



Request for Proposals

Sandy Operations Center Expansion Project

SAM RFP #2023-05



mwa architects

Table of Contents

01	INTRODUCTORY LETTER Introducing the MWA team and our availability for the project	1
02	EXPERIENCE, QUALIFICATIONS, & PROJECT TEAM Experience of the Lead Consultant Resumes MWA’s Relevant Experience	3 6 22
03	DISCLOSURE STATEMENT MWA’s Disclosure Statement	26
04	APPROACH & UNDERSTANDING MWA’s Understanding of the Sandy Operations Expansion Project MWA’s Approach to your Project	28 30
05	WORK PLAN & DELIVERABLE SCHEDULE MWA’s Work Plan MWA’s Deliverable Schedule	35 38
06	REFERENCES Exhibit E - References	41
X	ADDITIONAL ATTACHMENTS Exhibit A Exhibit B Exhibit C Exhibit D Addendum 1 & 2 acknowledgment	43 45 46 47 49



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

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.

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,

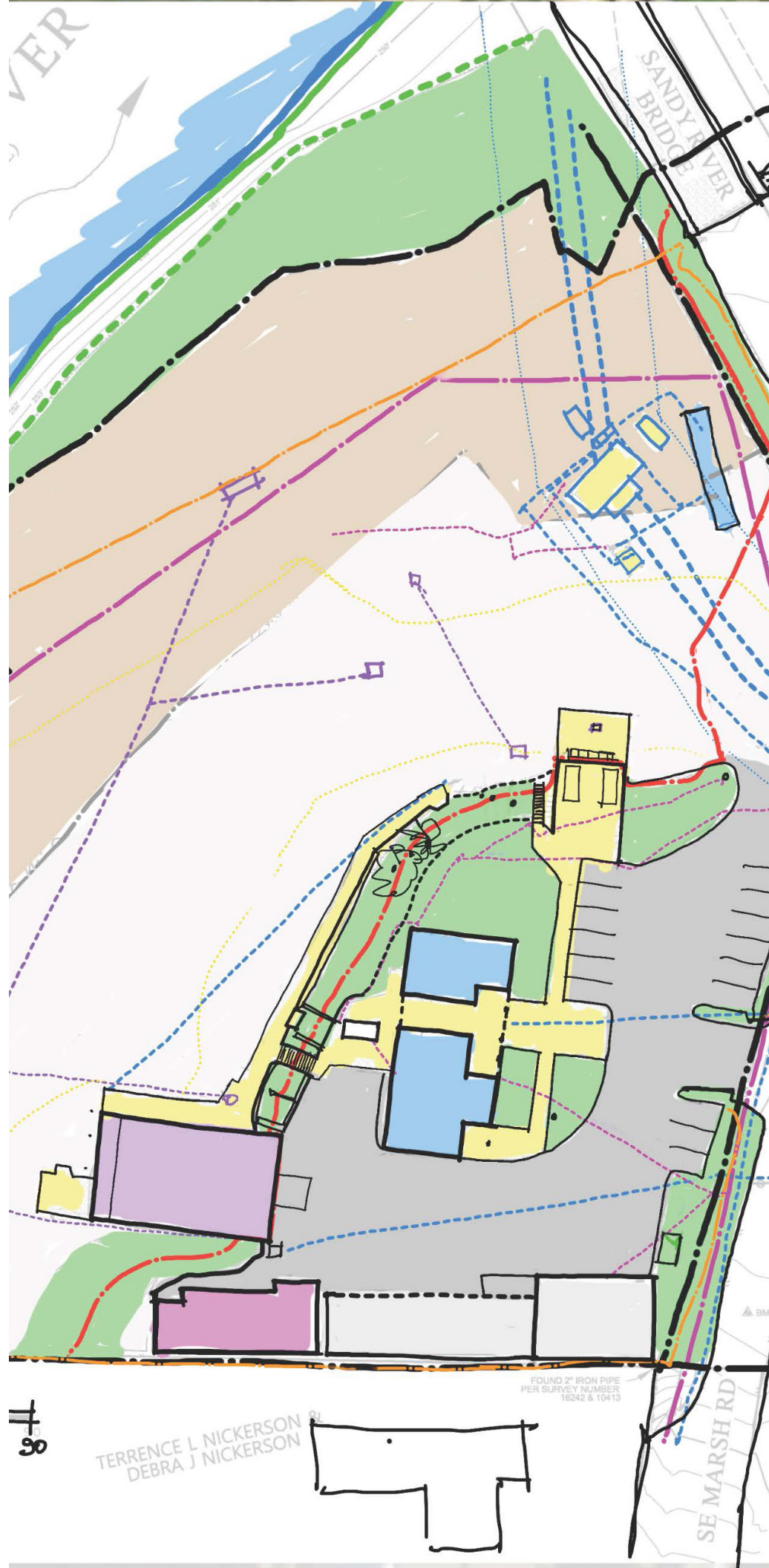
A handwritten signature in black ink, appearing to read 'Jean von Barga Root', written in a cursive style.

