REQUEST FOR PROPOSAL

for

NEW BUS BARN TRANSIT FACILITY

CONSTRUCTION MANAGER / GENERAL CONTRACTOR SERVICES

for the

CITY OF PENDLETON, OREGON

RFP Issued: August 3, 2022

Proposal/Qualifications Due: August 25, 2022

Public Notice

City of Pendleton

Request for Proposals

For

New Bus Barn Transit Facility

Construction Manager / General Contractor (CM/GC) Services

The City of Pendleton is seeking Proposals from qualified Contractors to assist with CM/GC services related to design and construction of a new Bus Barn Transit Facility. The work will include delivery through a CM/GC format with 30%, 60%, and 100% design review and cost estimates; coordination with City's architect, MWA Architects; providing a maximum guaranteed price at 100% design; and construction of the City's new 7,700 square feet bus barn transit facilities.

City has secured funding of just over $3 million for this project. City has recently completed the planning phase, which provided a recommended plan development of Alternative 1 from the final Bus Barn Design Report.

Copies of the Request for Proposals are on file and may be obtained free of charge from the Public Works Director's office, by calling 541.966.0202, by email at jutta.haliewicz@ci.pendleton.or.us, on the City's webpage at: https://pendleton.or.us/rfps or the OregonBuys website: https://oregonbuys.gov/bso/view/login/login.xhtml. Copies of the final Bus Barn Design Report and anticipated Schedule are also included in this RFP.

All Proposals must be received no later than 2:00 p.m. (PDT) on Thursday, August 25, 2022. Proposals not received by that time will be returned unopened. All proposals shall be submitted in sealed envelopes and plainly marked on the outside as "Request for Proposals – New Bus Barn Transit Facility CM/GC Services", and bear the name of the Proposer.

The City may reject any Proposal not in compliance with all prescribed public contracting procedures and requirements, and may reject any or all Proposals upon a finding by the City that it is in the public's interest to do so.

Published:

August 3, 4, 2022

City of Pendleton

Request for Proposals for New Bus Barn Transit Facility CM/GC Services

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1. PROJECT BACKGROUND

The City of Pendleton seeks a professional CM/GC firm to complete the construction phase of work related to a new bus barn facility for the City's transit program. The bus barn facility will be housing up to four Category C buses, six Category E vehicles, and four minivan or sedan class capital assets. The facility is slated for development on 8.9 acres of undeveloped, multimodal land adjacent to Eastern Oregon Regional Airport (eastern Oregon's only commercial airport) in Pendleton, Oregon. Successful CM/GC will be involved in the design phase with the City and MWA Architects and accomplish the construction phase of work for a facility better described in the Bus Barn Design Report, housing up to four Category C buses, six Category E vehicles, four minivan or sedan class capital assets, office, storage room, bathroom, break room and wash station. The project will include exterior needs for the site including fencing, security and parking.

The City has awarded the design phase to MWA Architects and is now soliciting CM/GC services for the design and construction phases. City has also secured funding for a project of over $3,000,000, which includes about $350,000 in design services from MWA Architects. Construction is anticipated to begin in late 2022 to spring 2023.

2. GENERAL INFORMATION

Contract documents associated with this RFP will be the American Institute of Architects (AIA) A133 – Standard Agreement Between Owner and Construction Manager as Constructor and AIA A201 – General Conditions of the Contract for Construction. Order of precedence: in case of any difference between the RFP and the contract documents, the contracts shall govern.

Proposer must have a current, valid certificate of registration issued by the Construction Contractors Board at the time the Proposal is submitted. City shall consider a Proposer non-responsive and shall reject the proposal pursuant to Oregon Administrative Rule 137-049-0230.

Pre-proposal meeting will not be held. Statements made by the City or MWA Architect's representatives do not change the RFP unless the City confirms such statements with a written addenda.

City may change the RFP solicitation only by written addenda. Proposers shall provide acknowledgement of receipt of all issued addenda with its Proposal by providing the signed addenda form with the submitted Proposer Certification form (see Enclosures section). City shall notify all known interested Proposer's of addenda by email. Addenda shall also be posted and made available for download from City's website. Proposers securing the RFP from the City's website are to contact the Public Works office, 541.966.0202, to place themselves on the RFP holder list to receive and confirm any and all written addenda and include it with their Proposal submittal.

IT IS THE PROPOSER'S RESPONSIBILITY TO MAKE INQUIRY OF ISSUED ADDENDA.

Unless a different deadline is set forth in the addendum, a Proposer may submit a written request for change or protest to the addendum by the close of the City's next business day after issuance of addendum, or the last day allowed to submit a request for change or protest under OAR 137-049-0260, whichever date is later. City shall consider only a Proposer's request for change or protest to the addendum, not to matters not added or modified by the addendum.

Clarification may be requested in writing prior to the deadline for submitting a written change or protest. The clarification may be for any provision of the RFP document. City's clarification to a Proposer, whether orally or in writing, does not change the RFP and is not binding on the City unless the City amends the RFP by addendum.

Request for change may be done in writing to the specifications or contract terms and conditions. Proposer must deliver the written request for change by noon on Tuesday, August 16, 2022, to the Public Works Director office, 500 SW Dorion Avenue, Pendleton, Oregon 97801 or Jutta.Haliewicz@ci.pendleton.or.us. Proposer is responsible

for ensuring receipt by the Public Works Director. Content shall include a statement of the requested change(s) to the contract terms and conditions, including Specifications, together with the reason for the change. Proposer shall mark its request for change with "Contract Provision Request for Change."

Protest may be done in writing for the Specifications or contract terms and conditions. Proposer shall deliver a written protest on those matters to the Public Works Director office, 500 SW Dorion Avenue, Pendleton, Oregon 97801 or Jutta.Haliewicz@ci.pendleton.or.us, by noon on Tuesday, August 16, 2022. Proposer is responsible for ensuring receipt by the Public Works Director. Content shall include a detailed statement of the legal and factual grounds for the protest; a description of the resulting prejudice to the Proposer; and a statement of the desired change to the contract terms and conditions, including any Specifications. Proposer shall mark its request for protest with "Contract Provision Protest."

City is not required to consider a Proposer's request for change or protest after the submittal deadline. City shall provide notice to the applicable Proposer if it entirely rejects a protest. If the City agrees with a Proposer's request or protest, in whole or in part, City shall either issue an addendum reflecting its determination under OAR 137-049-0260 or cancel the RFP under OAR 137-049-0270. City may extend the RFP closing if the City determines an extension is necessary to consider the request or protest and issue an addendum, if any, to the RFP.

BOLI/PWR Requirements: For each City Project, all contractors and subcontractors will abide by the Oregon Bureau of Labor and Industries (BOLI) Prevailing Wage Rates for this region and the U.S. Department of Labor, (USDOL) Davis-Bacon and related Acts, and pay **whichever wage rate is higher**, and will abide by all amendments, decisions, and related regulations of these agencies. Contractor is required to pay workers prevailing wage rates for this region through the Project contract period.

The BOLI/PWR publication is hereby incorporated by reference and can be viewed at:
https://www.oregon.gov/boli/employers/pages/prevailing-wage.aspx

The USDOL Davis-Bacon wage determinations are hereby incorporated by reference and can be viewed at:
https://sam.gov/content/wage-determinations

Public Works Bond: Contractors who work on public works projects, subject to the Prevailing Wage Rate Law in the State of Oregon, are required to file a $30,000 Statutory Public Works Bond to be used exclusively for unpaid wages determined to be due by the Oregon Bureau of Labor and Industries. Proof of this bond in effect must be provided to the City prior to Contract signing, after the award of this RFP.

