn: Jeffrey Cohen Gcohen@lowenstein.com), Eric Chafetz (echafetz@lowenstein.com), Jordana Renert Grenert@lowenstein.com), and Keara Waldron (kwaldron@lowenstein.com)) and (ii) Morris James LLP (Attn: Eric Monzo (emonzo@morrisjames.com) and Brya Keilson (bkeilson@morrisjames.com)); and (d) the Notice Parties.

PLEASE TAKE FURTHER NOTICE that, for each Auction that is held, if any, the deadline to object only to (i) the conduct at the Auction or (ii) solely with respect to the Non-Debtor Counterparties to the Contracts, to the specific identity of and adequate assurance of future performance provided by the Successful Bidder (only if such Successful Bidder is not the Stalking Horse Bidder) (such a limited objection, a "Post-Auction Objection") is (a) the later of **October 27, 2023 at 4:00 p.m. (prevailing Eastern Time)** or within one day of the filing of the notice of the Successful Bidder with respect to the Track A Sale Hearing and (b) the later of **November 17, 2023 at 4:00 p.m. (prevailing Eastern Time)** or within one day of the filing of the notice of the Successful Bidder with respect to the Track B Sale Hearing (these deadlines, together, the "Post-Auction Objection Deadlines"). A Post-Auction Objection must be filed with this Court and served in the same manner as Sale Objections set forth above so to be actually received no later than the Post-Auction Objection Deadline.

PLEASE TAKE FURTHER NOTICE that failure of any entity to file an objection on or before the Sale Objection Deadline or applicable Post-Auction Objection Deadline shall be deemed to constitute consent to the sale of the Company Assets to the Successful Bidder and the other relief requested in the Motion, and be a bar to the assertion, at the applicable Sale Hearing or thereafter, of any objection to the Motion, the applicable Auction, the applicable Sale, or the Debtors' consummation and performance of the terms of the applicable Definitive Purchase Agreement.

PLEASE TAKE FURTHER NOTICE that the Bidding Procedures Order provides that a hearing to approve the Sale of (a) the Track A Assets to the Successful Bidder therefor shall take

place on **November 1, 2023 at 10:00 a.m. (prevailing Eastern Time)**, and (b) the Track B Assets to the Successful Bidder therefor shall take place on **November 28, 2023 at 10:00 a.m. (prevailing Eastern Time)** (these hearings, together, the "Sale Hearings"). The Sale Hearings will be held before the Honorable Brendan L. Shannon, at the United States Bankruptcy Court for the District of Delaware, 824 Market Street, 6th Floor, Wilmington, DE 19801.

For ease of reference, the following chart has been included to summarize key dates relevant to this notice:³

Deadline/Event	Proposed Dates/Deadlines	
	Track A Bids	Track B Bids
Service and Publication of Sale Notice	1 business day after entry of Bidding Procedures Order or as soon as reasonably practicable thereafter	
Debtors' Deadline to File a Proposed Form of Sale Order	Monday, September 25, 2023 @ 4:00 p.m. (ET)	
Debtors' Deadline to File and Serve Cure Notices	Monday, September 25, 2023	
Initial Indication of Interest ("IOI") Deadline	Tuesday, September 26, 2023 @ 4:00 p.m. (ET)	
Sale Objection Deadline	Monday, October 16, 2023 @ 4:00 p.m. (ET)	
Cure/Assignment Objection Deadline	Monday, October 16, 2023 @ 4:00 p.m. (ET)	
Qualified Bid Submission Deadline (can be extended at Debtors' discretion, in consultation with the Consultation Parties)	Monday, October 16, 2023 @ 4:00 p.m. (ET)	Monday, November 6, 2023 @ 4:00 p.m. (ET)
Determination of Qualified Bids	Wednesday, October 18, 2023	Wednesday, November 8, 2023
Auction (if necessary)	Thursday, October 19, 2023 @ 10:00 a.m. (ET)	Thursday, November 9, 2023 @ 10:00 a.m. (ET)
Identification of Successful Bidder and Backup Bidder, if any	Friday, October 20, 2023 (or as soon as reasonably practicable thereafter)	Friday, November 10, 2023 (or as soon as reasonably practicable thereafter)

All dates, times, and deadlines are subject to change or modification in accordance with the Bidding Procedures Order.

Deadline/Event	Proposed Dates/Deadlines	
	Track A Bids	Track B Bids
Post-Auction Objection Deadline	The later of Friday, October 27, 2023 @ 4:00 p.m. (ET) or within one day of the filing of the notice of the Successful Bidder	The later of Friday, November 17, 2023 @ 4:00 p.m. (ET) or within one day of the filing of the notice of Successful Bidder
Deadline to File Replies in Connection with Sale	Monday, October 30, 2023 @ 10:00 a.m. (ET)	Wednesday, November 22, 2023 @ 10:00 a.m. (ET)
Sale Hearing	Wednesday, November 1, 2023 @ 10:00 am (ET)	Tuesday, November 28, 2023 @ 10:00 a.m. (ET)
Closing Date	As soon as reasonably practicable following entry of a Sale Order	As soon as reasonably practicable following entry of a Sale Order

PLEASE TAKE FURTHER NOTICE that this notice is subject to the full terms and conditions of the Motion, the Bidding Procedures Order, and the Bidding Procedures, and the Debtors urge parties in interest to review such documents in their entirety. Copies of the Motion, the Stalking Horse Agreements, if any, the Bidding Procedures, and the Bidding Procedures Order, in addition to any related documents that may be filed, may be obtained by accessing (a) the website of the Debtors' notice and claims agent, Kurtzman Carson Consultants LLC ("KCC"), at www.kccllc.net/proterra for no charge, or (b) the Court's internet site: <https://ecf.deb.uscourts.gov>, for a fee, through an account obtained from the PACER website at <http://pacer.psc.uscourts.gov>. The documents also may be obtained from the Debtors' claims and notice agent, KCC, at 888-251-3076 (USA or Canada) or 310-751-2617 (International).

CONSEQUENCES OF FAILING TO TIMELY FILE AND SERVE A SALE OBJECTION

ANY PARTY OR ENTITY THAT FAILS TO TIMELY FILE AND SERVE AN OBJECTION ON OR BEFORE THE SALE OBJECTION DEADLINE OR APPLICABLE POST-AUCTION OBJECTION DEADLINE, AS APPLICABLE, IN ACCORDANCE WITH THE BIDDING PROCEDURES ORDER SHALL BE FOREVER BARRED FROM ASSERTING ANY OBJECTION TO SUCH SALE, INCLUDING WITH RESPECT TO THE TRANSFER OF THE COMPANY ASSETS OF THE DEBTORS FREE AND CLEAR OF LIENS, CLAIMS, ENCUMBRANCES, AND OTHER INTERESTS AFFECTED THEREUNDER.

IF YOU FAIL TO RESPOND IN ACCORDANCE WITH THIS NOTICE, THE COURT MAY GRANT THE RELIEF REQUESTED IN THE MOTION WITHOUT FURTHER NOTICE OR HEARING. ANY CREDITOR THAT RECEIVES NOTICE OF A SALE HEARING AND FAILS TO TIMELY FILE AN OBJECTION TO THE SALE ON OR BEFORE THE APPLICABLE OBJECTION DEADLINE IN ACCORDANCE WITH THE BIDDING PROCEDURES ORDER SHALL BE DEEMED TO HAVE CONSENTED UNDER SECTION 363(F)(2) OF THE BANKRUPTCY CODE TO SUCH SALE FREE AND CLEAR OF SUCH CREDITOR'S LIEN, CLAIMS, ENCUMBRANCES, OR INTERESTS, IF ANY.

Dated: September 7, 2023
Wilmington, Delaware

Respectfully submitted,

**YOUNG CONAWAY STARGATT &
TAYLOR,LLP**

Isi Shella Borovinskaya

Pauline K. Morgan (No. 3650)
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5426) Shella Borovinskaya
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- and-

**PAUL, WEISS, RIFKIND,
WHARTON & GARRISON LLP**
Paul M. Basta (admitted *pro hac
vice*) Robert A. Britton (admitted *pro
hac vice*) Michael J. Colarossi
(admitted *pro hac vice*) 1285 Avenue
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10019

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*Counsel to the Debtors and
Debtors in Possession*

If you have any questions related to this notice, please call (888) 251-3076 (U.S./Canada)

September 21, 2023

Andi Howell Transit
Manager City of
Sandy
16610 Champion Way
Sandy, OR 97055

Dear Ms. Howell:

Thank you for your interest to purchase three (3) 35' Low Floor Battery Electric Bus's using the State of Washington Contract (06719-01)

Attached you will find the price variance that would pertain to the Sandy, OR order. The price variance also includes the escalation formula (PPI) per the contract. Gillig is pleased to quote the following:

THREE (3) 35' LOW FLOOR EBUS's **\$1,054,556.00 each**

This price is valid for 60 days and is FOB Sandy, OR. Price does not include Sales Tax or License fees. The production start date of the buses will be within 20 to 24 months from receipt of a firm purchase order.

We thank you for this opportunity and appreciate your interest in Gillig and our products. We at Gillig certainly look forward to building your order and continuing to build our lasting partnership. Should you have any questions, please do not hesitate to contact me at 510-867-5108.

Sincerely,

Lee Petersen
Regional Sales Manager

PRICE VARIANCE
9/21/2023
SANDY, OR OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' BATTERY ELECTRIC LOW FLOOR PLUS BUS
SN: TBD

ITEM	STATE OF WASHINGTON, WA	SANDY, OR	VARIANCE
EXTERIOR STYLING PACKAGE	LOW FLOOR PLUS	LOW FLOOR PLUS	\$0.00
CUMMINS EV TRACTION MOTOR, INVERTERS & POWER MANAGEMENT SYSTEMS	INCLUDED	REQUIRED	\$0.00
ESS ENERGY STORAGE SYSTEM WITH 6 BATTERY PACKS (588 KWH TOTAL CAPACITY)	INCLUDED	REQUIRED	\$0.00
MOMENTUM DYNAMICS 300KW INDUCTIVE CHARGING BUS RECEIVER	NOT INCLUDED	NOT REQUIRED	-
COOLANT FILTER FOR EBUS APPLICATION	INCLUDED	REQUIRED	\$0.00
BRAKES	DISC BRAKES	DISC BRAKES	\$0.00
AXLE HUB SEALS	GREASE SEALS	OIL SEALS	\$0.00
MERITOR FRONT & REAR AXLES	INCLUDED	REQUIRED	\$0.00
MAGNETIC AXLE DRAIN PLUGS	INCLUDED	REQUIRED	\$0.00
ELECTRONIC STABILITY CONTROL	INCLUDED	REQUIRED	\$0.00
AUTOMATIC TRACTION CONTROL	INCLUDED	REQUIRED	\$0.00
HUBODOMETER	NOT INCLUDED	NOT REQUIRED	\$0.00
HUBODOMETER GUARD	NOT INCLUDED	NOT REQUIRED	\$0.00
WHEEL MOUNTING	HUB PILOTED	HUB PILOTED	\$0.00
WHEELS	(6) ALUMINUM FULL POLISHED WHEELS	(6) ALUMINUM FULL POLISHED WHEELS	\$0.00
TIRES	CUSTOMER SUPPLIED	GILLIG SUPPLIED (6) GOODYEAR B315/80R22.5, G652, METRO MILLER	\$4,682.00
ELECTRIC STEERING ASSIST	NOT INCLUDED	NOT REQUIRED	\$0.00
VIP STEERING WHEEL FOR EASY STEER SYSTEM	NOT INCLUDED	NOT REQUIRED	\$0.00
ONSPOT DROP DOWN AUTOMATIC CHAINS	NOT INCLUDED	NOT REQUIRED	\$0.00
FUEL FILL (W/ COLD WEATHER PACKAGE ONLY)	GRAVITY FILL FOR AUX COOLANT HEATER ONLY (14 GAL TANK)	GRAVITY FILL FOR AUX COOLANT HEATER ONLY (14 GAL TANK)	\$0.00
OIL PRESURE & COOLANT TEMP GAUGES IN ENGINE COMP'T	ELECTRIC PROGRAMMABLE GAUGE	ELECTRIC PROGRAMMABLE GAUGE	\$0.00
ELECTRIC HYDRAULIC PUMP	INCLUDED	REQUIRED	\$0.00
ELECTRICAL TOW CONNECTION	NOT INCLUDED	REQUIRED	\$183.00
AD-IP AIR DRYER FOR EBUS APPLICATION	INCLUDED	REQUIRED	\$0.00
ENGINE SKID PROTECTION	NOT INCLUDED	REQUIRED	\$377.00
A-POST SKID PLATES	NOT INCLUDED	NOT REQUIRED	\$0.00
HORN SPLASH SHIELD	NOT INCLUDED	REQUIRED	\$115.00
LEVEL 2 INSULATION	INCLUDED	REQUIRED	\$0.00
BATTERY TYPE	(2) ODYSSEY AGM GROUP 31	(2) ODYSSEY AGM GROUP 31	\$0.00
BATTERY JUMP START CONN	INCLUDED (REAR CONNECTION)	REQUIRED (REAR CONNECTION)	\$0.00
WHEELCHAIR RAMP	LIFT-U LU18	LIFT-U LU18	\$0.00
TK-TE18 ELECTRIC HVAC SYSTEM	INCLUDED	REQUIRED	\$0.00
REFRIGERANT	R407C	R407C	\$0.00
TK HVAC AIR PURIFICATION SYSTEM	NOT INCLUDED	NOT REQUIRED	-
REFRIGERANT PRESSURE DISPLAY	NOT INCLUDED	NOT REQUIRED	\$0.00
DRIVERS HEATER MOTORS	BRUSHLESS	BRUSHLESS	\$0.00
FRESH AIR MAKE-UP	NOT INCLUDED	NOT REQUIRED	\$0.00
EBUS COLD WEATHER PACKAGE W/ DIESEL & ELECTRIC FIRED AUXILIARY COOLANT HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00

PRICE VARIANCE
9/21/2023
SANDY, OR OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' BATTERY ELECTRIC LOW FLOOR PLUS BUS
SN: TBD

ITEM	STATE OF WASHINGTON, WA	SANDY, OR	VARIANCE
EBUS COLD WEATHER FRONT THRESHOLD HEATER AND REAR CURB SIDE HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
FRONT THRESHOLD HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
STREETSIDE HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
EXIT DOOR HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
UNDERSEAT HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
DASH FAN(S)	NOT INCLUDED	(2) REQUIRED	\$178.00
SENSITIVE EDGE	NOT INCLUDED	NOT REQUIRED	\$0.00
REAR DOOR	34" AIR OPEN/SPRING CLOSE	34" AIR OPEN/SPRING CLOSE	\$0.00
REAR DOOR CONTROLS	FULL DRIVER CONTROL	FULL DRIVER CONTROL	\$0.00
VAPOR ELECTRONIC DOOR CONTROL W/ BUTTONS	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR FRONT DOOR RELEASE	NOT INCLUDED	REQUIRED	\$162.00
ELECTRICAL EQUIPMENT CABINET	44" W/(2) FANS	44" W/(2) FANS	\$0.00
FRONT CS WHEELWELL PACKAGE RACK	REQUIRED	REQUIRED	\$0.00
CS WHEELWELL STORAGE BOX	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER INFO STATION	NOT INCLUDED	NOT REQUIRED	\$0.00
SCHEDULE RACKS	NOT INCLUDED	NOT REQUIRED	\$0.00
INTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER SEATS	AMSECO INSIGHT W/ A.R.M, Q'STRAIT RESTRAINTS	AMSECO INSIGHT CLASSIC W/ PLUSH PADDING W/ 2 A.R.M, Q'STRAIT RESTRAINTS W/ CLEAR RIDE ANTIMICROBIAL TREATMENT (PER SANDY, OR SPECS)	\$10,021.00
GEN II QUANTUM (CURBSIDE)	NOT INCLUDED	NOT REQUIRED	-
REAR SEAT RISERS FOR FWD FACING SEATS	INCLUDED	NOT REQUIRED	\$0.00
FRONT WHEELWELL VERTICAL STANCHIONS	NOT INCLUDED	REQUIRED - STREETSIDE & CURBSIDE	\$250.00
DRIVERS SEAT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	\$0.00
ADJUSTABLE D-LOOP	NOT INCLUDED	NOT REQUIRED	\$0.00
SEAT BELT ALARM	NOT INCLUDED	NOT REQUIRED	\$0.00
SEAT CUSHION ALARM	NOT INCLUDED	NOT REQUIRED	\$0.00
SEAT ARMREST	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER SIGNALS	PULL CORDS	PULL CORDS	\$0.00
STOP REQUEST AT REAR DOOR STANCHION	NOT INCLUDED	REQUIRED	\$68.00
STOP REQUEST LAMP AT DASH	NOT INCLUDED	REQUIRED	\$38.00
DRIVERS BARRIER	WRAPAROUND W/OUT SCHEDULE HOLDERS	WRAPAROUND W/OUT SCHEDULE HOLDERS	\$0.00
DRIVERS PROTECTION BARRIER	NOT INCLUDED	NOT REQUIRED	\$0.00
MODESTY PANEL FWD OF REAR DOOR	NOT INCLUDED	NOT REQUIRED	\$0.00
OVERHEAD GRAB STRAPS	NOT INCLUDED	(7) REQUIRED	\$175.00
STANCHIONS	YELLOW POWDER COATED	SSTL	\$0.00
PASSENGER WINDOWS	STD FRAME / UPPER TRANSOM	BONDED FRAME / UPPER TRANSOM W/ QUICK CHANGE FEATURE	\$11,195.00
GLAZING GUARDS	NOT INCLUDED	NOT REQUIRED	\$0.00
HEAD LAMPS	LED LOW & HIGH BEAMS	HALOGEN LOW BEAMS & HALOGEN HIGH BEAMS	(\$500.00)
STOP/TAIL/TURN/BACK UP LAMPS	4" ROUND DIALIGHT LED	4" ROUND DIALIGHT LED	\$0.00
REAR CAP GRILLE LOWER CENTER STOP LAMPS	(2) 4" RED LED LAMPS	(2) 4" RED LED LAMPS	\$0.00
YIELD SIGN	NOT INCLUDED	REQUIRED	\$649.00