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.





mwa architects

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

Just.

Organization Name: MWA Architects, Inc.
Organization Type: Architecture
Headquarters: San Francisco, California
Number of Employees: 61

Social Justice Indicators:

- Diversity & Inclusion**
 - Gender Diversity
 - Ethnic Diversity
 - Inclusion
 - Engagement
- Equity**
 - Full-Time Employment
 - Pay-Scale Equity
 - Freedom of Association
 - Living Wage
 - Gender Pay Equity
- Employee Health**
 - Physical Health
 - Well-Being
- Employee Benefits**
 - Health Care
 - Retirement Provision
 - Family/Medical Leave
 - Training/Education
- Stewardship**
 - Local Communities
 - Volunteering
 - Animal Welfare
 - Charitable Giving
 - Positive Products
- Purchasing & Supply Chain**
 - Equitable Purchasing
 - Supply Chain

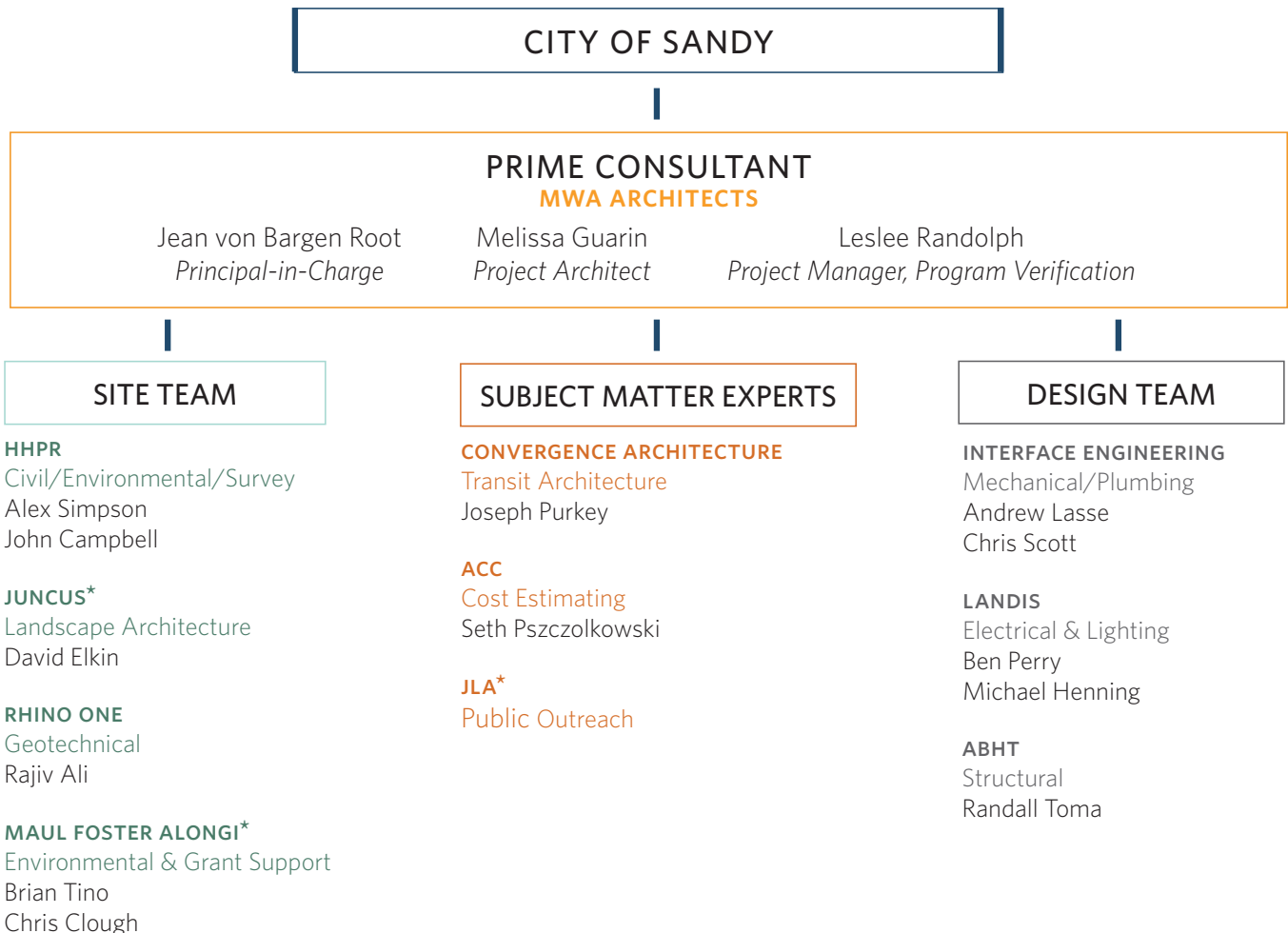
THE SOCIAL JUSTICE LABEL 2.0
MWA-001 EXP. 11/1/2023
INTERNATIONAL LIVING FUTURE INSTITUTE™