Performance / Payment Bonds: Before early work or the construction phase starts and prior to execution of a Contract or GMP amendment, or any subsequent amendment to the Contract which authorizes construction services following preconstruction services, the Contractor must execute and deliver to City a Performance Bond and a Payment Bond as provided under ORS 279C.386, each in a sum equal to the Contract Price for the preconstruction and construction services authorized by such Contract or Contract amendment. Bonds shall be effective from the Contract or amendment dates through expiration of the Contractor's warranty period under the Contract. Performance Bond and Payment Bond must be furnished by a surety company authorized to do business in Oregon and in an amount equal to the full Contract Price and otherwise comply with the requirements of ORS 279C.836. The apparent successful Proposer must promptly furnish the required performance security upon City's request.

Bid Bond: No bid bond is required for this RFP.

Substitute Contractor: Pursuant to OAR 137-049-0470, if the Contractor provided a performance bond, City may afford the Contractor's surety the opportunity to provide a substitute Contractor to complete performance of the Contract. A substitute Contractor must complete all remaining Contract work and comply with all terms and conditions of the Contract, including Performance Bond and Payment Bond. Such substitute does not involve the

Award of a new Contract and must not be subject to the competitive procurement provisions of ORS Chapter 279C.

Foreign Contractor: Pursuant to OAR 137-049-0490, if the Contract Price exceeds $10,000 and the Contractor is a Foreign Contractor, the Contractor shall promptly report to the Oregon Department of Revenue on forms provided by the Department of Revenue, the Contract Price, terms of payment, Contract duration and such other information as the Department of Revenue may require before final payment can be made on the Contract. A copy of the report must be forwarded to the Contracting Agency. The Contracting Agency Awarding the Contract shall satisfy itself that the above requirements have been complied with before it issues final payment on the Contract.

Certified Payroll Withholding:

a. ORS 279C.845 requires that if a Prime Contractor does not file certified payroll as required (at least once per month by the fifth business day of the following month), City shall withhold 25% of amounts due to the Prime Contractor, in addition to any other required Retainage.
b. If a first-tier subcontract does not file certified payroll reports as required, the Prime Contractor must withhold 25% of amounts due the first-tier subcontractor.
c. Once certified payroll reports are submitted, City or Prime Contractor are to pay amounts withheld within 14 days.
d. Neither City nor the Prime Contractor is required to verify the accuracy of the contents of the certified payroll reports.

Drug Testing Requirements: ORS 279C.505 (2) requires that all public improvement contracts contain a provision requiring Contractors to demonstrate that an employee drug-testing program is in place. Proposer is, therefore, required to certify that it has an employee drug-testing program in place that applies to all employees, and will maintain a drug-testing program at all times during the performance of the Contract awarded. Failure to maintain a program shall constitute a material breach of contract.

3. SCOPE OF SERVICES

Project Team Members: The selected CM/GC will coordinate and manage the design and construction process as a member of a team with City, MWA Architects (Architect), and other project consultants. All of these parties together shall be referred to as the Project Team.

a. The selected CM/GC will be issued an AIA A133 Construction Manager as Constructor services contract as the agreement to serve in this capacity.
b. The CM/GC must be skilled in collaboration with the Project Team, identification and mitigation of risk through analysis and assessment, developing schedules, preparing construction estimates, performing value engineering, analyzing alternative designs, studying labor conditions, understanding construction methods and techniques, and coordinating and communicating the activities of the CM/GC throughout the design and construction phases to all members of the Project Team.
c. In addition, the CM/GC must be familiar with the local labor and subcontracting market and be capable of working with subcontractors to generate viable pricing alternatives.
d. Additional services are identified throughout the CM/GC Services General Conditions Contract.

Design Development / Preconstruction Phase: The CM/GC shall serve as general-contractor-at-risk and a special consultant to the design team and will analyze the design and proposed modifications with the goal of providing the City, in the time frame proposed, the highest quality work within budget. The CM/GC shall provide the services identified in AIA A133 including design related CM/GC consultant services, scheduling, cost estimating, constructability review, coordination review, recommending optimal construction phasing, scheduling and

sequencing, and analysis of alternative materials and systems for the Project. Construction related activities of the CM/GC during this phase will include schedule refinement.

Basis for Payment: The selected CM/GC is paid the Design Development / Preconstruction Phase Fee established at the start of each Project. Additionally, the CM/GC process adds specified construction manager consulting services to traditional general contractor work, requiring full contract performance within a negotiated guaranteed maximum price (GMP). The basis for payment is reimbursable direct costs as defined under the contract, plus a fee constituting full payment for consulting services rendered and construction work which together shall not exceed the established GMP.

Setting the Guaranteed Maximum Price (GMP): The GMP shall be set at an identified time consistent with industry practice and project conditions and after supporting information reasonably considered necessary to its use has been developed, which will normally take place at the end of the design development phase.

At 100% of the design development phase, the CM/GC will provide the City with a GMP for the public improvement construction work for the Construction Phase. Additional GMP stipulations are identified in Article 2.2 of the AIA A133.

City Council will be afforded the opportunity to review and approve the GMP in a regularly scheduled council meeting. CM/GC will need to attend this meeting to assist with explanation and answer councilor questions.

The GMP includes the total "cost of the work for construction phase" (defined in Article 6 of AIA A133) including contingencies in 2.2.9 and the Construction Manager's Fee (defined in Article 5 of AIA A133).

i. By executing a GMP amendment to the contract, the CM/GC guarantees that the cost of work shall not exceed the GMP. Should the Cost of the Work be less than the GMP, any such positive difference shall be realized as "savings" to the City at the end of the project. Although it is the intention of the City to save money on the project if at all possible, the City reserves the right to work with the CM/GC to use the anticipated savings to build additional necessary components of the project which may have been omitted from the original GMP scope and carried as alternates. City will not pay any amount that exceeds the established guaranteed maximum price specified in the public improvement contract unless the amount results from material changes to the scope of work set forth in the public improvement contract and the parties to the public improvement contract agree in writing to the material changes.
ii. If the CM/GC is unable to set a GMP within the budget and in the appropriate time, the City reserves the right, at the sole discretion of the City, to cancel the contract with the CM/GC and may proceed immediately with another contractor on the City's list of selected Proposers or another solicitation process, whatever is in the best interest of the public. If the contract with the initial CM/GC is so terminated, the firm will be compensated for its actual time and reasonable expenses.

A detailed description of the items that make up the GMP is required from the CM/GC.

Construction Phase: If a GMP amendment to the AIA A133 is issued, the CM/GC shall perform all acts of work and supply all items necessary to complete the Project in accordance with the terms and conditions of the RFP and the Contract documents including, but not limited to, pay and coordinate all materials, tools, equipment, labor, professional and non-professional services, in the time allocated.

a. It is anticipated that the work of a project may involve multiple bid packages. The CM/GC shall act as the general contractor to the subcontractors.
b. The process used to award subcontractor by the CM/GC is to be monitored by the City's project manager and reported on by the CM/GC on a regular basis. The CM/GC may not artificially divide or fragment work so as to avoid the procurement rules under this section.

c. The following public procurement requirements apply in accordance with City ordinance:
    i. Small Procurements – Up to and including $5,000: CM/GC may award work that does not exceed this criteria in any manner practical, including direct selection.
    ii. Intermediate Procurements – Exceeding $5,000 up to and including $150,000: CM/GC shall solicit non-formal written competitive quotes from at least three subcontractors. "No bid" is not an acceptable quote. Quote requests shall include the selection criteria utilized. The selection criteria may be limited to price or some combination of price, experience, specific expertise, availability, subcontractor capacity, responsibility, and similar factors. Award may be made to the prospective subcontractor whose quote will best serve the interests of the City taking into account the selection criteria, with the final selection approved by the City in writing.
    iii. Formal Procurement/Competitive Bids – Exceeding $150,000: CM/GC shall solicit a formal bid by advertisement at least seven (7) days in advance of the bid due date and time in the Daily Journal of Commerce and East Oregonian. CM/GC shall, at a minimum, provide the bid announcement with known Plan Centers located within 50 miles of the City.