PRICE VARIANCE
9/21/2023
SANDY, OR OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' BATTERY ELECTRIC LOW FLOOR PLUS BUS
SN: TBD

ITEM	STATE OF WASHINGTON, WA	SANDY, OR	VARIANCE
BATTERY COMPARTMENT LAMPS	(1) 12" LED STRIP LAMPS	NOT REQUIRED	(\$69.00)
INTERIOR LAMPS	LED I/O CONTROLS	LED I/O CONTROLS	\$0.00
PLEASURE RADIO	NOT INCLUDED	NOT REQUIRED	\$0.00
2-WAY RADIO & ANTENNA	PRE-WIRE W/ANTENNA	PRE-WIRE W/ANTENNA	\$0.00
PA SYSTEM/VOICE ANNUCIATOR	STD REI	STD REI	\$0.00
CAD / AVL ITS SYSTEM	NOT INCLUDED	NOT REQUIRED	\$0.00
DRIVERS SPEAKER	NOT INCLUDED	NOT REQUIRED	\$0.00
HAND HELD MIC	NOT INCLUDED	NOT REQUIRED	\$0.00
BOOM MIC	INCLUDED	REQUIRED	\$0.00
HEATED FRONT GLAZING	NOT INCLUDED	REQUIRED	\$214.00
DESTINATION SIGNS - FRONT, CURBSIDE & REAR	TWIN VISION AMBER	HANOVER AMBER W/ EGR WIRELESS CAPABLE CONTROLLER	\$681.00
FRONT RUN SIGN	NOT INCLUDED	NOT REQUIRED	\$0.00
FAREBOX	PRE-WIRE ONLY	PRE-WIRE ONLY	\$0.00
FAREBOX GUARD	INCLUDED	REQUIRED	\$0.00
CEILING MTD FAREBOX LAMP	NOT INCLUDED	NOT REQUIRED	\$0.00
TRANSFER CUTTER	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER COUNTER	NOT INCLUDED	NOT REQUIRED	\$0.00
FULL COMPOSITE FLOOR	INCLUDED	REQUIRED	\$0.00
FLOORING MATERIAL	ALTRO	ALTRO	\$0.00
ROOF HATCHES	(1) REAR MANUAL	(1) REAR MANUAL	\$0.00
EXTERIOR MIRRORS	8" X 8" 1-PC, NON-HEATED W/ REMOTE	8" X 13" 2-PC HEATED W/ REMOTE	\$394.00
FIRE SUPRESSION WITHOUT ESS SUPRESSION	AMEREX V-25 W/24 HR BATTERY	AMEREX V-25 W/24 HR BATTERY	\$0.00
TRAFFIC LIGHT PREEMPTION	NOT INCLUDED	NOT REQUIRED	\$0.00
VIDEO SURVEILLANCE	NOT INCLUDED	APOLLO VIDEO SYSTEM (5) STD CAMERAS & 1 360 CAMERA TOTAL OF 6 CAMERAS W/ 2 TB HDD (PER SANDY, OR NEW SPEC)	\$10,961.00
BACK UP CAMERA W/O DASH MONITOR	NOT INCLUDED	INCLUDED W/ APOLLO VIDEO SYSTEM	\$0.00
BIKE RACK	SPORTWORKS MOUNTING BRACKETS ONLY	SPORTWORKS MOUNTING BRACKETS ONLY	\$0.00
BIKE RACK MIRROR	NOT INCLUDED	NOT REQUIRED	\$0.00
BIKE RACK DEPLOYED LAMP	NOT INCLUDED	NOT REQUIRED	\$0.00
MEDICAL AID KIT	NOT INCLUDED	REQUIRED	\$69.00
BLOODBORN PATHOGEN KIT	NOT INCLUDED	NOT REQUIRED	\$0.00
BIO-HAZARD KIT	NOT INCLUDED	NOT REQUIRED	\$0.00
WHEEL CHOCKS (SET)	NOT INCLUDED	NOT REQUIRED	\$0.00
ELECTRONIC MFD MULTI FUNCTION DASH DISPLAY (MFD II)	INCLUDED	REQUIRED	\$0.00
12V POWER PORT AT DASH	NOT INCLUDED	NOT REQUIRED	\$0.00
CUP HOLDER	NOT INCLUDED	REQUIRED	\$35.00
WASTE CONTAINER	NOT INCLUDED	REQUIRED	\$170.00
I/O PROGRAM MODULE	NOT INCLUDED	NOT REQUIRED	
ADJUSTABLE PEDALS	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR PAINT	1-COLOR	2-COLORS	\$2,150.00
CLEAR COAT BUS	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR GRAPHICS	BUS NUMBERS ONLY	SANDY, OR CUSTOM EBUS GRAPHICS (BUDGETARY ONLY)	\$3,500.00
ROOF NUMBERS	INCLUDED	REQUIRED	\$0.00
EXT WARRANTY (BASIC BUS)	24 MONTHS / 100,000 MILES	12 MONTHS / 50,000 MILES	(\$500.00)
EXT WARRANTY (STRUCTURAL INTEGRITY CORROSION)	144 MONTHS / 500,000 MILES	84 MONTHS / 350,000 MILES	(\$266.00)
EXT WARRANTY (WATER LEAKS)	12 MONTHS / 50,000 MILES	12 MONTHS / 50,000 MILES	\$0.00

PRICE VARIANCE
9/21/2023
SANDY, OR OFF OF STATE OF WASHINGTON RFP# 2020 06719-01
(3) 35' BATTERY ELECTRIC LOW FLOOR PLUS BUS
SN: TBD

ITEM	STATE OF WASHINGTON, WA	SANDY, OR	VARIANCE
WARRANTY - ESS (BATTERIES)	72 MONTHS / 300,000 MILES	72 MONTHS / 300,000 MILES	\$0.00
WARRANTY - (TRACTION MOTOR)	36 MONTHS / 100,000 MILES	36 MONTHS / 100,000 MILES	\$0.00
WARRANTY - (HVAC TK ELECTRIC)	36 MONTHS / UNL MILES	36 MONTHS / UNL MILES	\$0.00
WARRANTY (ALL OTHERS)	BASE COVERAGE PER CONTRACT	BASE COVERAGE PER CONTRACT	\$0.00
TRAINING	NOT INCLUDED	NOT REQUIRED	\$0.00

TOTAL SANDY, OR VARIANCES	\$44,932.00
STATE OF WASHINGTON, WA 35' BATTERY ELECTRIC LOW FLOOR BASE UNIT PRICE (APRIL 2021)	\$808,816.00
SANDY, OR 35' BATTERY ELECTRIC LOW FLOOR PLUS BASE UNIT PRICE	\$853,748.00
PPI 1413 ADJUSTMENT PER WA STATE CONTRACT AMENDMENT #1= (11.78%)	100,572.00
PPI 1413 ADJUSTMENT PER WA STATE CONTRACT AMENDMENT #3= (15%) ONE TIME REDUCTION TO (10%)	95,432.00
DELIVERY	\$4,804.00
SPARE / TOOLING BUDGET	\$0.00
SANDY, OR 35' BATTERY ELECTRIC LOW FLOOR PLUS CURRENT PRICE (9/21/2023)	\$1,054,556.00

OPTIONS NOT INCLUDED IN PRICING ABOVE

7TH BATTERY PACK (686 KWH TOTAL CAPACITY)	\$59,751.00
COLD WEATHER PACKAGE (DUAL FUEL DIESEL & ELECTRIC FIRED AUX COOLANT HEATER)	\$5,560.00
DEPOT PLUG-IN CHARGING PORT (1) CCS TYPE 1 CONNECTOR (2) CCS TYPE 1 CONNECTOR	
PER SAE J1772 (REAR - CURBSIDE) (REAR - CURBSIDE & STREETSIDE)	\$3,850.00
TRAINING (EBUS MAINTENANCE 24 HOURS \$5000/3= \$1667.00 PER BUS)	1,667.00
TRAINING (EBUS ELECTRICAL SYSTEMS 24 HOURS \$5000/14= \$357.00 PER BUS)	1,667.00
TRAINING (ELECTRIC HVAC 8 HOURS \$3000/3= \$1000.00 PER BUS)	1,000.00

CONFIDENTIAL

This pricing information is intended only for the personal and confidential use of the recipient(s) to whom it was originally sent. If you are not an intended recipient of this information or an agent responsible for delivering it to an intended recipient, you are hereby notified that you have received this information in error, and that any review, dissemination, distribution, or copying of this message is strictly prohibited.

REVISIONS

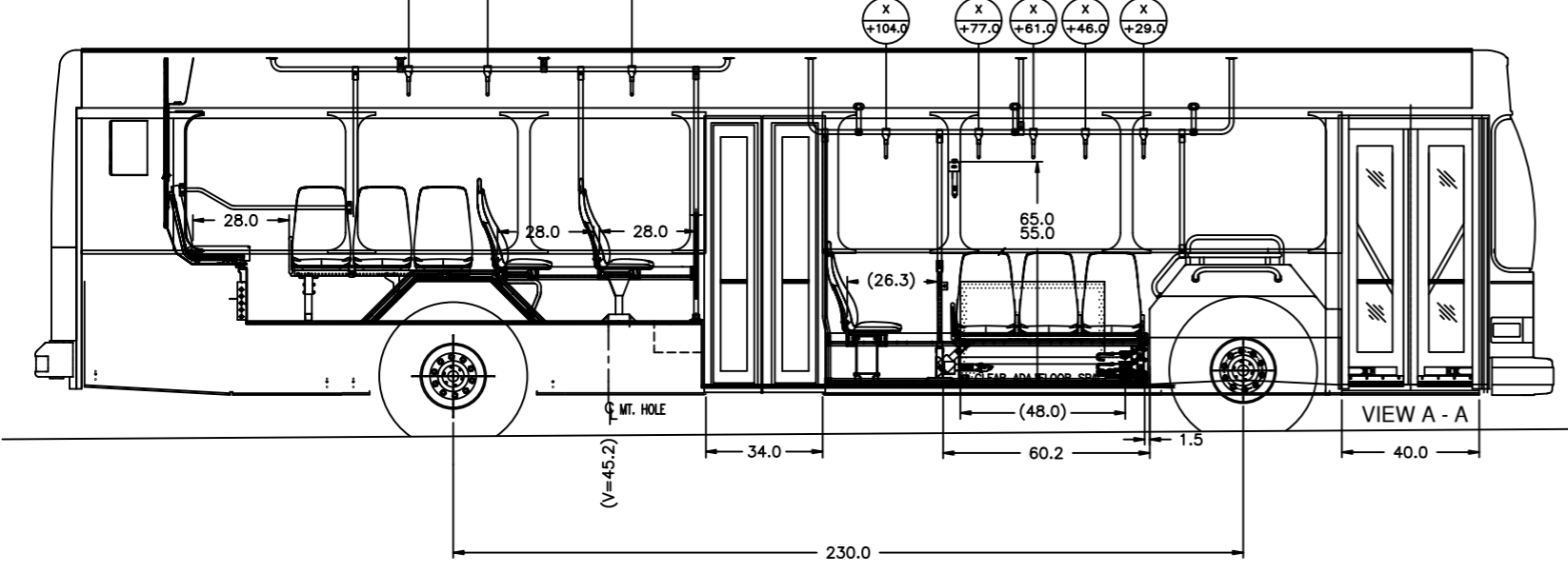
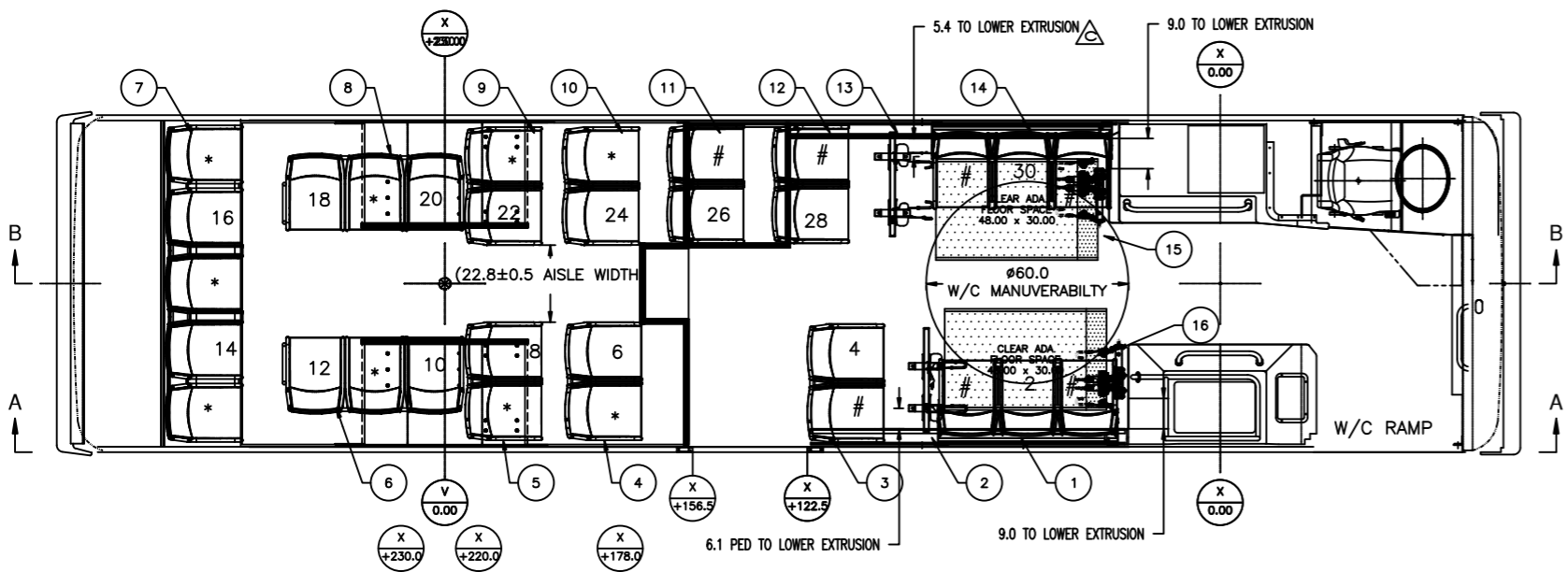
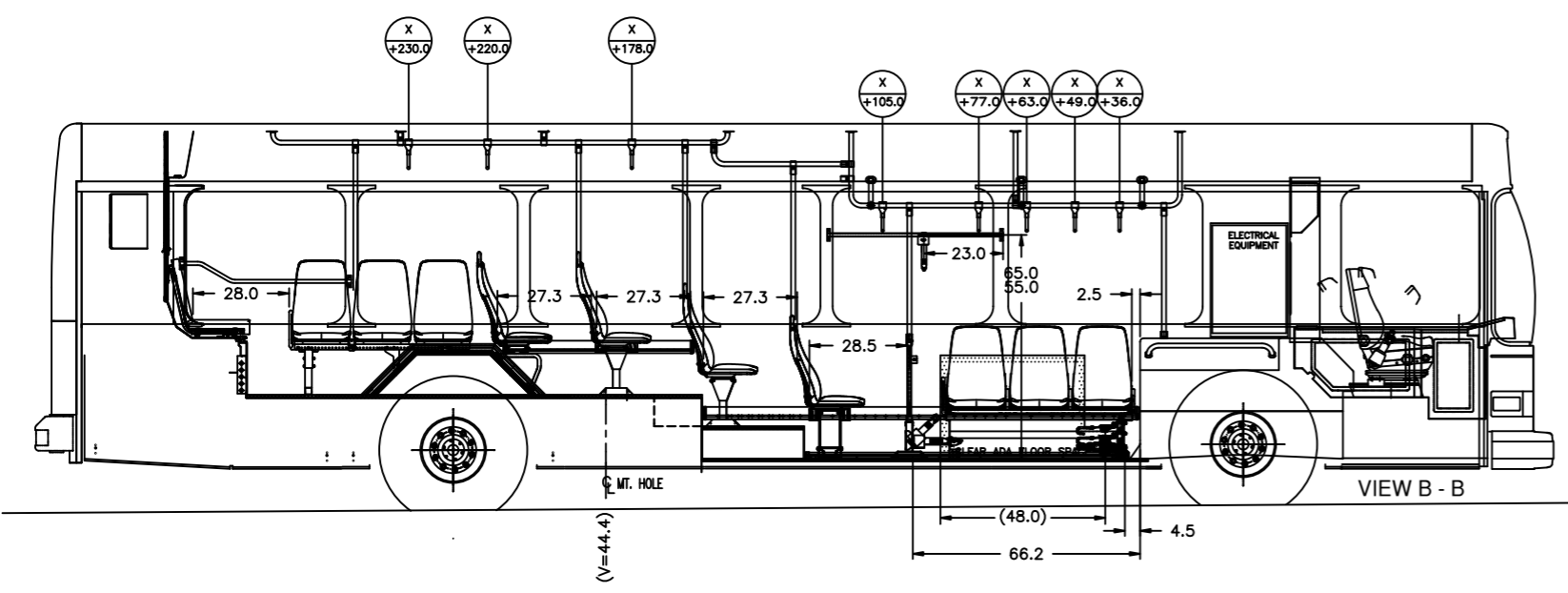
SYM	DWN	ZONE	DESCRIPTION	REL	DATE
A	CNA		RELEASED FOR PRODU	Item # 4.	01/20/14
B	CNA		UPDATED PADDING MAT		01/28/14
C	NSH		REV S SIDE BARRIER LOCATION	102488	05/15/14