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



Jean has been practicing architecture in the Pacific Northwest for over 20 years. As Principal and Director of Sustainability, she leads MWA's efforts in resilient design with a focus on materials, energy, water, and social justice. She has successfully designed and managed three LEED projects including wastewater facilities and mixed-use housing. Understanding sustainable design as an integrated process, Jean establishes clear lines of communication between the client/owner, its staff, the design team, and the contractor.

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



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



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

- **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

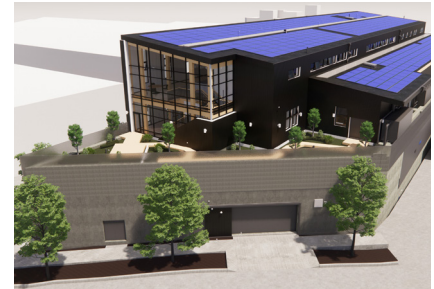
EDUCATION

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



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

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.

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@maulfoster.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



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.

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



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.



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*

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.



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

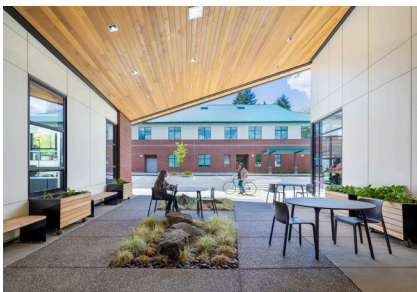
City of Pendleton

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





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.

CLIENT

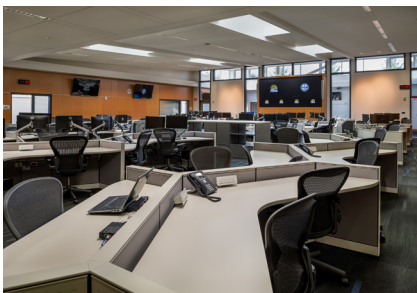
Oregon Metro

PERIOD OF SERVICE

Phase 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



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 REFERENCE

Carmen 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.