    The competitive bid processes may be preceded by a publicly advertised subcontractor pre-qualification process limiting the participants to only those subcontractors meeting the pre-qualification requirements. Bid requests shall include the selection criteria utilized. The selection criteria may be limited to price or some combination of price, experience, specific expertise, availability, subcontractor capacity, responsibility, and similar factors. Award may be made to the prospective subcontractor whose quote will best serve the interests of the City taking into account the selection criteria, with the final selection approved by the City in writing.
d. When there are single fabricators of materials or special packaging requirements for subcontractor work, advance approval by the City's project manager is required.
e. Except as allowed above, if the CM/GC or an affiliate or subsidiary of the CM/GC will be included in the subcontractor selection process to perform particular construction work on a project, the CM/GC must disclose that fact in the selection process documents and announcements. In such cases, a representative of the City, or an independent third party, shall oversee and manage the competitive bidding process including independent review and opening of bids for the elements involved.
f. The CM/GC shall resolve subcontractor protests of the CM/GC's selection of subcontractors and suppliers. A representative of the City, or another third independent party, may aid in the resolution of such protests. Note: the procedures and reporting mechanism related to the resolution are considered public record. Pursuant to OAR 1370049-0690 (5)(n), the CM/GC will provide debrief meeting(s) with subcontractors.

Special Testing and Inspections: All special testing and inspections work will be done by others contracted separately by City.

Additional Services: It is anticipated that the following functions will continue throughout all phases of the project as applicable:

a. Participate in weekly meetings with City and/or the design team.
b. Consult, evaluate and understand design criteria with the design team.
c. Consult with City in refining the Construction Project budget, and establishing and maintaining a detailed cost model for the work as the design evolves.
d. Assist in life cycle value analysis from drawings, specifications, other design criteria, and alternative designs as may be requested by City.
e. Provide verification of architect's estimate of probable construction cost based on 30% Construction Documents once CM/GC contract is awarded.
f. Provide detailed estimates of probable construction costs based on 60% and 90% Construction Documents.

g. With the design team, develop a strategy for obtaining building permits in a timely fashion. Meet with building and other regulatory officials as appropriate. Attend all meetings pertaining to permitting, as required.
h. Prepare a detailed milestone schedule identifying the work to be performed by the design team, City, and the CM/GC during this phase. The CM/GC shall report progress weekly against this schedule.
i. Review the plans and specifications on a continuous basis and advise the design team and Contracting Agency whenever the estimated construction costs are tending the exceed line items from the model budget. In a timely fashion, provide the design team with alternatives that will bring the project cost within budget, without compromising the scope agreed to in the outline specification. Continually update project costs.
j. Review all design, specification and plan documents as they are developed and make value engineering and constructability recommendations as well as review all for completeness, proper details, compliance with program and master plan requirements and adherence to codes or applicable agency requirements, reporting deficiencies, conflicts, and/or clarification questions identified to the design team.
k. Prepare site and building logistics and safety plans to encompass all proposed activities and impacts to the existing site, neighbors, authorized visitors and employees.
l. Use the City supplied GMP tracking sheet as part of an effective fiscal control, including a weekly detailed cost estimate and a weekly status report with budget recommendations. The weekly status report will include full schedule reporting as well as a summary of all major outstanding items with proposed solutions.
m. Prepare all bid packages, according to the contractual requirements and City procedures. Recommend to City modification to existing procedures or implementation of new procedures where appropriate. Ensure that all bid packages, including those for early procurement, are within budget. It is the responsibility of the CM/GC to provide the design team with sufficient viable options, in a timely fashion, such that the bid packages will be within budget.
n. Fully coordinate work of all subcontractors and vendors. Provide regular, on-going quality inspection and assistance to the design team in ensuring that the work meets all specifications and applicable codes.
o. Review and expedite all change orders.
p. Monitor compliance with payment of prevailing wages on all contracts and subcontracts.
q. Provide all certified payroll for CM/GC and subcontractors pertinent to pay requests for review and approval.
r. Maintain in a current condition all Project Records, including permits, construction documents, as-built records, meeting records, submittals, inspection reports, invoices, delivery receipts, daily activity logs, RFI's, ASI's, CO's, etc.
s. Transmit copies of all project correspondence to City's project manager including, but not limited to, Meeting minutes, RFI's, RFI logs, Submittals, Submittal Logs, Inspection reports, Change Order Requests (COR's), Change Order Request Logs, proposal Requests, ASI's, Permits, Project Allowance(s) Reconciliation, Project Contingency status reports, Project Schedule updates, etc.
t. Provide an unconditional lien release at the end of the project.
u. Provide any other process or work required to make the project successful.

4. QUALIFICATIONS

Experience / Responsibilities:

- The Proposer (Firm) shall have at least five (5) years' experience with CM/GC construction delivery model.
- The key personnel shall have at least five (5) years' experience with CM/GC construction delivery model.

- Pursuant to the instructions of this RFP, the Proposer shall demonstrate this experience and qualifications in their ability to provide high quality results on current or past projects, specifically the construction services required (new, remodel, or tenant improvement) for fire stations or substantially related complex building types.

- The Proposer will be expected to assign a project manager who will be responsible to participate in each project for pre-construction phase services continuing into construction and project close-out, as well as full-time supervision, all labor, materials, plant, equipment, transportation and other facilities and services as necessary and/or required to execute all assigned Work. No illegitimate or capricious changes, including key personnel, will be allowed under any Contract.

5. PROPOSAL SUBMISSION

Submit an original and five (5) copies of the Proposal. Proposals should be typed, single-spaced and double-sided on regular size paper. To facility handling by the City, the original document should be submitted in a flat-bound-form, not stapled, fastened together with an appropriately sized binder clip.

Forms included in the RFP must be used and must be typed or legibly hand-written (see Enclosures).

Marketing brochures, unwarranted visuals, or other promotional presentations, elaborate binders, and expensive paper beyond that sufficient to present a complete and effective response are not necessary.

Proposals are due by 2:00 pm, local time, Thursday, August 25, 2022. Proposals shall be submitted in a sealed envelope or package, plainly marked "New Bus Barn Facility CM/GC Proposal."

Proposals shall be addressed to:

Public Works Director
City of Pendleton
500 SW Dorion Avenue
Pendleton, OR 97801

Interested, qualified Proposers shall submit proposals in accordance with the requirements of this RFP by the deadline indicated. Proposals shall be publicly acknowledged as received by the City after this date and time, but the contents thereof shall not be made public until a contract has been agreed between the City and the successful Proposer or the City rejects all proposals and terminates the procurement. The scoring matrix will be available for review after the Notice of Intent to Award is issued by the City.

6. PROPOSAL REQUIREMENTS

Proposals shall be wholly contained in a single-bound binder or cover. Paper size shall be 8 ½" x 11" using an 11-point minimum font size for text and limited to 20 pages. Proposals may be printed double-sided, in which each face of the paper will count as a separate page. Covers and any dividers will not be included in the page count.

The Proposal shall include the following information in the order indicated, along with the enclosed Proposer Certification Form:

A. Cover Letter

i. State general qualifications, expertise, and ability to perform the scope of services described in this RFP

ii. Introduce the CM/GC Project Manager

iii. Summarize compliance with each of the Minimum Qualifications, referencing necessary detail found elsewhere in the Proposal by name.

iv. Acknowledge receipt of all addenda, as necessary.

v. Indicate agreement with the requirements and terms and conditions of this RFP.

vi. Signed by a representative of the Proposer authorized to undertake contract negotiation and bind the Proposer.

B. Firm Overview, Qualifications, and Expertise

i. Provide a brief description of the Firm's history and bonding capacity (single project limit and aggregate).

ii. Demonstrate that the Firm has been in business for a minimum of five (5) years as a general contractor by providing a comprehensive narrative detailing the Firms specific prior experience and qualifications for at least three (3) public CM/GC projects involving new construction, tenant improvement, or remodel projects.

iii. Summarize the Firm's experience with Bus Barn Transit Facility construction services. If no experience, Proposer may describe how the Firm will be able to provide this type of construction service.

iv. Summarize the relevant experience and expertise of anticipated subconsultants. Indicate whether Proposer and subconsultants have previously teamed together on CM/GC projects.

v. For each of the three (3) references, provide the project name and location, client name and a current contact name with phone number and e-mail address, a general scope of the project including physical description (square footage, site area), the architect of record and project manager name, the Firm's project manager and key personnel project team, the guaranteed maximum price (GMP), and the final construction project cost including the total change order amount.