NOTES:

1. TO MAXIMIZE OCCUPANT CRASH PROTECTION AND REDUCE THE POTENTIAL FOR SIGNIFICANT INJURY TO PASSENGERS SEATED IN THE FIRST FORWARD FACING SEATS IMMEDIATELY REARWARD OF THE ADA AREA, GILLIG STRONGLY RECOMMENDS THE PLACEMENT OF A BARRIER FORWARD OF THESE SEATS.
2. ALL DIMENSIONS ARE IN INCHES.
3. FLOORING LAYOUT: SEE FL-67525R015.
4. THIS DRAWING TO BE USED FOR SEAT INSTALLATION. ALL OTHER GRAPHICS ARE SHOWN FOR REFERENCE ONLY AND THE FINAL DESIGN MAY VARY.

SEAT AND RESTRAINT NOTES:

10. SEATS & RESTRAINT BELTS MUST MEET FMVSS 209 & 302 STANDARDS.
11. GRAB HANDLE MATERIAL: ENERGY-ABSORBING
12. SEAT INSERTS:
(#) CLOTH COVERED WITH .50" PADDING.
(*) T2C
13. W/C BELTS AND RETRACTORS: Q'STRAIT.
14. CANTILEVERED SEATS SHALL HAVE NO SHROUDS.
15. REF: FOR OTHER SEAT DETAILS NOT SHOWN, SEE PURCHASING ORDER SPECIFICATION SHEET.
16. ALL SEATS WITH T-PEDESTALS SHALL HAVE AN OPEN CHANNEL DESIGN. ALL SEATS WITH DIMENSION E=6.12 SHALL HAVE 3.0 LONG MOUNTING SLOTS.



ITEM NUMBER	VENDOR PART NUMBER	QUANTITY	GILLIG PARTS	QUANTITY	GILLIG PARTS	QUANTITY
		1	STANCHION, 1.0 SINGLE OFFSET FWD RD	1	STANCHION, REAR LONGITUDINAL	2
		16	STRAPS, O/H GRAB BAR, WINDOW, 46.0	1	STANCHION, TRVS. @ 3RD STEP	2
		1	STANCHION, TRVS. @ 2ND STEP	1	STANCHION, TRVS. @ 1ST STEP TO 9.0 O/H DROP	1
		1	STANCHION, CS WHEEL WELL	1	STANCHION, W/C BARRIER	2
		1	STANCHION, SS WHEEL WELL	1		

ITEM NUMBER	VENDOR PART NUMBER	QUANTITY	DESCRIPTION	NOTES AND COMMENTS
16			OPTION J: VPRO	
15			OPTION J: VPRO	
14			W/C FLIP-UP, AFT ARMREST, TOUCH PAD	
13			W/C BARRIER, (2) PED, P1=7.25, P2=16.75, E=8.0, QUBE	
12			(2) PED, P1=10.30, P2=16.55, E=6.12	
11			(1) PED, Po = 26.25, E=6.12	
10			MOUNTED TO WHEEL WELL, MIN TRAVEL ±1.5	
9			AFT ARMREST, E=6.12	
8			SETTEE, (3) CENTER SEATS REMOVABLE	
7			AFT ARMREST, E=6.12	
6			MOUNTED TO WHEEL WELL, MIN TRAVEL ±1.5	
5			(1) PED, Po = 26.25, E=6.12	
4			W/C BARRIER, (2) PED, P1=7.25, P2=16.75, E=8.0, QUBE	
3			W/C FLIP-UP, AFT ARMREST, TOUCH PAD	

ITEM NUMBER	VENDOR PART NUMBER	QUANTITY	DESCRIPTION	NOTES AND COMMENTS	
31			PASSENGER SEAT SUPPLIER: 40NE	SIGNATURE ON THIS DRAWING INDICATES CUSTOMERS APPROVAL OF LAYOUT AND AGREEMENT THAT SAME IS IN COMPLIANCE WITH CUSTOMER'S SPECIFICATIONS. ONCE SIGNED THIS DRAWING BECOMES A PART OF CONTRACT # _____ PURCHASE ORDER #: _____ SIGNED BY: _____ ACTING ON BEHALF OF AND WITH THE AUTHORITY OF _____	
			PASSENGER SEAT MODELS: MARIELLA		
			DIABLO (SETTEE ONLY)		
			FIRST CHASSIS: 183166-183168 (03) (05/05/14)		
			STANDARD REVISION: A	DATE: 01/21/14	
			DESIGNER: CHARLIE ABABSEH	DATE: 01/21/14	
			GILLIG	GILLIG LLC HAYWARD, CA	
			GILLIG DESIGN BULLETIN REQUIREMENTS: UNLESS OTHERWISE SPECIFIED		
			DESCRIPTION	DB NUMBER	REV
			SETTEE:	DB 157.000	D
			UPPER SECTION:	DB 157.001	B
			CENTER SECTION:	DB 158.007	A
			W/C RESTRAINT OPTION:	DB 152.014	AF
			ADA CLEAR FLOOR SPACE:	DB 152.000	A
			SEAT DIMENSIONAL SPEC.:	DB 152.001	C
			DIMENSIONING AND TOLERANCING ARE PER ANSI Y14.5M-1994, UNLESS OTHERWISE SPECIFIED.		
			HIP-TO-KNEE TOLERANCE: LINEAR: X ±.3 ANGLUAR ±5°	CAD SCALE: 1:51	SIZE: B
			NON PADDED SEATS: ±0.25		
			PADDED SEATS: ±0.50		
			This drawing and the information contained thereon is submitted confidentially and is the property of The GILLIG LLC. Use, reproduction or disclosure of the content of this drawing or any portion thereof for any purpose must be approved in writing by The GILLIG LLC		



KIT & DIAGRAM, SEAT LF2010 35' X 102"

YAKIMA, WA

SL-72739-183166



STAFF REPORT

Meeting Type: City Council Meeting
Meeting Date: October 2, 2023
From: Andi Howell, Transit Director
Subject: Purchase Authorization: Two Mid-Size Transit Vehicles

DECISION TO BE MADE:

Whether to authorize staff to purchase two gasoline powered mid-size cut-a-way vehicles.

BACKGROUND / CONTEXT:

Sandy Transit is expanding service with the addition of the Clackamas Town Center route. Sandy secured \$250,000 in funding from the Statewide Transportation Improvement Fund (STIF) Regional Coordination program for a vehicle purchase. During the grant program request, Transit intended to put a mid-sized cut-a-way on this route; electric if possible.

Transit is successfully moving ahead with the transition to electric, however the planning and construction of the needed infrastructure upgrades; the procurement of vehicles; and the securing of funding for planning, construction, and capital takes time. While all these aspects are moving forward, the current timeline for completion of upgrades and delivery of three 35' electric vehicles is at least 20-24 months. Sandy Transit would like to launch the Clackamas Town Center route at the start of 2024, approximately 3 months from now.

After discussion and fleet analysis, Transit has decided to use a 35' Gillig on this route with a future plan of an electric transition. Because 35' vehicles take approximately 24 months to procure, we plan to use a vehicle that is already in our fleet. In order to do this, we need to add vehicles that are available now and can be used on any route necessary.

This solution makes the startup of the Clackamas connection possible and solves an ongoing maintenance issue. Transit has been experiencing long down times due to problems with the supply chain. Buses (the blue trolley for example) have sometimes been down for months before a needed part becomes available. By purchasing two cut-a-way vehicles, spares will be available for nearly any route or service.

Sandy Transit conducted a Request for Quotes (RFQ) from the State Contract vendors for vehicles in stock or available by the end of the year. The vehicle that matches the RFQ the closest is the Eldorado Advantage sold by Schetky Bus Sales. Sandy has a good, long-standing history with Schetky Bus Sales and believes this bus is the solution for our fleet needs.

KEY CONSIDERATIONS / ANALYSIS:

This purchase was included in the FY24-25 approved budget. The budget included \$475,000 for the purchase of a vehicle in the event we chose to use a 35' diesel or mid-size electric vehicle.

BUDGET IMPACT:Total Project Estimate:

\$344,429.62 for 2 buses.

Funding Sources:

\$250,000 from STIF; \$94,429.62 Transit Payroll Taxes

RECOMMENDATION:

The City recommends that the Council authorize staff to purchase the two cut-a-way vehicles from Schetky Bus Sales.

SUGGESTED MOTION LANGUAGE:

"I move to authorize staff to purchase two gasoline powered mid-size cut-a-way vehicles from Schetky Bus Sales, as detailed in the agenda packet."

LIST OF ATTACHMENTS / EXHIBITS:

Attachment A: Request For Quote

Attachment B: Schetky Bus Sales Bid

Attachment C: Creative Bus Sales Bid

Attachment D: Sandy Comparison Sheet

REQUEST FOR TRANSIT VEHICLE PRICE QUOTE (RFQ)

This is (check appropriate):

Initial Request for Quote (from Requesting Agency to Vendors)

Due Date: 09/07/2023

Response to RFQ (from Responding Vendor back to Requesting Agency)

Grant Funded Purchase STIF Funds

VENDOR (Business Name): _____

Vendor Contact Person: _____ Phone: _____

Email Address: _____ Alt Phone: _____

Meets Buy America Standards (49 USC § 5323(j); 49 CFR part 661)

REQUESTING AGENCY INFORMATION

Agency: City of Sandy

Date: September 22, 2023

Contact Person: Andi Howell

Phone: 503-235-6780

Email Address: ahowell@ci.sandy.or.us Fax: NA

Agency Address: 16610 Champion Way Sandy, OR 97055

The above Agency, through its Public Transit program or public transit affiliate, is requesting price quotes from Oregon State Price Agreement Contract Vendors for the purchase of the following vehicle(s):

From (circle): Oregon State Price Agreement / **Other** No. of Vehicles Required: 2

PTD Vehicle Category (Check): (Please see *PTD Vehicle Descriptions and Useful Life Standards*)

Cat A Cat B Cat C Cat D Cat E ____ (select from 1 to 3)

Length: 20-25 Regular Seats: 10 - 14 ADA Stations/Tiedowns: 1 or 2

Fuel Type: Gasoline Diesel Bio-fuel Hybrid CNG Propane

High Floor Low Floor Other Comment: see below

The general specification for vehicle is as follows:

Item # 5.

A. VENDOR'S VEHICLE BASE PRICE INFORMATION		VEHICLE BASE PRICE
<i>This Section to be completed by Vendor</i>		Enter base price from State Price Agreement below \$
Vehicle Make/Model:		
Length:		
Fuel Type:		
Floor: <input type="checkbox"/> High Floor <input type="checkbox"/> Low Floor Other:		
No. of Regular Passenger Seats:		
No. of ADA Stations w/Tiedowns Desired:		
Other Special Note:		
B. VEHICLE REQUIRED SPECIFICATIONS		
<i>Requesting Agency completes Description column</i> <i>Vendor completes "Vendor Response" columns</i>		VENDOR RESPONSE
<i>Requesting Agency's Required Specifications Description</i>		<i>Vendor Suggestions (related to vehicle specs)</i>
Seeking available units that are on site or scheduled to be on site by end of year (2023); new models only. Must have at least 1 ADA Securement station. Category D.		
As many standard specs per State Price Agreement as possible - please include a list of vendor provided standard specs with RFQ response.		
<u>APPROVED EQUAL</u>		
Items bid other than specified must be determined by the Buyer as an approved equal. Include in final bid detailed specifications, cut-sheets, and modifications necessary that would make the proposed item equal to the desired specifications. Determination of approved equal will be made by the Buyer, and the decision is final.		
Altoona Test Executive Summary		

Requesting Agency's Required Specifications Description (Continued)	VENDOR RESPONSE
	<i>Vendor Suggestions (related to vehicle specs)</i>
External color standard white	
The vehicle should be approximately 20-25 feet in length	
6.8 liter gasoline engine or equivalent	
Triangle Reflector Kit-secured to the floor behind driver seat	
One (1) or Two (2) ADA securement stations	
Braun Century Wheelchair Lift with 1,000 pound lifting capacity and 34" by 54" platform, or equivalent with seatbelt on lift	
Fast idle, part of wheelchair lift package	
A wheelchair securement system	
Heated, remotely operated exterior mirrors with integrated turn signals (controls must be in reach of driver which allow adjustments while in a normal sitting position)	
LED ADA light package, includes all exterior ADA lights (door activated)	
Daytime running lights (LED) 7"	
LED amber flashing lights, front and rear 7" or larger triggered with front door, lift and rear door to flash	
LED light package for all standard/required rear stop, tail, and backup lights	
LED step well lights	
Fuel sender access cover	
Wheelchair door ajar light	
Rear emergency door w/ 2 windows w/ door ajar light and buzzer	
Electric passenger entrance Option to open electric front door from outside vehicle (key)	
Wide angle lens, rear door window	
Dual windows One (1) on each side of rear emergency door	
Grab handles LH and RH of entry way, angled to match entry steps and yellow powder coated.	
Power base for driver seat, install vinyl base on power base	
Driver's seat have equivalent features to Seats Inc. Legacy LO w driver seat cover level 4	
17" mid-back standard seats (Freedman or equivalent)	
Seat belt extension for driver (longest available up to 12")	
Altro non-skid floor coved to seat rail or equivalent	
FAK, Fire Ext, and BBP Kit mounted	
Full view curb window	

