

IMPACT STATEMENT

Legislation title: *Authorize a competitive solicitation and execution of price agreements in support of the Bureau of Transportation Capital Improvement Program in amount up to \$54 million (Ordinance)

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Presenters name:

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Purpose of proposed legislation and background information:

The Bureau of Transportation (PBOT) requires professional services to support ongoing needs of the Transportation Capital Improvement Program. PBOT does not have sufficient available engineering capacity in street design and construction engineering services, street lighting, traffic signal, and intelligent transportation system engineering services to accomplish the work.

Price agreements for engineering services facilitate long-range planning, increase control of project delivery and provide for an uninterrupted supply of needed services to accomplish the Bureau's Capital Improvement Program. Specific project requirements have not been completely determined at this time.

The proposed legislation does not change any current City policies. This ordinance does, however, provide a robust approach to provide opportunities to firms certified as Disadvantaged Business Enterprises, Minority-owned Business Enterprises, Woman-owned Business Enterprises, Service Disabled Veteran Business Enterprises and Emerging Small Businesses by the Certification Office for Business Inclusion and Diversity (COBID) by requiring prime consultants to include 30% (as a minimum) utilization of COBID certified subconsultants.

The selection of consultants will be conducted through a QBS (Qualifications Based Selection) process where the most qualified firms received the highest scores and Task Orders will be issued on a rotational basis.

Council previously approved Ordinance 188871, passed on March 21, 2018, for the implementation of similar price agreements that are a proven, effective and efficient means of completing projects of this type and are routinely utilized by the City.

Financial and budgetary impacts:

PBOT anticipates awarding multiple price agreements with a cumulative amount not to exceed \$54,000,000 over five-year terms for all price agreements. Funding is identified by project in the PBOT Capital Improvement Plan budget for the necessary Task Orders.

Twenty (20) new contracts associated with this legislation are anticipated.

Category	Service Area	Maximum Number of Price Agreements to be Awarded	Maximum Price Agreement Amount for the Five-year Period (EACH CONTRACT)	Task Order Maximum
I	Street Design Engineering Services – large scale	8	\$5.00M	\$1M
II	Traffic Signals, Street Lighting, Intelligent Transportation Engineering Services	4	\$1.50M	\$300K
III	Street Design Engineering Services – small scale	8	\$1M	\$200K

Negative impacts if not approved. If this ordinance is not approved, PBOT will not have the on-call architectural and engineering contract authority needed to accomplish safety improvements and the other capital improvement projects currently in the queue. Furthermore, the enhanced opportunities provided by this ordinance due to the 30% COBID certified subconsultant utilization goal would not be as forthcoming as anticipated. Additionally, PBOT would need to solicit for each new identified new project, expanding project timelines greatly, and resulting in needed safety improvements and other transportation projects being unnecessarily delayed.

Community impacts and community involvement:

The projects designed through these price agreements help to build a stronger accessible transportation system that gives people the ability to go where they want to safely and easily. Our capital project delivery supports Portlanders' access to jobs, education, culture and recreation. It makes it easier to get from place to place and thus build community and the culture of the City. PBOT recognizes that our country, City and agencies have not always delivered on transportation's promise in an equitable or sustainable way. Our new Strategic Plan's focus on transportation justice ensures that when we invest in transportation infrastructure, we do so in a way that supports more and better access for communities of color, low income communities, and people with disabilities.

PBOT leverages its capital project delivery for economic development within community groups that have experienced exclusion from our contracting opportunities. In our two most recent sets of engineering price agreements (Solicitations #223 and #699), we have increased our subconsultant equity aspirational goals from the citywide goal of 20% per contract to a 30% aspirational goal per task order. This resulted in stronger contract equity performance as compared to PBOT's other QBS contracts. We will continue to uphold these aspirational goals, and to share about opportunities within our diverse business community, including contract equity advocacy organizations and trade associations. Successful Proposers will sign a declaration of understanding to establish a shared commitment to subconsultant equity as a means toward capacity building to grow the diversity of the field.

100% Renewable Goal:

Portland's Transportation System Plan for 2035 calls for a complete inversion of current transportation choices and behaviors, with a massive shift away from driving alone. We recognize that this cannot be built on the backs of those who can least afford it by working directly with frontline communities to build safe and effective transportation options that work for everyone.

In addition to delivering a resilient transportation system, we also recognize the key role of transportation capital project delivery in our emerging green economy. We seek to increase the capacity of Portland's diverse engineering community as we pursue a just transition from an extractive economy to a regenerative one grounded in frontline community investment.

Budgetary Impact Worksheet**Does this action change appropriations?**

- ☐ **YES:** Please complete the information below.
☒ **NO:** Skip this section

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