If three (3) CM/GC projects are not available, the Proposer may substitute projects that are similar in size and complexity. If so, Proposer must detail how the Firm will be able to adequately perform the necessary services of a CM/GC for a public agency in the State of Oregon.

C. Key Personnel Experience and Qualifications

i. Award of this RFP will be for one (1) Proposer for a specific City project. City understands that the staffing described below may change; however, City reserves the right to review staffing assignments for change in staffing, including interviews and past performance reviews.

ii. Provide details of the Project Manager assigned to this Project if awarded in September 2022:

A. Demonstrate that the Project Manager has a minimum five (5) years of experience as a CM/GC Project Manager. Include name, title, years in position, years with the Firm, previous position(s), largest number of employees supervised, and list the three largest projects supervised. Include a brief project description and dollar amount.

B. Consistent staffing for City projects is extremely important. Provide assurance that the assigned Project Manager will remain consistent for pre-construction phase services continuing into construction, project close-out, and CM/GC summary report completion.

C. Provide a monetary penalty amount guaranteed to the City if the Project Manager does not remain through project close-out.

iii. In addition, provide details of other key staff that would support the Project Manager for work through 2024.

iv. By listing individuals in the Proposal, the Firm guarantees that these individuals will be available to work on the assigned project. City reserves the right to approve or reject any changes to the proposed personnel. City further reserves the right to request a substitution of personnel if deemed to be in the best interest of the City.

D. Approach and Schedule

i. Construction Management: Describe in detail the Firm's approach to construction management information controls, forms, and/or procedures.

ii. Team Communication / Relationships: Describe the Firm's approach to procedures designed to promote interaction between the Firm's personnel and the personnel of the City, architect, engineering, other consultants, and the subcontractors on a "team" or "partnering" basis.

iii. Risks: Discuss perceived risks on public improvement projects. Describe how these risks can be minimized and/or mitigated by using team performance analysis and information.

iv. Quality Control / Craftsmanship: Discuss the Firm's approach to managing quality and craftsmanship.

A. Describe how the Firm has provided a satisfactory record of delivering quality projects with self-performed work.

B. Describe how the Firm handles subcontractor selection and oversight to ensure high quality craftsmanship.

v. Schedule: Describe the Firm's overall plan with regards to planning, scheduling, site management, and project monitoring skills and processes.

vi. Cost Control: Describe the Firm's job costing procedure and how the Firm will keep the City apprised of project costs. Describe the Firm's process for managing change orders and claims, including efforts to minimize both.

vii. Safety and Drug Program: Describe the Firm's safety, drug, and alcohol programs.

viii. Socio-Economic Programs: Successful Proposer shall comply with applicable laws, regulations, and special requirements of the Contract Documents and State of Oregon regarding equal employment opportunity. Identify conditions relating to any required socio-economic programs, including the manner in which such programs affect the selected CM/GC's subcontracting requirements, the enforcement mechanism(s) available, and the respective responsibilities of the CM/GC and City.

ix. Forms: Complete and submit the enclosed Design Development / Preconstruction and Construction Phases Pricing form.

7. EVALUATION CRITERIA

A.	Cover Letter and Minimum Qualifications	*pass/fail*
B.	Firm Overview, Qualifications, and Expertise	40 points
C.	Key Personnel Qualifications and Experience	30 points
D.	Approach and Schedule	30 points
E.	Tie Breakers:	

- CM/GC Experience: Additional credit will be assigned for Firms with CM/GC experience.

Proposals will be reviewed for compliance with the minimum qualifications as set forth in the RFP. If a Proposer is found not to possess the minimum qualifications or if a Proposal is found not in compliance with these requirements, the Proposal will be removed from further consideration and the Proposer informed of this action.

The Selection Panel will score the remaining Proposals according to the Evaluation Criteria listed above. The highest scoring Proposer will be deemed the Apparent Successful Proposer, and the City will undertake contract negotiations. After the City has reached mutually agreeable contract terms with the Apparent Successful Proposer, the selection and agreement will be presented to City Council for review and approval. If the City and Proposer cannot reach an agreement in the negotiation, the City will terminate negotiation and, at its option, negotiate with the next-ranked Proposer.

Interviews, if necessary, may be conducted to aid in the final evaluation ranking(s). If conducted, interviews with be held a City of Pendleton owned facility in Pendleton, Oregon.

8. SCHEDULE

The schedule for City's CM/GC planned selection is as follows, subject to change at the City's sole discretion:

Aug 3, 2022	Advertise RFP
Aug 16, 2022	Deadline for Clarifications / Change Requests / Protest
Aug 25, 2022	Proposals Due
Aug 26 – 30, 2022	Evaluate Proposals
Sept 6 – 9, 2022	If necessary, interviews (Proposers must reserve these dates when submitting Proposal)
Aug 30, 2022	Issue Notice of Intent to Award (unless interviews)
Aug 31, 2022	City Staff Report for Award and Contract Negotiations
Sept 6, 2022	City Council Action
Sept 27, 2022	Execute Contract

Note: if interviews are conducted, schedule will delay by two weeks.

9. TERMS AND CONDITIONS

City may also engage other consultants to provide for independent third party review of work done.

City reserves the right to accept or reject any or all Proposals, to postpone the selection process for its own convenience at any time, and to waive minor defects in the Proposals.

City also reserves the right to accept or reject any individual subcontractor that a Proposer proposes to use.

RFP and the review process shall in no way be deemed to create a binding contract or agreement of any kind between the City and the Proposer. By submitting a response to this RFP, the Successful Proposer agrees to negotiate in good faith to agree to and execute an agreement with the City. Contract documents associated with this RFP will be the American Institute of Architects (AIA) A133 – Standard Agreement Between Owner and

Construction Manager as Constructor and AIA A201 – General Conditions of the Contract for Construction. City reserves the right to negotiate any and all items of the agreement, including the Term, Scope of Services, and Compensation.

City will maintain ownership of all work product produced as result of any contract arising from this RFP.

Each Proposer submitting in response to this RFP acknowledges and agrees that the preparation of all materials for submittal to the City and all presentations, related costs and travel expenses are at the Proposer's sole expense and the City shall not under any circumstances, be responsible for any cost or expense incurred by the Proposer. In addition, each Proposer acknowledges and agrees that all documentation and/or materials submitted with the RFP shall remain the property of the City, and shall not be returned to the Proposer. Further, by submitting a response to this RFP, each Proposer affirms:

- That the information provided in the Proposal is true, accurate and represents the most current information available as of the date of this RFP;
- That the Proposer can comply with the necessary insurance requirements as set out in Exhibit A, attached hereto; and
- That the Proposer agrees to be bound by the Proposal submitted as a response to this Request for Proposals and agrees to hold the terms of the Proposal open for a period of 60 days from August 25, 2022.