<p>Requesting Agency's Required Specifications Description (Continued)</p>	<p>VENDOR RESPONSE</p>
	<p><i>Vendor Suggestions (related to vehicle specs)</i></p>
Rear LED brake lights under rear body windows	
Door actuated LED interior ceiling lights	
Add stanchion for farebox, 12V pre-wire	
Pull cord stop request system w/transition stop request sign & buzzer - auditory & visual	
Bike rack for 3 bikes	
Front license plate bracket	
Single Switch Intermittent Wipers	
FRP Ceiling and Walls	
Seat Belt Cutter, Flashlight, mounted within reach of driver	
Four (4) scooter tie-down loops	
Matrix listing all warranties, component, company, contact information and duration.	
Inner dual tires air valve extender kit	
Interior passenger view mirror above the driver (adjustable)	
AM/FM/CD with color backup camera, Bluetooth and hands free technology. Exterior mounted camera 4 Speakers	
LED exterior light package	
Skirt mounted rear LED docking lights	
LED exterior entry door light, door activated	
LED side marker/turn signals	
Aisle side seats to have armrests and grab handles	
All except driver's seat to be vinyl / level 4 upholstery or higher	
Seat back grab handles on aisle and window seats	
Four (4) 12 inch seatbelt extensions	
Yellow standee line and sign, yellow step nosing	
Front and side destination sign windows, overhead access door and 12V prewire power and ground	
Drip moldings over all passenger windows (stainless steel or equivalent)	
Passenger side overhead railing (with straps)	
<p>Subtotal Cost of Required Options:</p>	<p>\$</p>
<p>Total Vehicle Cost With All Required Options and TAX:</p>	<p>\$</p>

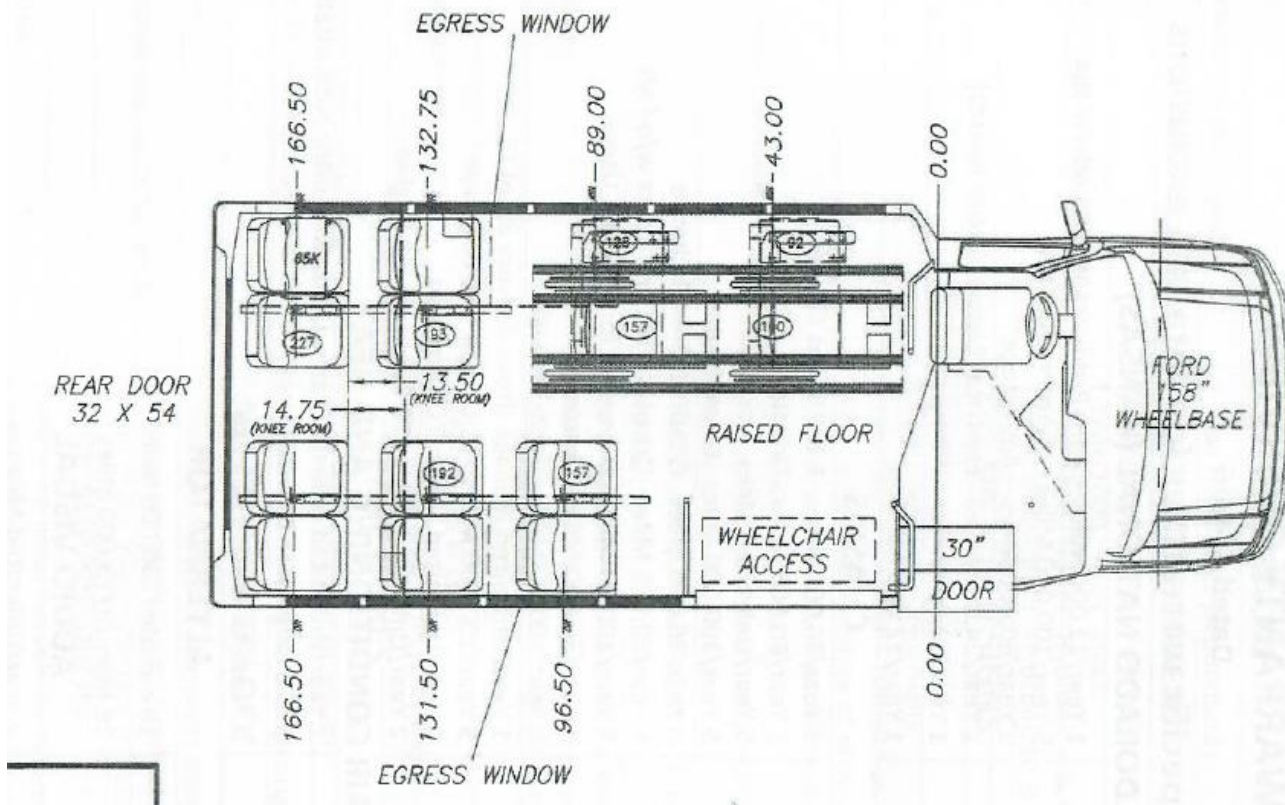
C. VEHICLE PREFERRED OPTIONS

Requesting Agency's Preferred Options Description	Included in Base Price? YES / NO	\$Additional Cost for Option\$ (or Note Not Available)	Vendor Suggestions (related to vehicle specs)
Interior 4 Camera CCTV system (Seon or equivalent) with minimum 250gb HD			
As built wiring diagrams and parts manual			
Exterior height clearance decal (above driver)			
4 Sets of keys, or fobs (split into sets) lift door and rear door, keyed alike			
LED yield signs with driver activation switch on dash (match TriMet yield sign ORS 811.167)			
Install TDSS systems under fold-away seats			
Subtotal Cost of Preferred Options:		\$	

Vendor's Signature: _____ **Date Sent:** _____

Vendor's Response Back to RFQ – Please sign and date your response here.

Sample Floor plan (Attach or cut-and-paste new plan here, or attach on back)



VENDOR INFORMATION

Vendors are strongly encouraged to submit price quotes using the format provided. Vendors should specifically note if and how they meet the above specifications, and note any differences in what has been called out above, in their price quotes. This may be done on the form, or on an attached sheet. The vehicle(s) will be purchased with funding from the Oregon Department of Transportation, Public Transit Division and the Requesting Agency, and will follow applicable Federal and State procurement guidelines.

Price Quote shall be submitted to the Requesting Agency contact person named on the first page on this form.

Price Quotes may be sent by U.S. Mail, emailed, or faxed to the addresses for Requesting Agency noted on page 1 of this form.

Vendors are required to submit the following certification attachments with each Quote response:

Attachment 1 – Certificate of Compliance with Bus Testing Requirement

Attachment 2 – Pre-Award FMVSS and Buy America Certification

Attachment 3 – Transit Vehicle Manufacturer (TVM) Certification (DBE)

VEHICLE SELECTION INFORMATION

Selection of the vehicle and successful price quote will be based on:

- Lowest Cost with Required Specifications** (*Lifecycle costs may be considered in price determination and may affect lowest bid determination*)
- Best Value Determination** (ODOT PTD pre-approval required.)

The Best Value Determination criteria are as follows:

Attachment 1

BUS TESTING CERTIFICATION

The undersigned bidder [Contractor/Manufacturer] certifies that the vehicle model or vehicle models offered in this bid submission complies with 49 CFR Part 665.

A copy of the test report (for each bid ITEM) prepared by the Federal Transit Administration's (FTA) Altoona, Pennsylvania Bus Testing Center is attached to this certification and is a true and correct copy of the test report as prepared by the facility.

The undersigned understands that misrepresenting the testing status of a vehicle acquired with Federal financial assistance may subject the undersigned to civil penalties as outlined in the U.S. Department of Transportation's regulation on Program Fraud Civil Remedies, 49 CFR Part 31. In addition, the undersigned understands that FTA may suspend or debar a manufacturer under the procedures in 49 CFR Part 29.

Name of Bidder/Company Name

Type or print name

Signature of authorized representative

Signature of notary and SEAL

Date of Signature

Attachment 2

PRE-AWARD CERTIFICATION FOR PROCUREMENT OF ROLLING STOCK (VENDOR)

PRE-AWARD AUDIT REQUIREMENTS

A recipient purchasing revenue service rolling stock with FTA funds must ensure that a pre-award audit under this part is complete before the recipient enters into a formal contract for the purchase of such rolling stock.

DESCRIPTION OF PRE-AWARD AUDIT

A pre-award audit under this part includes— (a) A Buy America certification; (b) A purchaser's requirements certification; and (c) Where appropriate, a manufacturer's Federal Motor Vehicle Safety certification information.

PRE-AWARD BUY AMERICA CERTIFICATION

For purposes of this part, a pre-award Buy America certification is a certification that the recipient keeps on file that:

- a. There is a letter from FTA which grants a waiver to the rolling stock to be purchased from the Buy America requirements under section 165(b) (1), (b)(2), or (b)(4) of the Surface Transportation Assistance Act of 1982, as amended; or
- b. The recipient is satisfied that the rolling stock to be purchased meets the requirements of section 165(a) or (b)(3) of the Surface Transportation Assistance Act of 1982, as amended, after having reviewed itself or through an audit prepared by someone other than the manufacturer or its agent documentation provided by the manufacturer which lists:
 1. The Component and subcomponent parts of the rolling stock that are produced in the United States is more than 60% for FY2016 and 2017, more than 65% for FY2018 and 2019, more than 70% for FY2020 of the cost of all components and subcomponents of the vehicle identified by the manufacturer; and
 2. The location of the final assembly must take place in the United States (49 CFR 661.11), including a description of the activities that will take place at the final assembly point and the cost of final assembly.

PRE-AWARD PURCHASERS REQUIREMENTS CERTIFICATION

For purposes of this part, a pre-award purchaser's requirements certification is a certification a recipient keeps on file that:

- a. The rolling stock the recipient is contracting for is the same product described in the purchaser's solicitation specification; and
- b. The proposed manufacturer is a responsible manufacturer with the capability to produce a vehicle that meets the recipient's specification set forth in the recipient's solicitation.

If buses or other rolling stock (including train control, communication, and traction power equipment) are being procured, the appropriate certificate as set forth below shall be completed and submitted by each bidder in accordance with the requirements in 49 CFR 661.13(b).

PRE-AWARD FMVSS COMPLIANCE CERTIFICATION

As required by Title 49 of the CFR, Part 663 – Subpart D, the recipient certifies that it received, at the pre-award stage, a copy of the manufacturers self-certification information stating that the buses will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

Bidder or offeror Certificate of:

COMPLIANCE with Buy America and FMVSS Rolling Stock Requirements

As required by 49 CFR Part 663, the bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j), and the applicable regulations of 49 CFR 661.11.

Company _____

Name _____ Title _____

Signature _____ Date _____

Bidder or offeror Certificate of:

NON-COMPLIANCE with Buy America and FMVSS Rolling Stock Requirements

As required by 49 CFR Part 663, the bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j), but may qualify for an exception to the requirement consistent with 49 U.S.C. 5323(j)(2), as amended, and the applicable regulations in 49 CFR 661.7.

Company _____

Name _____ Title _____

Signature _____ Date _____

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION

Pursuant to the provisions of Section 105(f) of the Surface Transportation Assistance Act of 1982, each bidder for this contract must certify that it has complied with the requirements of 49 CFR Part 26.49, regarding the participation of Disadvantaged Business Enterprises (DBE) in FTA assisted procurements of transit vehicles. Absent this certification, properly completed and signed, a bid shall be deemed non-responsive.

Certification:

I hereby certify, for the bidder named below, that it has complied with the provisions of 49 CFR Part 26.49 and that I am duly authorized by said bidder to make this certification.

Name of Bidder/Company

Name Type or print

Signature of Authorized Representative

Date

Signature of notary and SEAL

REQUEST FOR TRANSIT VEHICLE PRICE QUOTE (RFQ)

This is (check appropriate):

Initial Request for Quote (from Requesting Agency to Vendors)

Due Date: 09/07/2023

Response to RFQ (from Responding Vendor back to Requesting Agency)

Grant Funded Purchase STIF Funds

VENDOR (Business Name): Schetky NW Sales, Inc.

Vendor Contact Person: Kevin Mansfield

Phone: (480) 818-0708

Email Address: kevinm@schetkynw.com

Alt Phone: (623) 478-1920

Meets Buy America Standards (49 USC § 5323(j); 49 CFR part 661)

REQUESTING AGENCY INFORMATION

Agency: City of Sandy

Date: September 7, 2023

Contact Person: Andi Howell

Phone: 503-235-6780

Email Address: ahowell@ci.sandy.or.us Fax: NA

Agency Address: 16610 Champion Way Sandy, OR 97055

The above Agency, through its Public Transit program or public transit affiliate, is requesting price quotes from Oregon State Price Agreement Contract Vendors for the purchase of the following vehicle(s):

From (circle): Oregon State Price Agreement / **Other** No. of Vehicles Required: 2

PTD Vehicle Category (Check): (Please see *PTD Vehicle Descriptions and Useful Life Standards*)

Cat A Cat B Cat C Cat D Cat E ____ (select from 1 to 3)

Length: 20-25 Regular Seats: 10 - 14 ADA Stations/Tiedowns: 1 or 2

Fuel Type: Gasoline Diesel Bio-fuel Hybrid CNG Propane

High Floor Low Floor Other Comment: see below

The general specification for vehicle is as follows:

Item # 5.

A. VENDOR'S VEHICLE BASE PRICE INFORMATION		VEHICLE BASE PRICE
<i>This Section to be completed by Vendor</i>		Enter base price from State Price Agreement below \$ 102,698.00
Vehicle Make/Model: EIDorado Advantage		
Length: Approximately 24'		
Fuel Type: Gasoline		
Floor: <input checked="" type="checkbox"/> High Floor <input type="checkbox"/> Low Floor Other:		
No. of Regular Passenger Seats: Fourteen (14)		
No. of ADA Stations w/Tiedowns Desired: Two (2)		
Other Special Note: Additional tie downs available		
B. VEHICLE REQUIRED SPECIFICATIONS		
<i>Requesting Agency completes Description column</i> <i>Vendor completes "Vendor Response" columns</i>	VENDOR RESPONSE	
<i>Requesting Agency's Required Specifications Description</i>	<i>Vendor Suggestions (related to vehicle specs)</i>	
Seeking available units that are on site or scheduled to be on site by end of year (2023); new models only. Must have at least 1 ADA Securement station. Category D.	Yes	
As many standard specs per State Price Agreement as possible - please include a list of vendors provided standard specs with RFQ response.	See Attached	
<u>APPROVED EQUAL</u> Items bid other than specified must be determined by the Buyer as an approved equal. Include in final bid detailed specifications, cut sheets, and modifications necessary that would make the proposed item equal to the desired specifications. Determination of approved equal will be made by the Buyer, and the decision is final.	Yes	
Altoona Test Executive Summary	See Attached	

Requesting Agency's Required Specifications Description (Continued)	VENDOR RESPONSE
	<i>Vendor Suggestions (related to vehicle specs)</i>
External color standard white	Yes
The vehicle should be approximately 20-25 feet in length	Yes
6.8-liter gasoline engine or equivalent	7.3 liter is the current engine offered
Triangle Reflector Kit-secured to the floor behind driver seat	Yes
One (1) or Two (2) ADA securement stations	Yes
Braun Century Wheelchair Lift with 1,000-pound lifting capacity and 34" by 54" platform, or equivalent with seatbelt on lift	Yes
Fast idle, part of wheelchair lift package	Yes
A wheelchair securement system	Yes, 2 are included.
Heated, remotely operated exterior mirrors with integrated turn signals (controls must be in reach of driver which allow adjustments while in a normal sitting position)	Yes
LED ADA light package, includes all exterior ADA lights (door activated)	Yes
Daytime running lights (LED) 7"	Yes
LED amber flashing lights, front and rear 7" or larger triggered with front door, lift and rear door to flash	Switch activated only
LED light package for all standard/required rear stop, tail, and backup lights	Yes
LED step well lights	Yes
Fuel sender access cover	Yes
Wheelchair door ajar light	Yes
Rear emergency door w/ 2 windows w/ door ajar light and buzzer	Yes
Electric passenger entrance Option to open electric front door from outside vehicle (key)	Yes
Wide angle lens, rear door window	Yes
Dual windows One (1) on each side of rear emergency door	Yes
Grab handles LH and RH of entry way, angled to match entry steps and yellow powder coated.	Yes
Power base for driver seat, install vinyl base on power base	Yes
Driver's seat have equivalent features to Seats Inc. Legacy LO w driver seat cover level 4	No. Freedman Shield covered in level 4 vinyl. Agency could replace seat if needed.
17" mid-back standard seats (Freedman or equivalent)	No. All seats are Freedman – Mid-High Notch Back Double AM Foldaway seats
Seat belt extension for driver (longest available up to 12")	Yes
Altro non-skid floor coved to seat rail or equivalent	Yes
FAK, Fire Ext, and BBP Kit mounted	Yes
Full view curb window	Yes