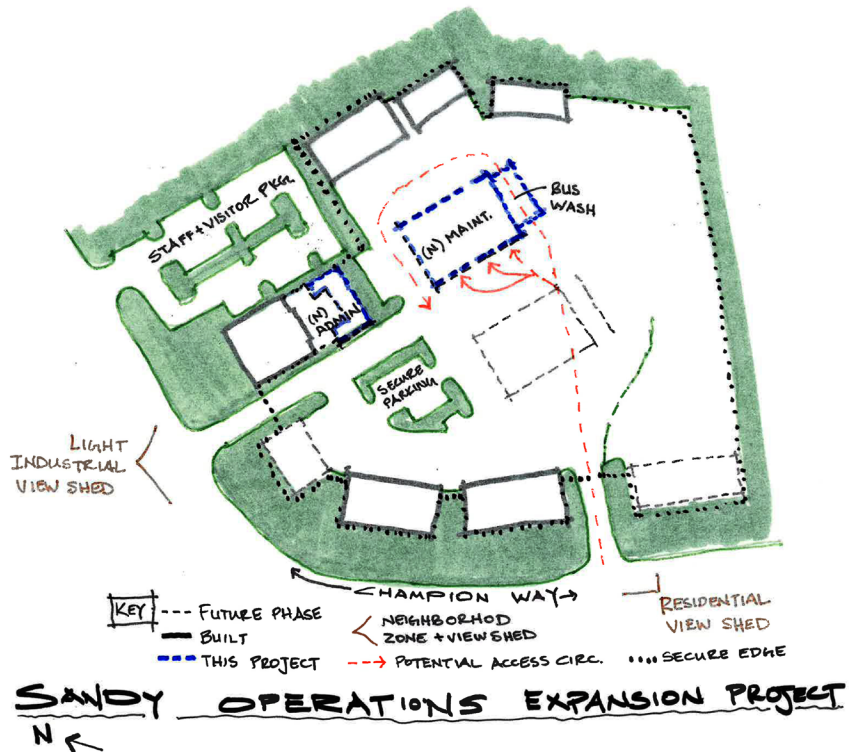
COMMUNITY

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

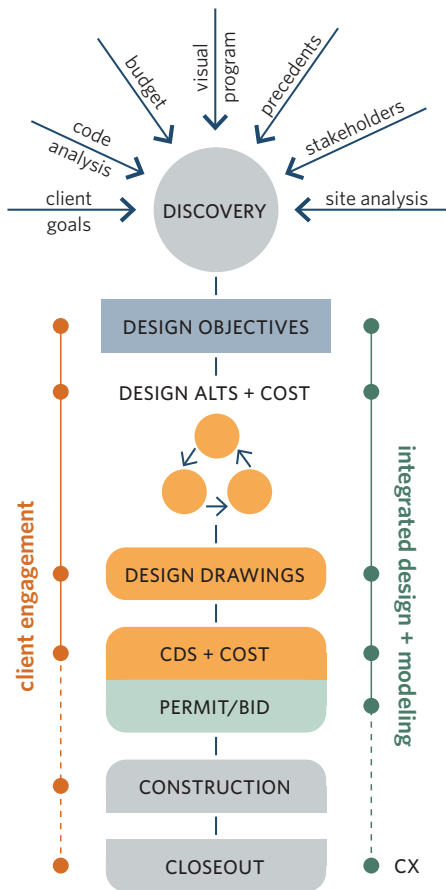
Known services for the buildings include architectural and interior design work, structural engineering, mechanical and electrical engineering. For the site: civil, and potentially, survey, geotechnical engineering, environmental and landscape work. This project's development will affect other City departments. 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

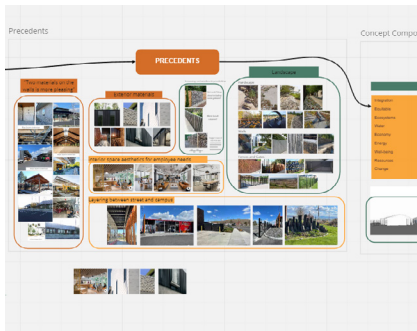
Adaptability serves the City of Sandy by creating a project culture that looks for ways to improve and refine design as new information emerges. Adaptability should also be a characteristic of the building after it is complete, flexibly serving the Operations Campus for years to come. Some 'adaption' 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
- Information needed to complete applications
- Responsible parties to provide the data
- 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.