Factors such as, but not limited to, any of the following may be considered just cause to disqualify a Proposal without further consideration:

A. Evidence of collusion, directly or indirectly, among Proposers in regard to amount, terms, or conditions of this RFP;

B. Any attempt to improperly influence any member of the selection staff;

C. Existence of any lawsuit, unresolved contractual claim or dispute between the Proposer and the City;

D. Evidence of incorrect information submitted as part of the Proposal;

E. Evidence of Proposer's inability to successfully complete the responsibilities and obligations of the Proposal; and

F. Proposer's default under any agreement, which resulted in termination of the agreement.

EXHIBIT A – INSURANCE REQUIREMENTS

Contractor shall maintain insurance acceptable to City in full force and effect throughout the term of this contract. Such insurance shall cover all activities of the Contractor arising directly or indirectly out of Contractor's work performed hereunder, including the operations of its subcontractors, if any. Coverages provided by the Contractor must be underwritten by an insurance company deemed acceptable by the City. The City reserves the right to reject all or any insurance carrier(s) with an unacceptable financial rating. As evidence of the insurance coverage required by the contract, the Contractor shall furnish a Certificate of Insurance to City prior to execution of the contract. Such policies or certificates must be delivered prior to commencement of the work. No contract shall be effective until the required certificates have been received and approved by City. The certificate will specify and document all provisions within this contract. A renewal certificate will be sent to the above address ten (10) days prior to coverage expiration. The procuring of such required insurance shall not be construed to limit Contractor's liability hereunder. Notwithstanding said insurance, Contractor shall be obligated for the total amount of any damage, injury, or loss caused by negligence or neglect of contractor connected with this contract.

The policy or policies of insurance maintained by the Contractor shall provide at least the following limits and coverages:

A. Commercial General Liability Insurance

Contractor shall obtain, at contractor's expense, and keep in effect during the term of this contract, Comprehensive General Liability Insurance covering Bodily Injury and Property Damage on an "occurrence" form (1996 ISO or equivalent). This coverage shall include Contractual Liability insurance for the indemnity provided under this contract.

The following insurance will be carried:

Coverage	**Limit**
• General Aggregate	$2,000,000
• Each Occurrence	$1,000,000
• Medical Expense (Any one person)	$50,000

B. Commercial Automobile Insurance

Contractor shall also obtain, at contractor's expense, and keep in effect during the term of the contract, Commercial Automobile Liability coverage including coverage for all owned, hired, and non-owned vehicles. The Combined Single Limit per occurrence shall not be less than $2,000,000.

C. Workers' Compensation Insurance

The Contractor, its subcontractors, if any, and all employers providing work, labor or materials under this Contract that are either subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017, which requires them to provide workers' compensation coverage that satisfies Oregon law for all their subject workers or employers that are exempt under ORS 656.126. Out-of-state employers must provide Oregon workers' compensation coverage for their workers who work at a single location within Oregon for more than 30 days in a calendar year. Contractors who perform work without the assistance or labor of any employee need not obtain such coverage. This shall include Employer's Liability Insurance with coverage limits of not less than $1,000,000 each accident.

D. Professional Liability Insurance

Contractor shall also obtain, at contractor's expense, and keep in effect during the term of the contract, insurance covering losses resulting from error or omissions of Contractor. The limit of liability shall be not less than $2,000,000 per claim and in the aggregate.

E. Additional Insured Provision

The Commercial General Liability Insurance and Commercial Automobile Insurance policies and other policies the City deems necessary shall include the City, its officers, directors, employees and volunteers as additional insureds with respect to this contract.

F. Course of construction insurance in the same amount as required in paragraph A above for property insurance, covering all construction activities, including **delay of** opening coverage, in the event a covered loss results in loss of rent and/or revenues to the City due to a delay in completion of the improvements. The policy shall include coverage for debris removal following loss, loss to temporary structures, loss due to or resulting from water damage or interior water intrusion.

The City shall be named as an insured on the policy to the extent of the City's insurable interest in the improvements.

ENCLOSURES SECTION

List of Enclosures:

- ☐ Proposer Certification Forms
- ☐ Pricing Proposal
- ☐ AIA A133 – 2009 Standard Form of Agreement between Owner and Construction Manager as Constructor (Separate Document)
- ☐ AIA 201-2007 General Conditions (Separate Document)

(Contractor/Proposer Name)

The Proposer, by and through the undersigned, its authorized representative, acknowledges, represents, attests, warrants and certifies:

Has read and understands, and agrees to be bound by and comply with all RFP instructions, terms and conditions, together with all Addenda, if any, issued.

Has read and understands, and agrees to be bound by and comply with the terms of all Contract Documents identified, included, or incorporated by reference into the RFP.

Has, or will have, the equipment, personnel, materials, facilities and technical and financial ability necessary to complete the Work in accordance with the Contract documents within the time specified.

The Proposal was prepared independently from all other Proposers, and without collusion, fraud, or other dishonesty.

Neither the Proposer, nor anyone representing the Proposer, offered or gave any advantage, gratuity, bonus, discount, bribe or loan of any sort to City or its agents, employees, or anyone representing City, or engaged in any other type of anti-competitive conduct at any time in conjunction with this RFP.

Has or will not, discriminated against minority, women, or emerging small business (MWESB) enterprises in obtaining any required subcontracts.

If awarded the Contract, Proposer shall utilize in performance of the Contract all resources indicated in its Proposal, including Key Personnel, to the extent within Proposer's control and Proposer's best efforts.

Has the power and authority to enter into and perform the Contract to be awarded, and the Contract, when executed and delivered, shall be a valid and binding obligation enforceable according to its terms.

Proposer acknowledges that City has the right to modify the Contract prior to execution to (a) correct typographical errors, (b) reconcile inconsistencies within and among the Contract Documents, (c) conform terminology used throughout the Contract Documents, (d) include omitted terms clearly contemplated by the language in the Contract Documents, (e) add terms required under State or federal Law, and (f) incorporate those portions of the Project Proposal and Price, modified, if so, by such negotiations as may be authorized under applicable statutes and rules.

To execute the formal Contract within a reasonable time; and in the case the undersigned fails or neglects to appear within a reasonable time to execute the Contract the undersigned is considered having abandoned the Contract by City.

That Proposer has complied or will comply with all requirements of local, state, and national laws, and that no legal requirement has been or will be violated in making or accepting this proposal.

(Contractor/Proposer Name)

Has not discriminated and will not discriminate, in violation of ORS 279A.110 (4), against any minority, women or emerging small business enterprise in obtaining any required subcontract.

The Proposer agrees to comply with the provisions of the Oregon Prevailing Wage Laws ORS 279C.840 and the USDOL Davis-Bacon Act.

The Proposer to comply with Oregon tax laws in accordance with ORS 305.385.

Proposer is registered with the Construction Contractors Board - license number: _____. (City will not consider a proposal for a Public Improvement unless the Proposer is registered with the Construction Contractors Board, as required).

The Proposer, pursuant to ORS 279A.120 (1), (check one) is __/is not __ a resident Proposer. If not, indicate State of residency _____.

The Proposer acknowledges receipt of the addenda issued by City by attaching the signed signatory page of each addendum to this Proposer Certification Form.

Respectfully submitted _____:
(Date)

By:

_____
(Printed Name)

_____
(Signature)

_____
(Title)

_____
(Email)

_____
(Physical address)

_____
(City, State, Zip)

This RFP will result in a Contract for Public Works subject to ORS 279C.800 to 279C.870 and the USDOL Davis-Bacon and related Acts. Any proposal of a contractor or subcontractor listed on BOLI's List of Contractors Ineligible will be rejected.

(Contractor/Proposer Name)

Design Development/Preconstruction Services Fee: Identify/propose key personnel and resource staff and the hourly rate for each under the Design Development/Preconstruction Phase Services work. Add or delete personnel as needed from the list. Refer to Section III of the RFP and Article 2.1 of the AIA A133 contract for guidelines on services to be provided during the Design Development/Preconstruction Phase. This information will be used to negotiate and establish the Design Development Phase Fee in Article 4 for the Bus Barn Transit Facility project:

KEY PERSONNEL OR RESOURCE STAFF	HOURLY RATE ($)
CM/GC Project Manager	**$**
Scheduler	**$**
Estimator	**$**
Constructability Services	**$**
Administrative Staff	**$**
other	
Reimbursable Expenses*	Markup %

*describe the reimbursable expenses:_____

Construction Manager Fee: Identify the Construction Manager fee (for construction phase services), expressed as a percentage of the CM/GC's overhead (profit percentage, general and administrative costs percentage, and home office costs percentage as normally applied to projects completed by the CM/GC):

Construction Manager Fee	Percentage
Construction Management Fee percentage	%

(Contractor/Proposer Name)

GMP General Conditions Estimate. In the form below, based on a construction cost estimate for the project, provide a detailed total MONTHLY estimated price of the Proposer's general conditions for onsite items, not included in the Construction Manager Fee, that will be included within the GMP for managing and performing the construction.