Requesting Agency's Required Specifications Description (Continued)	VENDOR RESPONSE
	<i>Vendor Suggestions (related to vehicle specs)</i>
Rear LED brake lights under rear body windows	Yes
Door actuated LED interior ceiling lights	Yes
Add stanchion for farebox, 12V pre-wire	Yes
Pull cord stop request system w/transition stop request sign & buzzer - auditory & visual	Yes
Bike rack for 3 bikes	Yes
Front license plate bracket	Yes
Single Switch Intermittent Wipers	Yes
FRP Ceiling and Walls	Yes
Seat Belt Cutter, Flashlight, mounted within reach of driver	Yes
Four (4) scooter tie-down loops	Yes
Matrix listing all warranties, component, company, contact information and duration.	See Attached
Inner dual tires air valve extender kit	Yes
Interior passenger view mirror above the driver (adjustable)	Yes
AM/FM/CD with color backup camera, Bluetooth and hands-free technology. Exterior mounted camera 4 Speakers	Yes
LED exterior light package	Yes
Skirt mounted rear LED docking lights	Yes
LED exterior entry door light, door activated	Yes
LED side marker/turn signals	Yes
Aisle side seats to have armrests and grab handles	Yes
All except driver's seat to be vinyl / level 4 upholstery or higher	Yes
Seat back grab handles on aisle and window seats	Aisle seats only
Four (4) 12-inch seatbelt extensions	Yes
Yellow standee line and sign, yellow step nosing	Yes
Front and side destination sign windows, overhead access door and 12V prewire power and ground	Yes
Drip moldings over all passenger windows (stainless steel or equivalent)	Yes
Passenger side overhead railing (with straps)	Street side overhead railing
Subtotal Cost of Required Options:	\$ 69,516.81
Total Vehicle Cost With All Required Options and TAX:	\$ 172,214.81

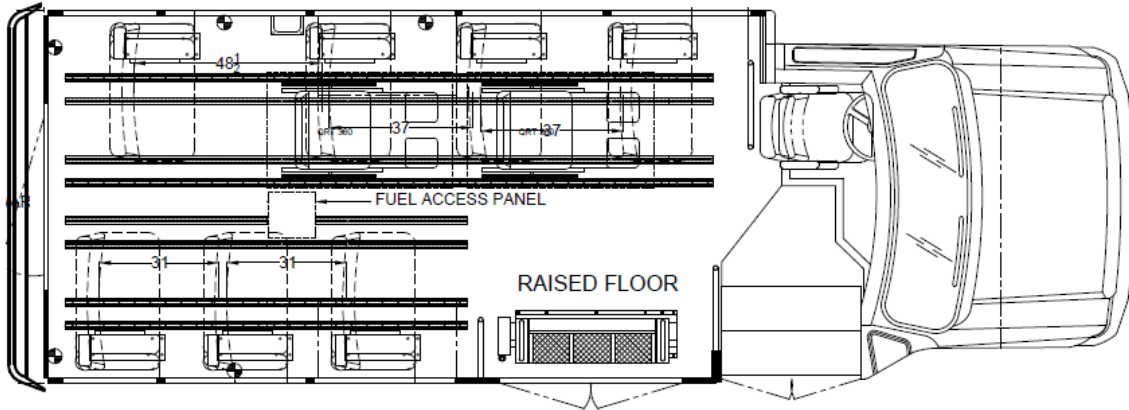
C. VEHICLE PREFERRED OPTIONS

Requesting Agency's Preferred Options Description	Included in Base Price? YES / NO	\$Additional Cost for Option\$ (or Note Not Available)	Vendor Suggestions (related to vehicle specs)
Interior 4 Camera CCTV system (Seon or equivalent) with minimum 250gb HD	Yes		5 camera system is included with price
As built wiring diagrams and parts manual	Yes		
Exterior height clearance decal (above driver)	Yes		
4 Sets of keys, or fobs (split into sets) lift door and rear door, keyed alike	No	\$295.00	2 sets are included in cost is for 2 more sets
LED yield signs with driver activation switch on dash (match TriMet yield sign ORS 811.167)	Yes		
Install TDSS systems under fold-away seats.	No	\$834.00	
Subtotal Cost of Preferred Options:		\$1.129.00	

Vendor's Signature: Kevin Mangifido Date Sent: 9/22/2023

Vendor's Response Back to RFQ – Please sign and date your response here.

Sample Floor plan (Attach or cut-and-paste new plan here, or attach on back)



VENDOR INFORMATION

Vendors are strongly encouraged to submit price quotes using the format provided. Vendors should specifically note if and how they meet the above specifications and note any differences in what has been called out above, in their price quotes. This may be done on the form, or on an attached sheet. The vehicle(s) will be purchased with funding from the Oregon Department of Transportation, Public Transit Division and the Requesting Agency, and will follow applicable Federal and State procurement guidelines.

Price Quote shall be submitted to the Requesting Agency contact person named on the first page on this form.

Price Quotes may be sent by U.S. Mail, emailed, or faxed to the addresses for Requesting Agency noted on page 1 of this form.

Vendors are required to submit the following certification attachments with each Quote response:

Attachment 1 – Certificate of Compliance with Bus Testing Requirement

Attachment 2 – Pre-Award FMVSS and Buy America Certification

Attachment 3 – Transit Vehicle Manufacturer (TVM) Certification (DBE)

VEHICLE SELECTION INFORMATION

Selection of the vehicle and successful price quote will be based on:

Lowest Cost with Required Specifications (*Lifecycle costs may be considered in price determination and may affect lowest bid determination*)

Best Value Determination (ODOT PTD pre-approval required.)

The Best Value Determination criteria are as follows:

Attachment 1

BUS TESTING CERTIFICATION

The undersigned bidder [Contractor/Manufacturer] certifies that the vehicle model or vehicle models offered in this bid submission complies with 49 CFR Part 665.

A copy of the test report (for each bid ITEM) prepared by the Federal Transit Administration's (FTA) Altoona, Pennsylvania Bus Testing Center is attached to this certification and is a true and correct copy of the test report as prepared by the facility.

The undersigned understands that misrepresenting the testing status of a vehicle acquired with Federal financial assistance may subject the undersigned to civil penalties as outlined in the U.S. Department of Transportation's regulation on Program Fraud Civil Remedies, 49 CFR Part 31. In addition, the undersigned understands that FTA may suspend or debar a manufacturer under the procedures in 49 CFR Part 29.

Schetky Northwest, Inc.

Name of Bidder/Company Name

Kevin Mansfield

Type or print name

Kevin Mansfield

Signature of authorized representative

Cora L Crittle

Signature of notary and SEAL



Date of Signature

11 14 2020

Attachment 2

PRE-AWARD CERTIFICATION FOR PROCUREMENT OF ROLLING STOCK (VENDOR)

PRE-AWARD AUDIT REQUIREMENTS

A recipient purchasing revenue service rolling stock with FTA funds must ensure that a pre-award audit under this part is complete before the recipient enters into a formal contract for the purchase of such rolling stock.

DESCRIPTION OF PRE-AWARD AUDIT

A pre-award audit under this part includes— (a) A Buy America certification; (b) A purchaser's requirements certification; and (c) Where appropriate, a manufacturer's Federal Motor Vehicle Safety certification information.

PRE-AWARD BUY AMERICA CERTIFICATION

For purposes of this part, a pre-award Buy America certification is a certification that the recipient keeps on file that:

- a. There is a letter from FTA which grants a waiver to the rolling stock to be purchased from the Buy America requirements under section 165(b) (1), (b)(2), or (b)(4) of the Surface Transportation Assistance Act of 1982, as amended; or
- b. The recipient is satisfied that the rolling stock to be purchased meets the requirements of section 165(a) or (b)(3) of the Surface Transportation Assistance Act of 1982, as amended, after having reviewed itself or through an audit prepared by someone other than the manufacturer or its agent documentation provided by the manufacturer which lists:
 1. The Component and subcomponent parts of the rolling stock that are produced in the United States is more than 60% for FY2016 and 2017, more than 65% for FY2018 and 2019, more than 70% for FY2020 of the cost of all components and subcomponents of the vehicle identified by the manufacturer; and
 2. The location of the final assembly must take place in the United States (49 CFR 661.11), including a description of the activities that will take place at the final assembly point and the cost of final assembly.

PRE-AWARD PURCHASERS REQUIREMENTS CERTIFICATION

For purposes of this part, a pre-award purchaser's requirements certification is a certification a recipient keeps on file that:

- a. The rolling stock the recipient is contracting for is the same product described in the purchaser's solicitation specification; and
- b. The proposed manufacturer is a responsible manufacturer with the capability to produce a vehicle that meets the recipient's specification set forth in the recipient's solicitation.

If buses or other rolling stock (including train control, communication, and traction power equipment) are being procured, the appropriate certificate as set forth below shall be completed and submitted by each bidder in accordance with the requirements in 49 CFR 661.13(b).

PRE-AWARD FMVSS COMPLIANCE CERTIFICATION

As required by Title 49 of the CFR, Part 663 – Subpart D, the recipient certifies that it received, at the pre-award stage, a copy of the manufacturers self-certification information stating that the buses will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

Bidder or offeror Certificate of:

COMPLIANCE with Buy America and FMVSS Rolling Stock Requirements

As required by 49 CFR Part 663, the bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j), and the applicable regulations of 49 CFR 661.11.

Company Schetky Northwest, Inc.

Name Kevin Mansfield Title Sales Manager

Signature  Date 11/14/2022

Bidder or offeror Certificate of:

NON-COMPLIANCE with Buy America and FMVSS Rolling Stock Requirements

As required by 49 CFR Part 663, the bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j), but may qualify for an exception to the requirement consistent with 49 U.S.C. 5323(j)(2), as amended, and the applicable regulations in 49 CFR 661.7.

Company _____

Name _____ Title _____

Signature _____ Date _____

Attachment 3

TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION

Pursuant to the provisions of Section 105(f) of the Surface Transportation Assistance Act of 1982, each bidder for this contract must certify that it has complied with the requirements of 49 CFR Part 26.49, regarding the participation of Disadvantaged Business Enterprises (DBE) in FTA assisted procurements of transit vehicles. Absent this certification, properly completed and signed, a bid shall be deemed non-responsive.

Certification:

I hereby certify, for the bidder named below, that it has complied with the provisions of 49 CFR Part 26.49 and that I am duly authorized by said bidder to make this certification.

Name of Bidder/Company Schetky Northwest, Inc.

Name Type or print Kevin Mansfield

Signature of Authorized Representative *Kevin Mansfield*

Date 11/14/2022

Signature of notary and SEAL *Cora L Crittle*



STATE STANDARDS PER DASPS 2234-19**STANDARD & BASE VEHICLE EQUIPMENT (INCLUDED UNLESS REQUESTED OTHERWISE)****CAT D, ElDorado Advantage****STANDARD CHASSIS FEATURES**

7.3L V8 PREMIUM GASOLINE ENGINE
 14,500 GVWR
 240 AMP ALTERNATOR
 HILL START ASSIST
 TRACTION CONTROL
 ELECTRONIC STABILITY CONTROL
 FLEET TELEMATICS MODEM
 12V POWER POINT
 HEAVY DUTY 240 AMP ALTERNATOR
 ELECTRONIC 6-SPEED AUTOMATIC TRANSMISSION
 55 GALLON FUEL TANK
 DRIVER'S MIRROR, DAY/NIGHT INTERIOR REVIEW MIRROR
 TIRES, LT225/75R16E BSW ALL SEASON HANKOOK DYNAPRO HT
 DUAL REAR WHEEL
 CRUISE CONTROL
 DASH HEAT, WITH ADDITIONAL CONTROLS FOR REAR HEAT
 FRONT AIR-CONDITIONING
 DAYTIME RUNNING LAMP
 OXFORD WHITE STANDARD CAB PAINT
 AUXILIARY FUEL PORT
 FRONT CHROME BUMPER
 CHROME GRILLE
 ENGINE BLOCK HEATER
 FRONT LICENSE PLATE BRACKET
 FRONT VINYL FLOOR COVERING IN DRIVER'S COMPARTMENT
 50 STATE EMISSIONS

STANDARD VEHICLE EQUIPMENT

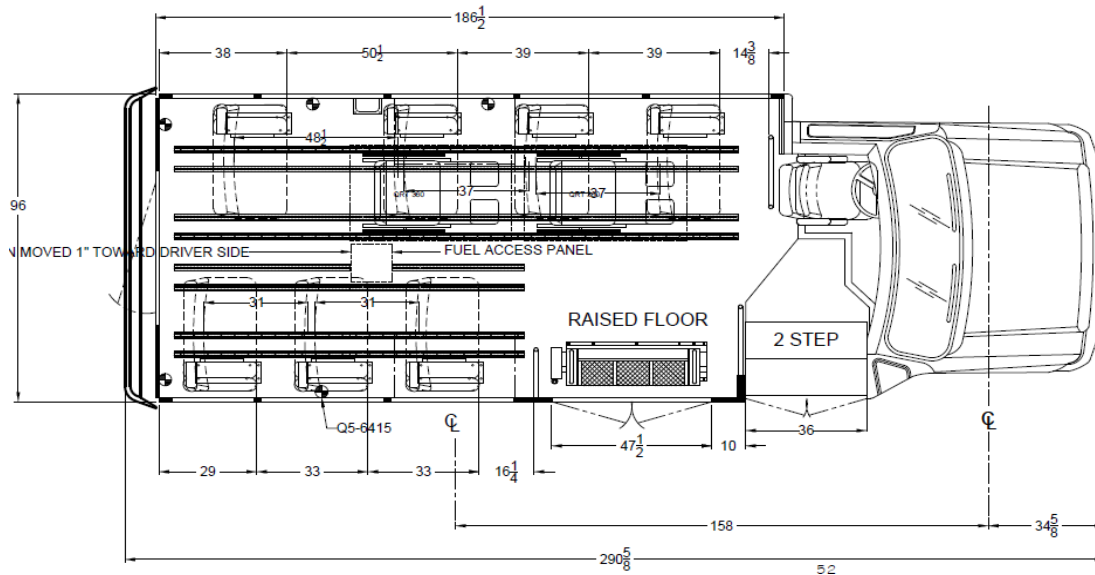
CURBSIDE ROUTED EXHAUST REAR EXIT
 REAR BUMPER WHITE STEEL 'WRAP'
 REAR WINDOW STD
 BASE ELECTRICAL SYSTEM AND ELECTRICAL PANEL
 ROSCO REAR VIEW CAMERA WITH 7" COLOR MONITOR LOCATED IN REAR VIEW MIRROR
 MUDFLAPS ON REAR ONLY ARE STANDARD
 LEFT HAND ENTRY STANCHION WITH MODESTY PANEL AND LEFT ENTRY ASSIST RAIL, STAINLESS
 UNDERCOATING, AND SIDES OF WOOD FLOOR EDGES SEALED BEFORE ASSEMBLY
 RUSTPROOFING STEEL FLOORING & OUTRIGGERS - 1000 HOUR SALT SPRAY TESTED
 CABLINER VERTICAL PORTIONS OVER DRIVER WILL BE COVERED WITH VERONA COAL STD
 PASSENGER CABIN SIDEWALLS - WILL PULL IN WHITE VINYL THATCH STANDARD
 PASSENGER CABIN HEADLINER WILL PULL IN WHITE VINYL THATCH STANDARD

BASE VEHICLE EQUIPMENT (AS SPECIFIED BY STATE)