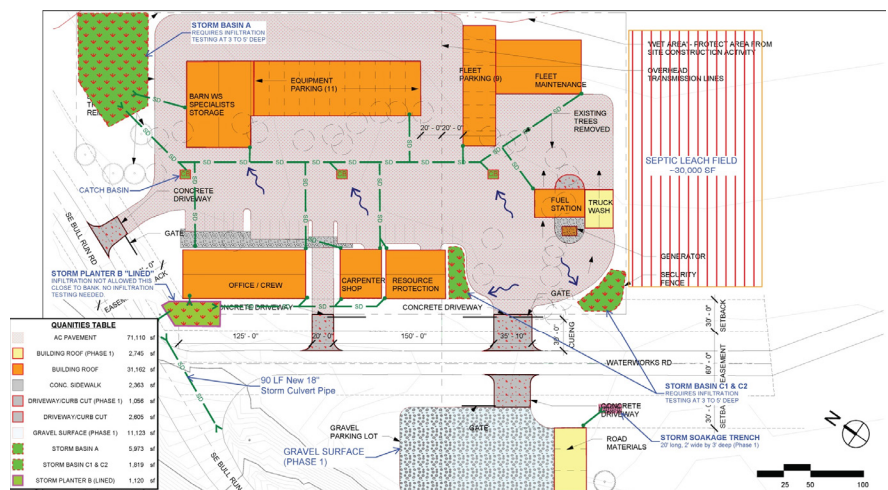
Some successful permitting lessons learned from that project:

- 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 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:

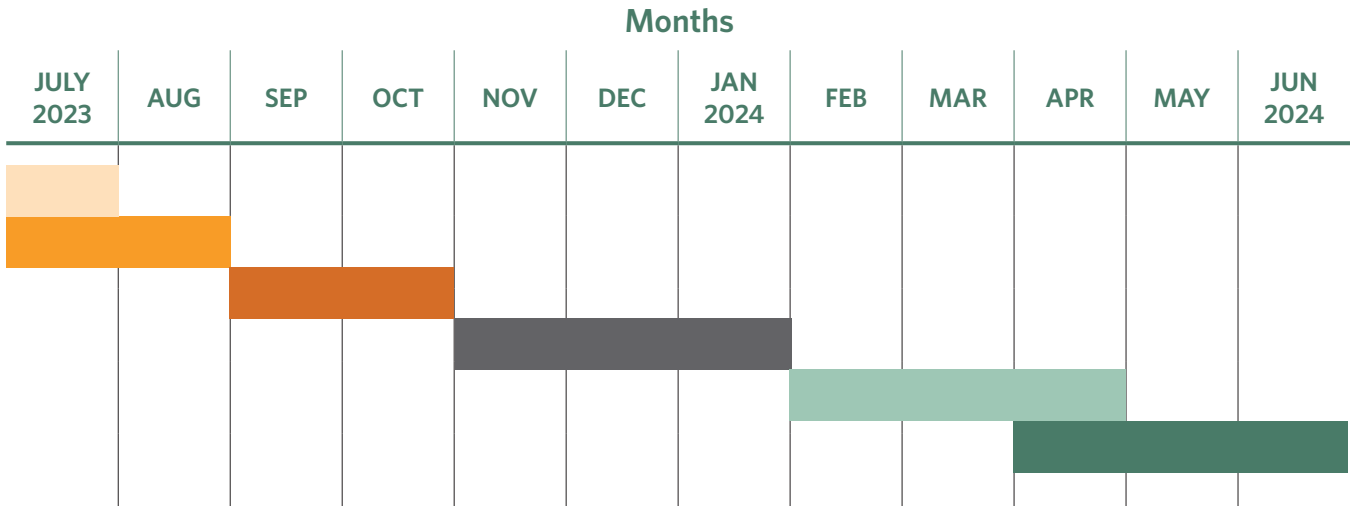
Two meetings/notes/follow up

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

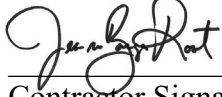
Contractor Name/Title Telephone Number

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

05/26/2023 _____

Date

MWA Architects, Inc. _____

Company Name *(please type or print)*



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