Item	Unit of Measure	Unit Price	Estimated MONTHLY Total
Labor Foreman		$	$
General Foreman		$	$
Other Foreman		$	$
Field Engineering		$	$
Field Supervision		$	$
Field Coordination		$	$
Project Coordination		$	$
Quality Control		$	$
Progressive Clean-up		$	$
Trade Coordination		$	$
First Aid & Safety		$	$
Temporary Office		$	$
Clerical/Secretarial Staffing		$	$
Office Supplies Equipment		$	$
Postage/Delivery		$	$
Temporary Toilets		$	$
Phones/Radios/Pagers		$	$

Printing/Reproduction		$	$
Vehicles, Fuel/Maintenance		$	$
Substance Abuse Testing		$	$
Material Handling		$	$
Other:		$	$
		MONTHLY TOTAL:	$

Note: The unit prices and hourly rates are subject to change based on the Oregon BOLI/PWR publication and/or the USDOL Davis-Bacon Act for the Pendleton region in effect at the time of advertisement of the public works.

Bus Barn Facility

Planning and Design Report

PENDLETON, OREGON

JUNE 2022

mwa architects

CITY OF PENDLETON
INCORPORATED
1880
OREGON

Contents

List of Figures

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Jeff Brown, City of Pendleton
Rocky House, City of Pendleton
Matt Johlke, Elite Taxi
Rod Johlke, Elite Taxi
EORA Representation

SECTION 1. Project Approach

1.1 PURPOSE, GOALS AND REPORT ORGANIZATION

The City of Pendleton (City) and surrounding rural communities are growing, creating increased demand for transit options. The City transit fleet and staff need new facilities to support ongoing transit operations and protect community assets. The approximately 0.9 acre project site is located along NW 'H' Avenue in the 4800 block, south side of the road. This report gathers planning and preliminary design information developed with City stakeholders and the project Technical Advisory Committee.

Following 'Section 1 - Project Approach' and 'Section 2 - Executive Summary' the report organization aligns with the chronological project phases and deliverables. Summaries of those sections are provided below.

Project Site Visits and Discovery. During this phase, project team members participated in visits to the project site, local buildings and the Kayak Public Transit Facility to collect environmental data, establish preliminary workflow, and set expectations for project aesthetics. This information was assembled into an online white board environment for use in the Workflow Workshop.

Workflow Assessment. Collecting information about how transit staff need to move through their workday is critical to the success of the project. In this phase, a Workflow Workshop was conducted to hear staff describe why and where activities and spaces need to be located on the site to best aid safety, efficiency, aesthetics and security. MWA shared preliminary project precedents from local developments for discussion. A public open house was conducted to share the site location and program with community members.

Alternatives Development. Building on findings from the Workflow Workshop, the project team developed two alternatives. Through weekly check-ins with the Technical Advisory Committee, the design team refined plans and shared for discussion at an Alternatives Workshop. MWA presented project precedents from beyond the Pendleton area to confirm aesthetic direction. A public open house was conducted to share the possible development alternatives with community members.

Recommended Plan Development. A recommended plan was refined from the preferred alternative selected at the Alternatives Workshop. A Design Meeting was planned to review assumptions and collect additional comments to pass into the next phase of development. Cost estimates reviewed.

Planning Level Construction Cost Estimates. Project team developed cost estimates for the two plan alternatives. Minimal site information was available during this phase. The recommended plan was derived from the alternatives and the final construction cost estimate for the planning and design phase was completed. This project is anticipated to move forward with CM/GC delivery and will be estimated at 30% Schematic Design by both the design team and the successful CM proposer.

1.2 PROJECT APPROACH

The design of the Facility is largely focused on the basic need to shelter the transit assets and provide a home for the City transit program, *Let 'er Bus*. The design of the Facility includes several buildings, enclosures, and other structures that house transit fleet vehicles, equipment, and administrative functions which provide critical space for bus drivers and other staff. Architectural design is required to ensure that these buildings and structures meet the functional requirements and are safe and comfortable for staff and visiting public, while also designed to fit within the existing aesthetic and architectural context on the airport industrial neighborhood.

Through a series of design workshops, community forums, criteria analyses, and coordination with partner disciplines, a strong architectural concept developed around the following intentions:

- Inspired by the landscape and views
- Influenced by the Pendleton aesthetic
- Set precedent for future developments

The design recommendations described in this report are influenced by the hybrid, online white board tools used for each workshop, see Figure 1. This process created a place where the project alternatives, decisions and data were held throughout the planning and design phase. This transparent communication style provided a platform for all participants to see the evolution of the project at each workshop. The online white board was also open to the entire design team for coordination and collaboration between workshops. This process led to a preferred site layout and facility concept that is on track to meet Project goals.

Figure 1 Hybrid online White Board tool process

1.3 PROJECT GOALS

Through a collaborative process between the City and MWA, preliminary project goals were established. These goals are the basis of all Facility design work. The goals are listed below:

- Provide a safe and high-quality home for the City transit program
- Be good stewards of funds
- Provide a good and functional place to work
- Design for more than 50 years of operation
- Provide site improvements and buildings that are durable and low maintenance
- Consider future expansion
- Provide a safe, secure site that is welcoming to visitors
- Provide a positive public interface
- Design for sustainability and resilience

These goals serve as a guide throughout the design process.

SECTION 2. Executive Summary

The City of Pendleton Bus Barn Facility is comprised of three buildings on a 0.9 acre site in the neighborhood of the Eastern Oregon Regional Airport northwest of the City central business district (Figure 2). The buildings are:

Administration Building 1,832 sf

Bus Barn 2,618 sf

Bus Shelter 3,212 sf

This report completes the Planning and Design project phase and provides a starting point for Schematic Design through permitting and construction. Occupancy is estimated in the third quarter of 2024.

The planning level estimated construction cost for the project is $3,163,756 prior to Energy Trust of Oregon grants and incentives. The project will be delivered using the CM/GC method and construction costs will be updated by the design team and successful CM proposer at the 30% (Schematic Design) milestone.

This project will apply net zero and Envision™ design principals where feasible.

Figure 2 Recommended Site Plan

SECTION 3. Site Visits and Discovery

3.1 SITE VISIT AND LOCAL PRECEDENTS

To start the conversation about what style of architecture is appropriate for this project, MWA and the project Technical Advisory Committee attended a tour of local commercial-industrial projects. The results were brought to the Workflow Workshop to solicit preliminary expectations for the facility. Style is best used as a framework for discussion in order to gain insight as to why certain elements are preferred and why some are not.

Several architectural styles were presented as a way of beginning the conversation about architectural preferences and determining an appropriate path forward for the facility design.

Figure 3 Project site looking southeast towards the Blue Mountains

Four aesthetic styles were visited on the tour:

- Contemporary Industrial (metal buildings)
- Playful Industrial (super graphics)

- Agrarian (Barn)
- Central Oregon Materiality (Basalt, earth tones)

The City felt that the Contemporary Industrial style was too bold, austere, and not in keeping with the context of the site. It was recommended to proceed with the design with the following two styles as reference.

- Contemporary Industrial
    - Applies to Bus Barn and Bus Shelter
    - Incorporate window, door protections
    - Use simple readily available materials in a creative way to meet functional needs
- Central Oregon Materiality
    - Reflect the colors and textures of the Pendleton area (Figure 3)
    - Use locally made materials (Figure 4)

Figure 4 illustrates a representative precedent project for each style described above:

Figure 4 (from left) Playful industrial at Tum-A-Lum Lumber, Contemporary industrial approach to Fire Station 1, Central Oregon Materiality at Wildhorse Casino and Umatilla Forest Service, Pendleton Police Department

3.2 WORKFLOW PRECEDENT SITE VISIT

To support workflow understanding, MWA and the project Technical Advisory Committee attended a tour of Kayak Public Transit conducted by Susan Johnson, Public Transit Manager for the Department of Planning at the Confederated Tribes of Umatilla (Figure 5).