MANUAL, CUSTOM BUILT PARTS, USB
 CUSTOM OVERALL ELEC WIRING SCHEMATIC, JUMP DRIVE EP4
 CHASSIS OEM AM/FM/CD RADIO E-FORD
 SPRING SPACER, LIFT SIDE E450
 FRONT END TIRE ALIGNMENT
 TIRE VALVE EXTENSIONS, 6"
 SUSPENSION, MOR-RYDE E-450
 EXHAUST, STREETSIDE CORNER 45 FORD SD W/MORRYDE
 FUEL SENDER ACCESS DIAM PLT CHEVY / FORD 2009-
 FAST IDLE, W/INTERLOCK FORD IM V2
 RISER, RSD FLR YELLOW 40
 FLOOR STEEL, RAISED SC240
 DOOR, ENTRY 40 ELEC STAINLESS
 EXTERIOR ENTRY DOOR KEY LOCK KUBOTA
 WINDOW PACKAGE, T-TOP SLIDERS
 A/C, ACT 50S 70KBTU TIE-IN E-FORD AT/AL
 HEATER, 65K BTU LOW PROFILE 5/8"
 HEATER, BOOSTER PUMP
 BATTERY TRAY, M/R SEALTITE PS SC SS
 BATTERY DISCONNECT, COLE HERSEE STEPWELL
 PD & BATTERY (2) G27 IN SLIDE TRAY
 MANUAL RESET CIRCUIT BREAKERS (FUSES)
 CABLINER, W/STORAGE SC
 DRIVER SEAT, USSC G2E AT/AL/SC ONLY, WITH RH ARMREST
 SEATBELT EXTENSION, 12" FREEDMAN USR (QTY 2)
 SEATBELT, FREEDMAN USR FEATHER (QTY 8)
 SEAT, MID-BACK DOUBLE FREEDMAN (QTY 6)
 SEAT COVER, LEVEL 3 (QTY 12)
 SEAT ARMREST, U.S.ARM (QTY 6)
 SEATBELT, 74" STANDARD (QTY 4, REAR ROW ONLY)
 SEAT, AV GRAB HANDLE- PADDED (QTY 6)
 FLOOR, 3/4" MARINE PLYWOOD
 HANDRAIL, RH ENTRY ASSIST
 HANDRAIL, OVERHEAD (QTY 2)
 REVERSE ALARM (102 DB)
 MIRROR, VELVAC HEAT-REM FORD E-FORD
 MIRROR, 6 X 16 REAR VIEW INTERIOR SC
 FIRST AID KIT, 24 UNIT
 FIRE EXT & REFLECTOR KIT, 5#
 LIGHTS, LED EXTERIOR PKG, W/REAR TURN, CMBL, SIDE MARKER
 LIGHT GUARD ONLY, SUPER 60 SIDE TURN
 LIGHTS, LED DOME SUPER BRIGHT (QTY 6)
 LIGHT, UNDERHOOD LED
 LIGHT, LED EXTERIOR ENTRY DOOR
 SPEAKERS, (QTY 4)
 PREWIRE, IGN-BATT-GND FRT STORAGE HD
 PREWIRE, IGN-BATT-GND PASS DASH HD
 REAR VIEW CAMERA, ROSCO 7" IN-MIRROR LCD-STD
 FLOOR RUBBER, RCA GRAY (190-250)
 COVE MOLDING, RUBBER TO SEAT RAIL SC
 STEP NOSING, YELLOW GERFLOR/RCA 40"

STANDEE LINE, RCA YELLOW 2 X 30
INTERIOR SKIN, FRP WALL & CEILING SC 240
CAB UNDERCOAT OPTION
SPARE TIRE, HANKOOK LT225/75R16 E-FORD
MODESTY PANEL, DRIVER, STARBOARD SC
RUNNING BOARD, DR SIDE DIAMOND PLT - FD
WHEELCHAIR DOOR, SC RSD FRT CHALLENGER 48X72
LIFT, BRAUN CENTURY NCL1000FIB34X51-2 1000LB FRT PUMP
SEATBELT EXTENSION, 12" FORD OEM
DECALS, ADA SPEC
RESTRAINT, QRT360L Q-10007 (QTY 2)
L-TRACK, FULL LENGTH SPLICED PER PLACEMENT, 30" X 52" WC POSITION (QTY 2)
RESTRAINT, Q-STRNT BELT CUTTER
LIGHT LED, SKIRT MOUNT OVAL BELOW LIFT
LIGHT, LED LIFT INT CEILING MOUNT
DECALS, CUSTOM INTERIOR, "VIDEO CAMERA IN USE" DECALS #0038514 ENGLISH & #0039744 SPANISH
SPO - VERTICAL STANCHION WITH FLOOR-TO-CEILING MOD PANEL BEHIND WC LIFT
TRIANGLE YIELD SIGN
FIVE (5) CAMERA SEON SYSTEM
HELM SERVICE MANUAL, FORD

TRANSIT AGENCY FLEXBUS™ STOCK UNIT



VEHICLE CONFIGURATION

15 TOTAL PASSENGERS

- PROPOSAL INCLUDES TWO WHEELCHAIR SECUREMENTS, WITH POSSIBILITY OF FIVE WHEELCHAIR POSITIONS. FRONT LIFT, WITH TRANSIT AGENCY PREFERED SPECIFICATIONS
- HIGHEST SAFETY CONTENT, IMPROVED WHEELCHAIR ACCESSIBILITY
- HIGH CAPACITY AIR-CONDITIONING AND HEAT FOR ALL CLIMATES
- BACK-UP CAMERAS AND AUDIBLE BACK-UP SENSORS FOR INCREASED ACCIDENT PREVENTION

STANDARD CHASSIS FEATURES

2024 FORD E-450 CHASSIS
7.3L V8 PREMIUM GASOLINE ENGINE
14,500 GVWR
240 AMP ALTERNATOR
HILL START ASSIST
TRACTION CONTROL
ELECTRONIC STABILITY CONTROL
FLEET TELEMATICS MODEM
12V POWER POINT
HEAVY DUTY 240 AMP ALTERNATOR
ELECTRONIC 6-SPEED AUTOMATIC TRANSMISSION
55 GALLON FUEL TANK
DRIVER'S MIRROR, DAY/NIGHT INTERIOR REVIEW MIRROR
TIRES, LT225/75Rx16E BSW ALL SEASON HANKOOK DYNAPRO HT
DUAL REAR WHEEL
CRUISE CONTROL
DASH HEAT, WITH ADDITIONAL CONTROLS FOR REAR HEAT
FRONT AIR-CONDITIONING

DAYTIME RUNNING LAMP
OXFORD WHITE STANDARD CAB PAINT
AUXILIARY FUEL PORT
FRONT CHROME BUMPER
CHROME GRILLE
ENGINE BLOCK HEATER
FRONT LICENSE PLATE BRACKET
FRONT VINYL FLOOR COVERING IN DRIVER'S COMPARTMENT
50 STATE EMISSIONS

STANDARD BODY FEATURES

EXTERIOR STANDARDS
LED EXTERIOR LIGHTS
<ul style="list-style-type: none"> • THINLINE RECTANGULAR FRONT & REAR CLEARANCE AND MARKER LIGHTS • LED RED STOP/TAIL & TURN SIGNAL • LED BACK UP LIGHTS • LED LICENSE PLATE LIGHT • ADA COMPLIANT SURFACE MOUNTED EXTERIOR ENTRY DOOR LIGHT
EXTERIOR ROSCO BRAND SIDE MIRROR
<ul style="list-style-type: none"> • FLAT UPPER MIRROR, CONVEX LOWER MIRROR
FIBERGLASS FRONT CAP WITH RECESSED MOUNTING FOR MARKER/CLEARANCE LIGHTS
CURBVIEW WINDOW, TO ALLOW DRIVER TO BETTER SEE CURBSIDE PICKUP AREA
FIBERGLASS REAR CAP, WITH RECESSED MOUNTING FOR LIGHTS, AND LARGE AREA FOR GRAPHICS
FIBERGLASS SINGLE-PIECE ROOF, TO BEST PROTECT AGAINST POTENTIAL LEAKS
UPPER AND LOWER EXTERIOR SIDEWALLS, SEALED ALUMINUM, RUST RESISTANT
HEAVY-DUTY REAR BUMPER, STEEL, WITH STAINLESS STEEL BOLTS
INTERIOR STANDARDS
GREY PADDED VINYL IN DRIVER'S AREA
SOUND-ABATEMENT AUTOCLOTH ON PASSENGER-AREA CEILING AND REAR WALL, GRAY
VANDAL-RESISTANT, DISINFECTANT-APPROVED FRP ON PASSENGER-AREA SIDEWALLS
LED DOME LIGHTS, PASSENGER AND DRIVER-AREA
GERFLOR BRAND FLOORING, PROVIDING SUPERIOR SLIP RESISTANCE TO STANDARD FLOORING
WELDED FLOORING SEAMS TO CREATE FLAT/UNIFORM FLOORING SURFACE WITHOUT TRIP HAZARDS
WHITE STEP NOSINGS, TO EASILY RECOGNIZE ENTRY STEP EDGES
STAINLESS STEEL GRAB RAIL, STANCHION, AND MODESTY PANEL AT ENTRY DOOR STEPWELL
SIDE AND REAR EGRESS WINDOWS
ELECTRIC ENTRY DOOR, WITH DRIVER'S SWITCH AND EMERGENCY RELEASE
BUS TO UNDERGO THOROUGH WATER TESTING PRIOR TO DELIVERY
BODY MOUNTED ON RUBBER SHOCK ISOLATORS, DRASTICALLY REDUCING ROAD VIBRATION
SEATS TO BE MOUNTED IN SEAT-TRACKING
SAFETY STANDARDS
MEETS AND EXCEEDS ALL FMVSS (FEDERAL MOTOR VEHICLE SAFETY STANDARDS) REQUIREMENTS
MEETS FTA BUY AMERICA REQUIREMENTS
MEETS FEDERAL ADA REQUIREMENTS (IF EQUIPPED WITH WHEELCHAIR LIFT)
CERTIFIED FORD QVM (QUALITY VEHICLE MANUFACTURER)
CERTIFIED ISO 9001:2008 (QUALITY MANAGEMENT SYSTEMS) COMPANY
MEETS AND EXCEEDS ROLLOVER AND SIDE IMPACT TESTING

AS-BUILT VEHICLE FEATURES

MODEL
ELDORADO ADVANTAGE 24 MODEL BUS BODY
FORD E-450 158" WHEELBASE, 7.3L PREMIUM GAS ENGINE CHASSIS
ELDORADO 5 YEAR / 100,000 MILE LIMITED STRUCTURAL WARRANTY
ELDORADO 3 YEAR / 36,000 MILE LIMITED BODY WARRANTY
FORD 5 YEAR / 60,000 LIMITED POWERTRAIN WARRANTY
SPECIAL INSTRUCTIONS OR NOTES
INCLUDE WEIGHT SLIP WITH VEHICLE
15-MINUTE WATER TEST WITH DOCUMENTATION, SHIP WITH VEHICLE
27" MINIMUM HIP-TO-KNEE SPACING
SPECIAL BUILD OPTIONS
AS-BUILT PARTS MANUAL ON USB FLASH DRIVE
ELECTRICAL SYSTEM
INTERMOTIVE FLEX TECH ELECTRICAL SYSTEM
SIDEWALL / REARWALL / CEILING
SIDEWALL: FRP
CEILING: FRP
REAR WALL: FRP
COVE COLORED FLOORING ON SIDEWALL TO SEAT TRACK
FLOORING - WHITE NOSING IS STANDARD
GERFLOR SIRIUS NT #6727 ANTHRACITE (GREY) I.L.O. GRAPHITE
YELLOW STEP NOSING - PER STEP
5/8" MARINETECH PLYWOOD FLOOR
RAISED FLOOR W/EXTRA STEP UP BEHIND DRIVER
FUEL TANK ACCESS PLATE IN FLOOR
EDGE SEAL & UNDERCOAT PLYWOOD BEFORE INSTALLATION
CHASSIS
FRONT AND REAR MUDFLAPS
HEAVY DUTY ANTI-SLIP ALUMINUM RUNNING BOARD ON DRIVER'S SIDE (LARGE)
MOR-RYDE RS SUSPENSION
EXTERIOR MIRROR SET, REMOTE/HEATED FORD
STAINLESS STEEL WHEEL INSERTS, SET OF 4
VALVE STEM EXTENDER INNER DUAL REAR WHEEL, PAIR
FRONT END ALIGNMENT W/ CAMBER & CASTER - SEND DOCUMENTATION IN BUS
WHITE STAINLESS STEEL REAR BUMPER
AIR-CONDITIONING
ACC (VALEO) CLIMATE CONTROL, A/C SYSTEMS, 90K, SKIRT MOUNT, IN-WALL EVAP
HEATER
ADDED HEAT TO ACC EVAPORATOR, INCLUDES BOOSTER PUMP & ELECTRONIC WATER VALVES
MISCELLANEOUS HEATER
INSULATED HEATER HOSES
ELECTRICAL
LOCATE SWITCH PANEL ON ENGINE COVER - NOT OVERHEAD
DOOR AJAR WARNING ON ENTRY DOOR - BUZZER AND LIGHT IN DRIVER AREA
DOOR AJAR WARNING ON WHEELCHAIR DOOR - BUZZER AND LIGHT IN DRIVER AREA
DOOR AJAR WARNING ON REAR DOOR - BUZZER AND LIGHT IN DRIVER AREA
WINDOW AJAR ALARM BUZZER ON ALL EGRESS WINDOWS & LIGHT IN DRIVER AREA
STAINLESS STEEL BATTERY BOX & TRAY, 304 REQUIRED
LOCATE (2) BATTERIES TO TRAY

ROTARY DISCONNECT SWITCH
CIRCUIT BREAKERS IN LIEU OF FUSES
LIGHT IN ENGINE AREA
LAMINATED WIRING SCHEMATIC ***AS BUILT*** ON ELECTRICAL PANEL DOOR
WIRING DIAGRAM "AS BUILT" ON USB FLASH DRIVE
12V PREWIRE, IGN HOT & GROUND TO RIGHT SIDE OF DASH AREA
DESTINATION SIGNS/I.D. SIGN/FRONT VIEW WINDOW
INSTALL FRONT DESTINATION SIGN WINDOW AND OVERHEAD ACCESS DOOR FOR CUSTOMER INSTALLED SIGN
INSTALL SIDE DESTINATION SIGN WINDOW W/STRUCTURE FOR CUSTOMER INSTALLED SIGN
12V PREWIRE POWER & GROUND - IGNITION HOT FOR FRONT AND SIDE DESTINATION SIGNS
FAREBOXES
ADD STANCHION FOR FAREBOX - SHIPPED LOOSE
12V PREWIRE- POWER & GROUND- IGNITION HOT FOR FAREBOX
EXTERIOR LIGHTS
SURFACE MOUNT LED ENTRY DOOR EXTERIOR LIGHT
2 LED 7" LTS-REAR FLASH, AMBER, SWITCH IN PANEL
2 LED AMBER 7" LIGHTS ON FRONT FLASH WHEN
LED REAR CENTER MOUNT BRAKE LIGHT, RECTANGULAR
LED MID-SHIP TURN / MARKER LIGHTS
INDEPENDENT RED BRAKE & AMBER TURN SIGNAL LIGHTS
INDEPENDENT BRAKES: (2) ADDITIONAL 4" ROUND LED BRAKE LIGHTS INSTALLED ABOVE OTHER STOP/ TAIL, TURN, & BACK-UP LIGHTS ON REAR CAP
INTERIOR LIGHTS
ADDITIONAL INTERIOR LED DOME LAMP, QTY 2
DOOR ACTIVATED INTERIOR LIGHTS
LED STRIP LIGHT ON STEP BEHIND DRIVER, RASIED FLOOR INDICATOR
AUDIO / VISUAL
FORD E-SERIES OEM AM/FM/BT RADIO ORDERED ON CHASSIS
4 SPEAKERS WITH WIRE TO CHASSIS OEM RADIO
GROUND PLANE FOR 2-WAY RADIO, PULL CHORD, CONDUIT TERMINATES B PILLAR FLOOR
DOORS / HATCH / WINDOWS
PASSENGER DOOR, ELECTRIC
PASSENGER DOOR, 36" ROUGH OPENING (STANDARD)
EXTERIOR PASSENGER ENTRANCE DOOR KEY
REAR DOOR, (1) WINDOW - STANDARD LEFT HAND HINGE
ADDITIONAL WINDOW FOR REAR DOOR
TWIN WINDOWS EITHER SIDE OF REAR DOOR
PARATRANSIT OPTIONS
DOUBLE W/C DOORS W/ WINDOWS, LED INTERIOR LIGHT, LEAF SPRING, LED EXTERIOR LIGHTING, FRONT LIFT
BRAUN WHEELCHAIR LIFT
BRAUN CENTURY NCL 1000 3454HB-2 1000# (34"X54")
SEAT BELT ON BRAUN LIFT - INSTALLED
LIFT FAST IDLE WITH 403 INTERLOCK
INTERMOTIVE GATEWAY 508-F FORD E OR 517-F TRANSIT FAST IDLE WITH LIFT INTERLOCK
Q STRAINT W.C. SECUREMENT KITS, ACCESSORIES
Q10032 - 4 QRT 360 RETRACTOR TIE DOWN L TRACK & Q5-6415-RET-L L-TRACK MOUNTED RETRACTABLE SHOULDER BELT W/ Q8-6325 LAP BELT
WHEELCHAIR RESTRAINTS MEET WC18 & WC19 FEDERAL RECOMMENDATIONS
Q STRAINT BELT STORAGE POUCH, QTY 2

