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1107-2025

Report

Accept recommendation of the Chief Procurement Officer to award as-needed price agreements for Construction Inspection, Electrical and Engineering Support Capital Improvement Project Personnel Augmentation Services

Accepted

TO THE COUNCIL:

PBOT needs to augment existing City personnel with temporary staff to support in-house construction inspection and program support on an as-needed basis. PBOT has a history of using temporary staffing price agreements and expects continued and increasing need for temporary personnel to deliver the bureau’s Capital Improvement Program with multiple projects coming to construction at the same time which can cause staff shortage. Temporary staffing would only be used during peak workloads to augment our existing staff resources.

On July 10, 2024, Council passed Ordinance Number 191826 authorizing the Chief Procurement Officer to facilitate a competitive solicitation process to obtain responsible and responsive offers for Capital Improvement Project (CIP) Personnel Augmentation Services in accordance with Portland City Code 5.33.

Section B of the Ordinance grants the Chief Procurement Officer the authority to negotiate and execute multiple price agreement for a maximum not-to-exceed amount of \$22,500,000.

On September 23, 2024, the Chief Procurement Officer advertised RFP No. 00002424 on behalf of PBOT. Four (4) Proposals were received and opened on October 18, 2024. All proposals were deemed responsive and evaluated.

Evaluation Results

	ACMS NORTHWEST	CMTS LLC	DRW - LLC	VANDERHOUWEN & ASSOCIATES, INC.
Phase I	418.5	459.0	425.0	307.0

Introduced by

[Mayor Ted Wheeler](#)

City department

[Procurement and Business Opportunities](#)

Contact

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Requested Agenda Type

Consent

Date and Time Information

Requested Council Date
December 18, 2024

	ACMS NORTHWEST	CMTS LLC	DRW - LLC	VANDERHOEWEN & ASSOCIATES, INC.
Total:	418.5	459.0	425.0	307.0

On November 8, 2024, a Notification of Intent to Award and Negotiate was issued for Construction Inspection, Electrical and Engineering Support Capital Improvement Project Personnel Augmentation Services to ACMS Northwest, CMTS LLC, DRW – LLC, and VanderHouwen.

Firms that scored more than 400 points shall be awarded price agreements with a \$6 million dollar not-to-exceed amount for an initial term of five years, and the firm scoring more than 300 points shall be awarded a price agreement with a \$4.5 million dollar not-to-exceed amount for an initial term of five years.

Awarded Firm	COBID Status	COBID Subcontractor Utilization %	Not-to-Exceed Amount Awarded
ACMS Northwest	DBE, WBE	0.1%	\$6,000,000
CMTS LLC	DBE, WBE	40.0%	\$6,000,000
DRW LLC	WBE	N/A	\$6,000,000
VanderHouwen	N/A	N/A	\$4,500,000
Total Awarded			\$22,500,000

Procurement Services recommends that Council accept this Report and authorize the Chief Procurement Officer to execute Price Agreements with the awarded Contractors.

Recommended by:

Sylvester Donelson, Jr.

Chief Procurement Officer

SD: ks

Impact Statement

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 inspection and project support capacity in construction, engineering services, street lighting, traffic signal 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).

There are currently four expiring price agreement contracts which resulted from a similar RFP number 00000241, advertised on March 3, 2016, that are proven, effective and efficient means of completing projects of this type and are routinely utilized by the City.

Financial and Budgetary Impacts

No budget appropriation is needed in the current fiscal year for these price agreements. The construction funding will come from each individual budgeted CIP project when the project is established.

Negative impacts if not approved. If this report is not approved, PBOT will not have the inspectors and technicians needed to accomplish safety improvements and the other capital improvement projects currently in the queue. Furthermore, the enhanced opportunities provided by this ordinance for COBID certified participants 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.

Economic and Real Estate Development Impacts

Not applicable

Community Impacts and Community Involvement

The projects delivered 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.

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.

Document History

Agenda	Council action
December 18, 2024 Consent Agenda 	Accepted Aye (5): Mingus Mapps, Carmen Rubio, Dan Ryan, Rene Gonzalez, Ted Wheeler