Figure 5 (from left) Entry with key box for drivers, dispatch and supervisors; dispatch workstation and supervisors office; drivers' lockers; drivers check-in desk; bus assignments and logs; driver status white board; training and driver's lounge.

3.1 SUSTAINABILITY

The Facility does not have required sustainability goals from local regulatory or funding entities. The Facility is required to meet the Oregon Energy Code. The City has also established project sustainable priorities dependent on

the capacity of the established construction budget. Two external program approaches have been identified to pursue through design and will be assessed at cost estimate milestones:

- Net Zero Design
- Envision™ Design

These external programs may be applied to all, one or two of the facilities based on opportunity, budget and return on investment.

Some notable considerations affecting design include the following:

- Design in support of energy savings over the Oregon Energy Efficiency Specialty Code
- Resilient, contextual, no-water (Xeriscape) landscaping
- Bird-Friendly Design – Landscape and building glazing designed in concert to reduce building related bird fatalities
- Rooftop photovoltaic (PV) panels
- Super-insulated and air- and vapor-controlled exterior envelope
- Passive design when and where appropriate
- A focus on conservation measures followed by application of renewable energy sources
- Selection of materials that have low environmental impacts
- High level of indoor environmental quality through selection of healthy materials, thermal comfort, and access to daylight and views

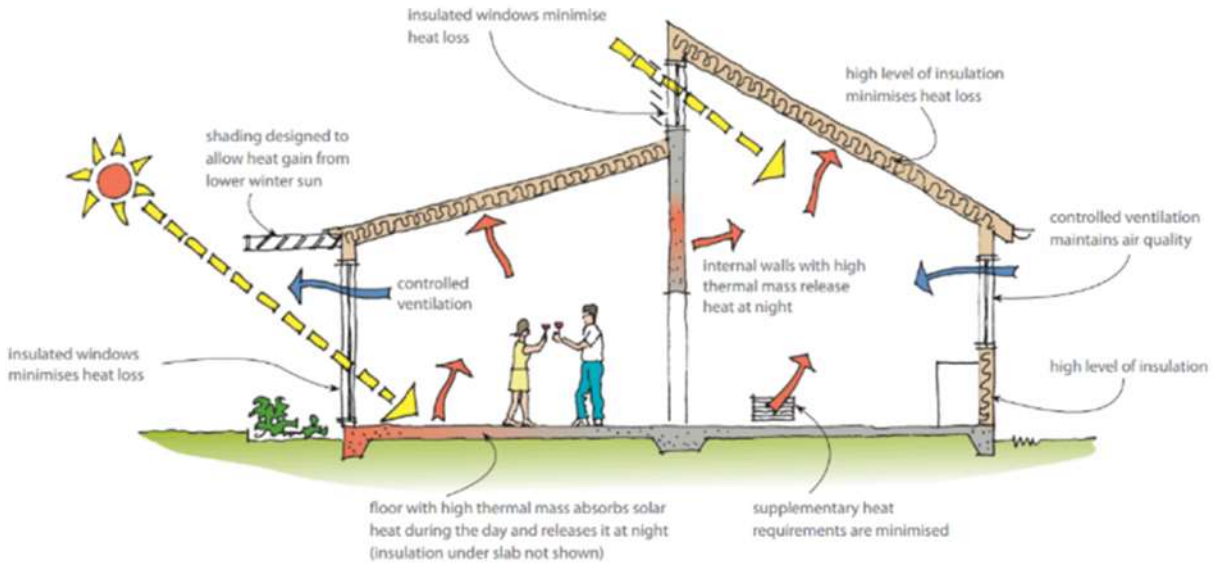


Figure 6 Passive Design Strategies (image credit Branz 2011)

Figure 6 illustrates various components of a building designed with passive design principles in mind. The key aspects of passive design are as follows:

- High performance building envelope
- Access to daylighting during winter months
- Sun shading during summer months
- Controlled ventilation for occupant comfort and air quality
- Thermal mass for diurnal heat storage and release

- Stack ventilation for nighttime heat flush

Figure 7 illustrates how a focus on conservation in all building systems can considerably reduce the energy use of a building. This leads to a reduction of renewables that are needed to allow the building to approach net zero energy.

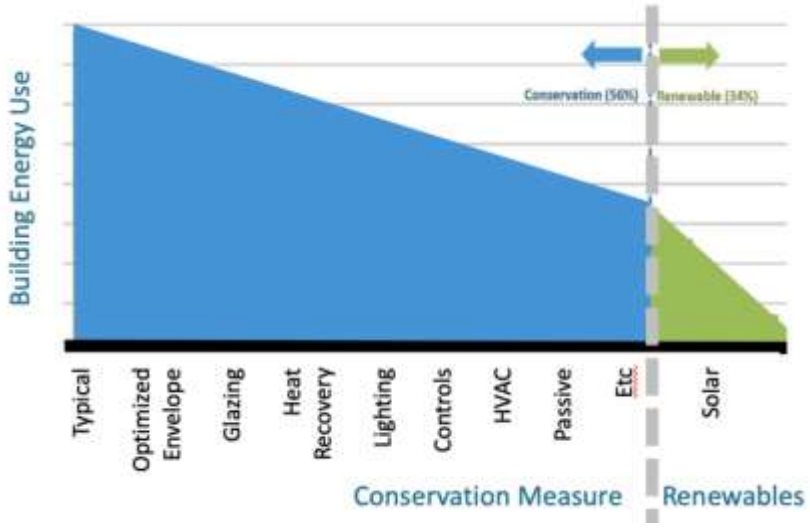


Figure 7 Building Conservation Hierarchy

SECTION 4. Workflow Assessment

4.1 INTRODUCTION

The Workflow Assessment phase included verification of the provided program through site visit, interviews, and a workshop with City staff. This work included simultaneous collection of aesthetic and functional influences from outside the Pendleton area and assembly of pertinent code and regulatory information in preparation for the Alternatives Development phase.

4.2 PROGRAM

A successful architectural design for these buildings is critical to the function of the facility, health and well-being of staff, engagement of the public, and overall success of the entire Project.

The required spaces were analyzed and a list of questions with items to verify and suggestions for modifications was developed and included in the Workflow Workshop. The following questions were asked throughout the workshop:

- What is the typical schedule for the staff who will report to this facility?
- What is needed to successfully perform the job?
- Who and what is needed to successfully perform the job?
- What is the toughest part of the job currently?

With these questions in hand, the workshop facilitators and stakeholders discussed the impacts of placement for each facility element and site access. Stakeholders offered their thoughts on why elements needed to be placed next to each other or not. These conversations are captured in the Workflow Workshop meeting notes in the Appendix, Section 8.2.

The final program (Figure 8) was reviewed with the Technical Advisory Committee and comments were incorporated into the Bus Barn Building and Site Space Program table. This review was affected by 2022 labor and materials costs concerns and resulted in splitting the bus barn into an active ‘barn’ located near the Administration Building and a

reserve bus 'shelter' storage building for less frequently used buses and vans. The shelter is open on two sides and is lower in cost per square foot as no mechanical heating or ventilation or doors are needed. This strategy meets the needs of the transit group while allowing for a lower cost development overall.

Program space allowances for the Administration, Bus Barn and Burn Shelter Buildings are listed below.