Q STRAIN BELT CUTTER (SHIP LOOSE)
Q STRAIN Q8-6324 24" LAP BELT EXTENSION
MISCELLANEOUS WHEELCHAIR ACCESSORIES
L-TRACK FOR WHEELCHAIR TIEDOWNS, INSTALLED FRONT-TO-BACK, TO ACCOMMODATE LARGER PRIORITY SEATING SIGN **REQUIRED FOR ADA COMPLIANCE**
WHEELCHAIR DECAL (INTERNATIONAL SYMBOL OF ACCESSIBILITY), EACH
FULL LENGTH L-TRACK ON FLOOR IN WC AREA. SEE FLOOR PLAN
FULL LENGTH L-TRACK ON SIDEWALL (AS NEEDED)
WC AREA 30" X 52". SEE FLOOR PLAN
ONLY 2 QRT 360 TIE DOWN SETS ORDERED, CUSTOMER TO PROVIDE ADDITIONAL IF REQUIRED
SAFETY OPTIONS
5 LB FIRE EXTINGUISHER
25 UNIT FIRST AID KIT
EMERGENCY TRIANGLE KIT
BACK-UP ALARM, SAE TYPE C 97 DB(A)
BACK-UP CAMERA SYSTEM, ROSCO BRAND, W/ 7" REARVIEW MONITOR / MIRROR COMBO
ROSCO AUDIBLE BACKUP WARNING SYSTEM, FLUSH MOUNT IN STEEL BUMPER
INTERIOR CONVEX MIRROR 6"X9"
RED LIGHT OVER EMERGENCY EXIT, EGRESS WINDOWS, AND REAR DOOR, QTY 3
YELLOW "STANDEE" LINE
DECAL - PLEASE STAND BEHIND WHITE/YELLOW LINE WHEN VEHICLE IS IN MOTION
DECAL VEHICLE HEIGHT STICKER
GRAB RAIL / STANCHION / PANELS
CEILING GRAB RAIL - INSTALL ON STREET SIDE
FORMED ENDS ON CEILING GRAB RAILS
YELLOW POWDER COAT CEILING GRAB RAIL
LEFT HAND ENTRY VERTICAL GRAB RAIL - 1 1/4"
RIGHT HAND ENTRY VERTICAL GRAB RAIL - 1 1/4"
1 1/4" DUAL ENTRY GRAB RAILS PARALLEL TO ENTRANCE STEPS (BOTH SIDES)
YELLOW POWDER COAT ENTRY GRAB RAILS, QTY 3
STANCHION AND MODESTY PANEL AT ENTRY DOOR
STANCHION AND MODESTY PANEL BEHIND DRIVER
YELLOW POWDER COAT STANCHION/PANEL ASSEMBLIES
ADDL STANCHION AND MODESTY PANEL BEHIND LIFT
ADD TINTED PLEXIGLASS UPPER PANEL AT DRIVER
PLEXIGLASS MUST BE WITHIN 6" OF THE CEILING
SEATING - DRIVER
FREEDMAN SHIELD, WITH RECLINER, RIGHT HAND ARMREST, FOUR (4) POSITION LUMBAR, MESH POCKET
ADNIK 6 WAY DRIVER SEAT POWER BASE
INSTALL VINYL SKIRT ON POWER SEAT BASE
FREEDMAN SHIELD DRIVER SEAT FABRICS
DRIVER SEAT COVER - LEVEL 4, #004 WAVE FREESTYLE BLUE
SEATING - PASSENGER
FOLDAWAY SEAT - MID-HIGH NOTCH BACK DOUBLE AM, QTY 7
PASSENGER SEAT FABRICS
SEAT COVER - LEVEL 4, #004 WAVE FREESTYLE BLUE, QTY 14
SEAT OPTIONS
ANTI-VANDAL GRAB HANDLE, YELLOW, ON AISLE, QTY 7
BLACK US ARMREST, ON AISLE, QTY 7
SEAT BELTS
SEAT BELT, FREEDMAN USR RETRACTABLE, QTY 14
SEAT BELT EXTENSION, 12" (P/N 56410) FOR USR SEATBELTS

MISCELLANEOUS
THE ITEMS BELOW WILL BE ADDED POST PRODUCTION AT SCHETKY'S PORTLAND SHOP
TRIANGLE YIELD SIGN-AMBER
5-CAMERA SEON SYSTEM
HELM SERVICE MANUAL - FORD
OEM DRIVER'S SEAT BELT EXTENDER
WIDE ANGLE LENS
PULL CORD STOP REQUEST SYSTEM W/TRANSITION STOP REQUEST SIGN & BUZZER-AUDITORY & VISUAL
3 BIKE RACK
FLASHLIGHT
4 - SCOOTER LOOPS
SKIRT MOUNTED DOCKING LIGHTS
2 - USR SEAT BELT EXTENDERS
6 - RAILING STRAPS



U.S. Department
of Transportation
**Federal Transit
Administration**

1200 New Jersey Avenue SE
Washington, D.C. 20590

May 25, 2022

Larry Hall
Director of Engineering
Forest River Bus
2367 Century Drive
Goshen IN 46528

Dear: Mr. Hall:

This is in response to your letter dated July 20, 2021, in which you requested assistance from the Federal Transit Administration (FTA) concerning the applicability of the Bus Testing Regulation (49 CFR Part 665) to the Eldorado Advantage and Starcraft Allstar bus models manufactured by Forrest River. Your letter states that:

- Forest River Bus has acquired Eldorado out of Salina, Kansas and has consolidated it with Starcraft Bus. Forrest River Bus is asking that FTA recognize the “Family Group” to minimize the testing related to its product line.
- Both bus models are built on mass produced chassis, the bus bodies are mounted to the chassis using the same process and materials. Both brands are built with the same gage of steel.
- The key differences between these bus models are:
 - a. The front and rear fiberglass caps body lines differences are only cosmetic.
 - b. Both Eldorado and Starcraft are spray primed steel cage.
 - c. Both Eldorado and the Starcraft bus have hand hugged exterior skin.
- Forest River provided detailed frame prints to illustrate the similarities in the construction of the frame, as well as a model comparison chart.
- Forest River referenced Bus Testing Report number PTI-BT-R0518 as the applicable baseline.

You have asked FTA for a determination of the Bus Testing requirements for the Eldorado Advantage bus model using the full test of the Starcraft Allstar (LTI-BT-R0518) as a baseline. You included drawings to illustrate the similarities/differences in the construction of the frames and a model comparison chart to support your request.

FTA has reviewed your request and accompanying documentation and has determined that **no additional testing will be required for the Eldorado Advantage bus model because FTA expects the full test of the Starcraft Allstar (LTI-BT-R0518) to provide substantially similar data.** This determination is based on the following conclusions drawn from information submitted by Forest River or contained in our files:

- The Starcraft Allstar has completed testing in the 7-year, 200,000-mile service life category at Altoona (LTI-BT-R0518). Consequently, variants of the Allstar, such as the Eldorado Advantage,

are eligible for Partial Testing procedures; only those tests in which we would expect to obtain significantly different data would need to be repeated.

- The Eldorado Advantage model features the same epoxy spray coating process in its construction as the epoxy spray coating on the Starcraft Allstar model. Corrosion is not directly tested during FTA Bus Testing, nor would we expect it to be a factor in the overall durability of a bus model during the relatively short testing duration at LTI. Therefore, significantly different test data would not be expected in the Structural Integrity and Reliability tests.
- The Starcraft Allstar and Eldorado Advantage have fiberglass endcaps with minor cosmetic differences in the fiberglass end cap designs. FTA has typically treated cosmetic shape changes to fiberglass end caps as minor changes and significantly different data would not be expected in the Structural Integrity and Reliability tests.
- The exterior skin panels lamination process of the Eldorado Advantage and Starcraft Allstar bus models are both “hand hugged.” We would not expect to obtain significantly different results in the Structural Integrity and Reliability tests.
- The Eldorado Advantage and Starcraft Allstar have similar structures. The Starcraft Allstar has a slightly different tube extrusion profile in the wall structure and 3-inch less interior width compared with the Eldorado Advantage. The different profile and width is not considered a major change to the structure and would not be expected to produce significantly different results in the Structural Integrity and Reliability tests.
- The Advantage and Allstar bus models are both built on the Ford E-350 and E-450 cutaway chassis. They are all similar or identical in size shape and weight and as such would not be expected to produce significantly different results in the Maintainability, Safety, Performance, Fuel Economy, Noise, and Emissions tests.

This determination is based on the changes detailed in your letter or mentioned above. If Forest River makes any other changes to the Eldorado Advantage and Starcraft Allstar, additional testing may be required. If you require any further assistance with this or other matters concerning Bus Testing, I encourage you to consult the resources provided at www.transit.dot.gov/research-innovation/bus-testing. If you still have questions after checking this website, please contact me.

Sincerely,



Marcel Belanger
Bus Testing Program Manager
Office of Infrastructure, Safety, and
Asset Innovation, TRI-20
marcel.belanger@dot.gov
202-366-0725

Cc: Mohammed Yousuf, Director, FTA Office of Infrastructure, Safety and Asset Innovation

Attachments: July 20, 2021 letter from Larry Hall with structural drawings

O:\TRI\BUSTEST\Forest River\Forest River 073021 - Allstar-Advantage brand comparison.docx



July 20, 2021

Marcel **Belanger**
Bus Testing Program Manager
Federal Transit Administration
Office of Mobility Innovation, TRI-12
Room E43-471
1200 New Jersey Ave. SE
East Building, 4th Floor
Washington, DC 20590

Re: Brand Comparison of Forest River Commercial Bus Group: Allstar / Advantage

Dear Mr. Belanger:

Forest River Bus has acquired Eldorado out of Salina, Kansas and has consolidated it with Starcraft Bus. We are asking that FTA recognize the "Family Group" to minimize the testing load of our product line "Altoona Testing".

Both build on mass produced chassis, the bus body is mounted to the chassis using the same process and materials. Both brands are built with the same gage of steel.

The difference between models:

- a- Front and rear fiberglass caps body lines only cosmetic.
- b- Both Eldorado and Starcraft are spray primed steel cage.
- c- Both Eldorado and Starcraft are hand hugged exterior skin.

Attached to this e-mail are detailed frame prints to illustrate the similarities in the construction of the frame, as well as a model comparison chart. Please refer to Test number PTI-BT-R0518.

If FTA decides that additional testing is required, please indicate which test is needed.

Sincerely,



Larry Hall
Director of Engineering
Starcraft Bus
A Division of Forest River, Inc.

STURAA TEST

7 YEAR

200,000 MILE BUS

from

STARCRAFT BUS,
A DIVISION of FOREST RIVER INC.

MODEL ALLSTAR -25

FEBRUARY 2006

PTI-BT-R0518



The Pennsylvania Transportation Institute

201 Research Office Building (814) 865-1891
The Pennsylvania State University
University Park, PA 16802

Bus Testing and Research Center

2237 Old Route 220 N. (814) 695-3404
Duncansville, PA 16635

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EXECUTIVE SUMMARY

Starcraft Bus, a Division of Forest River Inc. submitted a model Allstar-25, gasoline-powered 17 seat (including the driver) 25-foot bus, for a 7 yr/200,000 mile STURAA test. The odometer reading at the time of delivery was 529.0 miles. Testing started on December 6, 2005 and was completed on February 14, 2006. The Check-In section of the report provides a description of the bus and specifies its major components.

The primary part of the test program is the Structural Durability Test, which also provides the information for the Maintainability and Reliability results. The Structural Durability Test was started on December 14, 2005 and was completed on February 1, 2006.

The interior of the bus is configured with seating for 17 passengers including the driver + 1 wheelchair position. Free floor space will accommodate 10 standing passengers resulting in a potential capacity of 27 persons + 1 wheelchair position. At 150 lbs per person 600 lbs per wheelchair position, this load results in a measured gross vehicle weight of 13,950 lbs. The first segment of the Structural Durability Test was performed with the bus loaded to a GVW of 13,950 lbs. The middle segment was performed at a seated load weight of 12,500 lbs and the final segment was performed at a curb weight of 9,510 lbs. Durability driving resulted in no unscheduled maintenance and failures.

Accessibility, in general, was adequate, components covered in Section 1.3 (Repair and/or Replacement of Selected Subsystems) along with all other components encountered during testing, were found to be readily accessible and no restrictions were noted.

The Reliability section compiles failures that occurred during Structural Durability Testing. Breakdowns are classified according to subsystems. The data in this section are arranged so that those subsystems with more frequent problems are apparent. The problems are also listed by class as defined in Section 2. The test bus encountered no failures during the Structural Durability Test.

The Safety Test, (a double-lane change, obstacle avoidance test) was safely performed in both right-hand and left-hand directions up to a maximum test speed of 45 mph. The performance of the bus is illustrated by a speed vs. time plot. Acceleration and gradeability test data are provided in Section 4, Performance. The average time to obtain 50 mph was 13.75 seconds.

The Shakedown Test produced a maximum final loaded deflection of 0.224 inches with a permanent set ranging between -0.003 to 0.005 inches under a distributed static load of 10,725 lbs. The Distortion Test was completed with all subsystems, doors and escape mechanisms operating properly. Water leakage observed during the test at the top of the rear door between the door and the door frame.

The test bus was not equipped with any type of tow eyes or tow hooks, therefore, the Static Towing Test was not performed. The Dynamic Towing Test was performed by means of a front-lift tow. The towing interface was accomplished using a hydraulic under-lift wrecker. The bus was towed without incident and no damage resulted from the test. The manufacturer does not recommend towing the bus from the rear; therefore, a rear test was not performed. The Jacking and Hoisting Tests were also performed without incident. The bus was found to be stable on the jack stands, and the minimum jacking clearance observed with a tire deflated was 8.8 inches.

A Fuel Economy Test was run on simulated central business district, arterial, and commuter courses. The results were 6.39 mpg, 6.90 mpg, and 10.17 mpg respectively; with an overall average of 7.32 mpg.

A series of Interior and Exterior Noise Tests was performed. These data are listed in Section 7.1 and 7.2 respectively.

STANDARD WARRANTIES

The following information must be filled out and provided for each Make/Model/Mfg offered under this Price Agreement.

Bus Vendor
 Bus Manufacturer
 Bus Model
 Useful Life Category / Subcategory

Schetky Northwest Bus Sales, Inc.
 EIDorado National
 Advantage 240 - E450
 Category D/High Floor

Warranty	Miles	Years	Source
Body Structure	36,000	3	OEM
Chassis	36,000	3	OEM (FORD)
Engine	60,000	5	OEM (FORD)
Transmission	60,000	5	OEM (FORD)
Air conditioner	UNLIMITED	3	OEM (Valeo)
Lift/Ramp	3,000 CYCLES or 10,000 CYCLES	1 (STANDARD) OR 3 YEARS IF REGISTERED WITHIN 20 DAYS	OEM (BRAUN)
Seating	UNLIMITED	METAL COMPONENTS- 5 PLASTIC COMPONENTS - 3 MOVING COMPONENTS - 3 GAS SHOCK COMPONENTS - 1 FOAM UPHOLSTERED COMPONENTS - 2	OEM (FREEDMAN)
Passenger Heater	UNLIMITED	2	OEM
Tires	40,000	6	OEM (HANKOOK)
Starter	36,000	3	OEM (FORD)
Door Systems - Passenger and Emergency	UNLIMITED	1	OEM (A&M)
Alternator	36,000	3	OEM (FORD)
Seon Surveillance System	N/A	3	SEON
Yield Sign	UNLIMITED	3	DataLED Technologies

** ALL WARRANTIES PROVIDED ARE SUBJECT TO MANUFACTURERS' TERMS AND CONDITIONS.

REQUEST FOR TRANSIT VEHICLE PRICE QUOTE (RFQ)

This is (check appropriate):

Initial Request for Quote (from Requesting Agency to Vendors)

Due Date: 09/22/2023

Response to RFQ (from Responding Vendor back to Requesting Agency)

Grant Funded Purchase STIF Funds

VENDOR (Business Name): MODEL1 Commercial Vehicles, Inc.

Vendor Contact Person: Ken Jarmer Phone: (503)936-4320

Email Address: kjarmer@model1.com Alt Phone: (503)226-3493 x314

Meets Buy America Standards (49 USC § 5323(j); 49 CFR part 661)

REQUESTING AGENCY INFORMATION

Agency: City of Sandy Date: September 22, 2023

Contact Person: Andi Howell Phone: 503-235-6780

Email Address: ahowell@ci.sandy.or.us Fax: NA

Agency Address: 16610 Champion Way Sandy, OR 97055

The above Agency, through its Public Transit program or public transit affiliate, is requesting price quotes from Oregon State Price Agreement Contract Vendors for the purchase of the following vehicle(s):

From (circle): Oregon State Price Agreement / **Other** No. of Vehicles Required: 2

PTD Vehicle Category (Check): (Please see PTD Vehicle Descriptions and Useful Life Standards)

Cat A Cat B Cat C Cat D Cat E ____ (select from 1 to 3)

Length: 20-25 Regular Seats: 10 - 14 ADA Stations/Tiedowns: 1 or 2

Fuel Type: Gasoline Diesel Bio-fuel Hybrid CNG Propane

High Floor Low Floor Other Comment: see below

The general specification for vehicle is as follows:

Item # 5.

A. VENDOR'S VEHICLE BASE PRICE INFORMATION	VEHICLE BASE PRICE
<i>This Section to be completed by Vendor</i>	<i>Enter base price from State Price Agreement below</i>
Vehicle Make/Model: Starcraft Allstar 22	\$91,504
Length: Approximately 22'	
Fuel Type: Gas	
Floor: <input checked="" type="checkbox"/> High Floor <input type="checkbox"/> Low Floor Other:	
No. of Regular Passenger Seats: 14	
No. of ADA Stations w/Tiedowns Desired: 2	
Other Special Note: <ul style="list-style-type: none"> ➤ Proposed vehicles are in-stock, ready to deliver. ➤ Limited ability to add-on required options listed below to stock units. See notes. ➤ Many of the required options below require custom build. Model1 can deliver a custom-built bus providing all required options below in less than 9-months from PO. 	

B. VEHICLE REQUIRED SPECIFICATIONS

<p><i>Requesting Agency completes Description column</i> <i>Vendor completes "Vendor Response" columns</i></p>	VENDOR RESPONSE
<i>Requesting Agency's Required Specifications Description</i>	<i>Vendor Suggestions (related to vehicle specs)</i>
<p>Seeking available units that are on site or scheduled to be on site by end of year (2023); new models only. Must have at least 1 ADA Securement station.</p> <p>Category D.</p>	<p>Model1 has over 100 of this proposed vehicle in-stock, located at our facility in Indiana – ready for shipment.</p>
<p>As many standard specs per State Price Agreement as possible - please include a list of vendor provided standard specs with RFQ response.</p>	<p>Stock units meet all FTA, ADA, FMVSS requirements. Stock units vary from ODOT CAT D base specifications. Stock units meet ODOT Category D standards for Useful Life & GVWR and are eligible for purchase via the State Price Agreement.</p>
<p style="text-align: center;"><u>APPROVED EQUAL</u></p> <p>Items bid other than specified must be determined by the Buyer as an approved equal. Include in final bid detailed specifications, cut-sheets, and modifications necessary that would make the proposed item equal to the desired specifications. Determination of approved equal will be made by the Buyer, and the decision is final.</p>	<p>Understood.</p>
<p>Altoona Test Executive Summary</p>	<p>Attached.</p>

Requesting Agency's Required Specifications Description (Continued)	VENDOR RESPONSE
	<i>Vendor Suggestions (related to vehicle specs)</i>
External color standard white	Provided.
The vehicle should be approximately 20-25 feet in length	Approximately 22'.
6.8 liter gasoline engine or equivalent	2023 Chevrolet G4500, 6.6L V8 Gasoline.
Triangle Reflector Kit-secured to the floor behind driver seat	Provided.
One (1) or Two (2) ADA securement stations	2 ADA Stations provided.
Braun Century Wheelchair Lift with 1,000 pound lifting capacity and 34" by 54" platform, or equivalent with seatbelt on lift	Stock Unit Provides Braun Century 800# Lift (34"x54" platform). Lift in rear of bus.
Fast idle, part of wheelchair lift package	Provided.
A wheelchair securement system	2 Provided.
Heated, remotely operated exterior mirrors with integrated turn signals (controls must be in reach of driver which allow adjustments while in a normal sitting position)	N/A on Stock unit.
LED ADA light package, includes all exterior ADA lights (door activated)	Provided. Exception is OEM halogen headlight assembly.
Daytime running lights (LED) 7"	OEM chassis daytime running lights.
LED amber flashing lights, front and rear 7" or larger triggered with front door, lift and rear door to flash	N/A on stock unit.
LED light package for all standard/required rear stop, tail, and backup lights	Provided.
LED step well lights	Provided.
Fuel sender access cover	N/A on Stock Unit.
Wheelchair door ajar light	Provided. Intermotive Interlock Display.
Rear emergency door w/ 2 windows w/ door ajar light and buzzer	N/A on Stock Unit.
Electric passenger entrance Option to open electric front door from outside vehicle (key)	N/A on Stock Unit.
Wide angle lens, rear door window	Aftermarket Add-On Fresnel lens provided.
Dual windows One (1) on each side of rear emergency door	Rear Emergency Egress Window. Rear door N/A on stock unit.
Grab handles LH and RH of entry way, angled to match entry steps and yellow powder coated.	Stainless Entry Grab-Rails, parallel to entry steps.
Power base for driver seat, install vinyl base on power base	OEM power driver seat provided.
Driver's seat have equivalent features to Seats Inc. Legacy LO w driver seat cover level 4	OEM power driver seat provided.
17" mid-back standard seats (Freedman or equivalent)	Freedman Mid-High Featherweight Fixed Seats (12), Freedman Single Flip Seats on rear wall (2).
Seat belt extension for driver (longest available up to 12")	Provided.
Altro non-skid floor coved to seat rail or equivalent	Gerflor Anthracite (gray) transit flooring. Not coved up wall.

FAK, Fire Ext, and BBP Kit mounted	Provided.
Full view curb window	Provided.
Rear LED brake lights under rear body windows	Provided.
Door actuated LED interior ceiling lights	Provided.
Add stanchion for farebox, 12V pre-wire	Aftermarket Add-On provided.
Pull cord stop request system w/transition stop request sign & buzzer - auditory & visual	N/A on Stock Unit.
Bike rack for 3 bikes	Aftermarket Add-On provided.
Front license plate bracket	Provided.
Single Switch Intermittent Wipers	Provided.
FRP Ceiling and Walls	Stock units are Grey Padded Vinyl walls & ceiling.
Seat Belt Cutter, Flashlight, mounted within reach of driver	Provided.
Four (4) scooter tie-down loops	Provided.
Matrix listing all warranties, component, company, contact information and duration.	Provided at Delivery.
Inner dual tires air valve extender kit	Provided.
Interior passenger view mirror above the driver (adjustable)	Provided.
AM/FM/CD with color backup camera, Bluetooth and hands free technology. Exterior mounted camera 4 Speakers	OEM Chevy radio w/ 4 speakers provided. Rosco Back-up Camera w/ 7" Rearview Mirror Monitor/Mirror combo.
LED exterior light package	Provided.
Skirt mounted rear LED docking lights	N/A on Stock unit.
LED exterior entry door light, door activated	Provided.
LED side marker/turn signals	N/A on Stock unit.
Aisle side seats to have armrests and grab handles	Grab handles provided. Armrests N/A on Stock unit.
All except driver's seat to be vinyl / level 4 upholstery or higher	Level 6 Transit Fabric Provided on Stock units. Antibacterial, antimicrobial, liquid repellent, stain repellent.
Seat back grab handles on aisle and window seats	Level 6 Transit Fabric Provided on Stock units. Antibacterial, antimicrobial, liquid repellent, stain repellent.
Four (4) 12 inch seatbelt extensions	Stock unit provides standard non-retractable lap belts. Extensions not necessary.
Yellow standee line and sign, yellow step nosing	White step nosing. Aftermarket add-on yellow standee line & sign provided.
Front and side destination sign windows, overhead access door and 12V prewire power and ground	N/A on stock unit.

Drip moldings over all passenger windows (stainless steel or equivalent)	Provided.
Passenger side overhead railing (with straps)	Street side overhead railing provided on stock unit. Aftermarket straps provided.
Subtotal Cost of Required Options:	\$45,514
Vehicle Privilege Tax Estimate	\$685
Total Vehicle Cost With All Required Options and TAX:	\$137,018

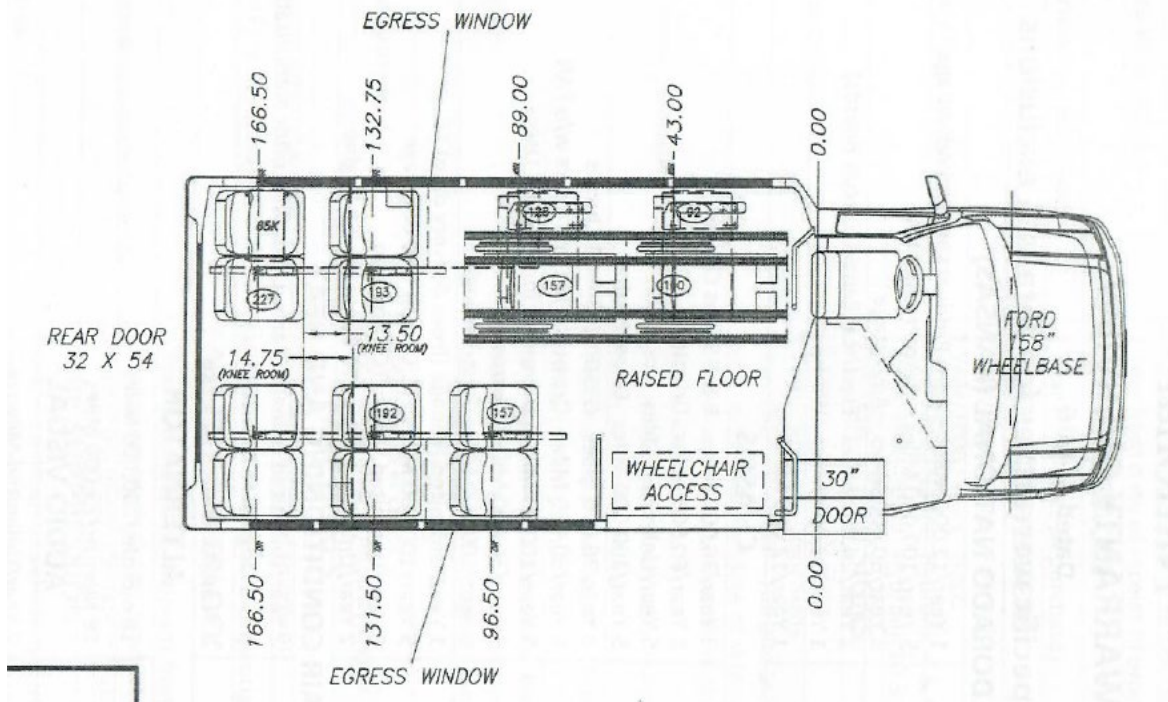
C. VEHICLE PREFERRED OPTIONS

Requesting Agency's Preferred Options Description	Included in Base Price? YES / NO	\$Additional Cost for Option\$ (or Note Not Available)	Vendor Suggestions (related to vehicle specs)
Interior 4 Camera CCTV system (Seon or equivalent) with minimum 250gb HD	Yes		Aftermarket Add-on.
As built wiring diagrams and parts manual	Yes		Thumb drive.
Exterior height clearance decal (above driver)	No		
4 Sets of keys, or fobs (split into sets) lift door and rear door, keyed alike	No		2 OEM Keys provided. 2 sets bus body keys provided.
LED yield signs with driver activation switch on dash (match TriMet yield sign ORS 811.167)	No		N/A on stock unit.
Install TDSS systems under fold-away seats	No		Q'Straint storage pouches provided.
Subtotal Cost of Preferred Options:		\$0	

Vendor's Signature: Ken Jarmer **Date Sent:** 9/22/23

Vendor's Response Back to RFQ – Please sign and date your response here.

Sample Floor plan (Attach or cut-and-paste new plan here, or attach on back)



Stock unit floorplan attached.

VENDOR INFORMATION

Vendors are strongly encouraged to submit price quotes using the format provided. Vendors should specifically note if and how they meet the above specifications, and note any differences in what has been called out above, in their price quotes. This may be done on the form, or on an attached sheet. The vehicle(s) will be purchased with funding from the Oregon Department of Transportation, Public Transit Division and the Requesting Agency, and will follow applicable Federal and State procurement guidelines.

Price Quote shall be submitted to the Requesting Agency contact person named on the first page on this form.

Price Quotes may be sent by U.S. Mail, emailed, or faxed to the addresses for Requesting Agency noted on page 1 of this form.

Vendors are required to submit the following certification attachments with each Quote response:

Attachment 1 – Certificate of Compliance with Bus Testing Requirement

Attachment 2 – Pre-Award FMVSS and Buy America Certification

Attachment 3 – Transit Vehicle Manufacturer (TVM) Certification (DBE)

These documents attached separately.

VEHICLE SELECTION INFORMATION

Selection of the vehicle and successful price quote will be based on:


Lowest Cost with Required Specifications (*Lifecycle costs may be considered in price determination and may affect lowest bid determination*)

Best Value Determination (ODOT PTD pre-approval required.)

The Best Value Determination criteria are as follows:

ODOT PUBLIC TRANSIT VEHICLE PURCHASE				
Agency Name:		Contact Person:		
Grant Agreement No.	Date:	Phone No.		
STATE PRICE AGREEMENT RFQ COMPARISON - BEST VALUE DETERMINATION SELECTION - Page 1				
Vehicle Useful Life Category:	No. of Vehicles to be Purchased:	No. of Regular Seats:	No. of ADA Stations:	
Required Specifications:	<input type="checkbox"/> From RFQ (attach all RFQ's behind this form)	<input type="checkbox"/> Other (Attach list or document)		
Additional Preferred Options:	<input type="checkbox"/> From RFQ (attach all RFQ's behind this form)	<input type="checkbox"/> Other (Attach list or document)		
Best Value Factors (non-purchase-price)	<input type="checkbox"/> From RFQ (attach all RFQ's behind this form)	<input type="checkbox"/> Other (Attach list or document)		
PRICES QUOTED FROM VENDORS (Insert Vendor Names in Columns Below):				
Requested Quotes	Vendor: Schetky NW	Vendor:	Vendor:	Vendor:
Vehicle Make/Model Proposed:	\$102,698		Creativ Bus Sales	
Vehicle Base Price:	\$69,517		\$90,819	
Cost of Required Specifications:	\$172,215		\$46,199	
Total Vehicle Cost With Required Specifications:	\$1,129	\$0	\$137,018	\$0
Cost of Additional Preferred Options (if any - enter zero if none):	\$173,344		\$0	
Total Vehicle Cost With Required and Preferred Options:	\$174,473	\$0	\$137,018	\$0

ODOT PUBLIC TRANSIT VEHICLE PURCHASE				
Agency Name: City of Sandy			Grant Agreement No: STIF Funds	
STATE PRICE AGREEMENT RFQ COMPARISON - BEST VALUE DETERMINATION SELECTION - Page 2				
Best Value Determination Factors (list below with assigned rating criteria or point scoring; attach explanation of factors & rating)				
Best Value Factors (non-purchase-price)	Vendor:	Vendor:	Vendor:	Vendor:
Scoring is based on (list factors/scores):				
6.8 L gas	2024 Ford E-450, 7.3L, V8		2023 chevy 6.6L V8	
ADA stations (2)	2		2	
braun lift	yes, side		braun/rear of bus	
heated external mirrors	yes, side		no heated exterior mirror	
external flashing amber lights triggered w open door	yes but switch activated		no exterior flashing lights	
rear emergency door	yes		N/A	
electric front door	yes		N/A	
windows each side emer door	yes		rear emer egree wdw/no door	
non skid floor and up wall	yes - cove molding to seat rail		non skid floor not up wall	
LED side marker/turn signals	yes		N?A	
grab handles/arm rests	arm rest aisle only		no armrests	
vinyl seats (level 4)	yes, driver level 4		fabric - level 6	
seat belt extensions	yes		not necessary?	
destination sign windows, overhead access door	yes		N/A	
pass side overhead railing w stairs	street side		street side	
camera system	5 camera Seon		aftermarket add on	

yield sign	triangle yield		n/a	
rear view camera, 7" mirror	yes			
reverse alarm				
street side exhaust exhaust	curbside			
Total Rating Score or Evaluation:				
Best Value Vehicle Selected:	<input checked="" type="checkbox"/> Selected <input type="checkbox"/> Not Selected	<input type="checkbox"/> Selected <input type="checkbox"/> Not Selected	<input type="checkbox"/> Selected <input type="checkbox"/> Not Selected	<input type="checkbox"/> Selected <input type="checkbox"/> Not Selected
Explanation/Rationale for Vehicle Selected:				
AGENCY SIGNATURE (Required):				
Agency Representative (enter printed name and title below)			Phone No. / E-mail address (enter below)	
Andi Howell			503-489-0925	
Signature of Agency Representative:			Date of signature:	
			10-02-2023	