Location	Space Name	Units Req	Approx. Dimensions (Feet)		SF per unit	Total SF	Equipment/ Furnishings	Notes
Bus Shelter			Length	Width				
	Category C Buses	2	40	14	560	1120		Own 4 buses and 6 vans currently - 2 buses and 4 vans not operating everyday
	Minivan/Sedans	4	20	14	280	1120		
	Seasonal Equipment	1	20	3	60	60		
	Wash Storage	1	10	2.5	25	25		Mop basin/hose bibb, wall-mounted mop rack, wall shelving
	Fire Riser	1	11	2.5	27.5	27.5		
	Covered Wash Area	1	40	14	560	560		
							Total SF (Bus Shelter)	2912.5
Bus Barn			Length	Width				
	Category C Buses	2	40	14	560	1120		
	Minivan/Sedans	2	20	14	280	560		
	Cleaning Supplies	1	8	7.5	60	60		
	Bus Storage	1	9	6	54	54		
	Janitor's closet	1	8	2	16	16	Mop basin, wall-mounted mop rack, wall shelving	
	Electrical Room	1	9.5	6	57	57		
	Circulation	1	52	5	260	260		
	EV Charging/Circ	1	40	8	320	320		
							Total SF (Bus Barn)	2447
Office	Public Vestibule	1	7	8	56	56		
	ADA restroom, all-gender	1	9	6	54	54		
	ADA restroom with shower, all-gender	1	9	14	126	126		
	Wellness room	1	10	8	80	80		
	Private offices	2	9	13.5	121.5	243		1 for managers to share; 1 for dispatch (dispatch office near locker room)
	Driver's lounge	1	20	15	300	300		includes kitchenette and work counter
	Locker room	1	7	9	63	63		Includes uniform area
	Mechanical Room	1	7	9	63	63		

Location	Space Name	Units Req	Approx. Dimensions (Feet)		SF per unit	Total SF	Equipment/ Furnishings	Notes
	Electrical Room	1	7	8	56	56		
	IT/Comm	1	11	2.5	27.5	27.5		
	Training Room (12 people)	1	22	12	264	264		
	Janitor's closet	1	6	8	48	48	Mop sink	
	Circulation	1	40	5.5	220	220		
							Total SF (Office)	1600.5
Site	Visitor parking	3						
Site	Personnel parking paved	8						
Site	Personnel parking gravel	8						
Site	Outdoor break area	1						

Figure 8 Bus Barn Facility Building and Site Space Program

4.3 EXTERNAL PRECEDENTS

In addition to the local precedent examples collected during the site visit, follow-on site and building precedents were collected from examples outside of Pendleton to clarify the design direction for the project.

4.3.1 SITE

The site improvement elements identified for this project include:

- Drive path paving
- Pedestrian paving on-site
- Pedestrian paving in right-of-way
- Landscaping adjacent to pedestrian areas on-site
- Landscaping adjacent to pedestrian areas in right-of-way
- Fencing and security
- Parking areas for employees and visitors

Figure 9 Preferred site and landscaping precedents

Parking, right-of-way environments and drive paths will be designed to meet the Pendleton Unified Development Code and are not addressed through design in this report. The design of these elements will be influenced by the on-site landscaping adjacent to pedestrian areas. The following precedents address the project goals for low maintenance, security, no water, and use of local materials (Figure 9).

Security/Fencing: Black vinyl coated chain link for areas other than entry and right-of-way. Engineered solutions in black painted metal construction will be considered for right-of-way conditions, specifically gates and entries. Gabion walls will be considered nearest the public building entry where visual screening and aesthetic goals must be met. Vehicle gate technology will be appropriate for high winds and snowy conditions.

Landscaping and Pedestrian Areas: Concrete pedestrian paths with integrated xeriscape planting will be featured along the path from the public right-of-way to the Administration Building entrance. Along the right-of-way similar treatment is anticipated as a buffer between the street and the parking area. Additionally, integrated gabion wall and xeriscaping will be required at the driver's lounge outdoor patio due to changes in elevation from the street to the rear of the Administration Building. Wind screening will be addressed in the next project phase.

4.3.2 **BUILDING**

The exterior and interior building elements identified for this project include:

Exterior

- Wall finish, upper
- Wall finish, lower
- Window openings
- Door openings, people
- Door openings, vehicle
- Roof

Interior

- Ceiling
- Walls
- Floor

Figure 10 Preferred building exterior and interior precedents

In general, the following exterior aesthetic preferences were collected, see Figure 10:

Exterior Walls: An upper wall cost-effective material and lower wall resilient finish are demanded in this industrial environment. For the upper walls, cement plank or panel is recommended. For the lower wall, cast-in-place concrete with or without form liner or concrete masonry unit construction are preferred. The finish must be washable with a pressure washer. Earth tones and regional colors will be considered to attend to solar gain concerns during the hot summer months and to integrate into the regional context. Where necessary for vehicle storage, all-metal siding may be considered.

Windows: High shading co-efficient glazing is required to protect interiors from the direct sun. Due to the large change in temperature throughout the day and night, triple-glazed windows are preferred, however double-glazed windows can be effective where direct sun can be avoided through overhangs and glazing treatments. Any windows wider than 6 feet will be considered for bird-safe design.

Doors, people: Fiberglass is recommended for durability, however standard steel doors are acceptable. Sliding glazed doors should be used where access to the driver's lounge patio is desired.

Doors, vehicle: Panelized overhead doors with glazed panels at vision level are preferred for safety and to introduce daylighting into the vehicle storage buildings.

In general, the following interior aesthetic preferences were collected:

Walls: Light colors to reflect light and give the spaces a larger, brighter feel. Limit number of colors to give a cohesive feeling. Use of interior windows to connect building occupants and give a sense of spaciousness while providing privacy as needed.

Ceilings: Where hard cap (gypsum board) ceilings occur, color to match walls. In larger spaces exposed trusses with wrapped (white) batt insulation is acceptable. Where trusses are wood, it is preferred that they are painted white to blend with the exposed wrapped batt insulation above.

Floors: Preferred flooring is luxury vinyl tile throughout for ease of maintenance. Alternately, all spaces except the Driver's Lounge and Training Room may receive sheet vinyl.

4.4 CODES AND REGULATORY DESIGN BASIS

The City of Pendleton Bus Barn Facility will host several essential buildings including the Administration Building, Bus Barn and Bus Shelter. This analysis is not a comprehensive survey of all code related requirements. However, it does attempt to identify issues as they relate to current life safety risk. This analysis focuses on Construction Type, Building Occupancy, and Fire-Resistive Construction.

4.4.1 PRELIMINARY CODE ANALYSIS

This preliminary code analysis summarizes relevant building data and identifies building requirements (Figure 11). The following building codes are applicable to this project:

- 2021 Oregon Energy Efficiency Specialty Code (OEESC)
- 2019 Oregon Structural Specialty Code (OSSC)
- 2021 Oregon Electrical Specialty Code (OESC)
- 2019 Oregon Mechanical Specialty Code (OMSC)
- 2021 Oregon Plumbing Specialty Code (OPSC)

The following site development codes and regulations are applicable to this project:

- City of Pendleton Unified Development Code (Zoning Code)

ADMINISTRATION BUILDING

Item	Current Code	Description
Type of Construction	Type V-B (S1)	Single story building
Building Occupancy	B	
Automatic Fire Suppression	Yes	
Height Limitations	60 feet	Actual height: 16 feet
Allowable Area	9,000 sf	Actual area: 1,832 sf

BUS BARN		
Item	**Current Code**	**Description**
Type of Construction	Type V-A (S1)	Single story building
Building Occupancy	S-2	Vehicle storage
Automatic Fire Suppression	Yes	
Height Limitations	60 feet	Actual height: 19 feet
Allowable Area	9,000	Actual area: 2,618 sf

BUS SHELTER		
Item	**Current Code**	**Description**
Type of Construction	Type V-A (S1)	Single story building
Building Occupancy	S-2	Vehicle storage
Automatic Fire Suppression	Yes	
Height Limitations	60 feet	Actual height: 21 feet
Allowable Area	9,000 sf	Actual area: 3,212 sf

Figure 11 Building code analysis

SECTION 5. Alternatives Development

Following the Workflow Workshop, two alternatives were developed based on feedback from stakeholders and confirmed site, code, precedents and programming data.

Adjacency and program feedback used to develop the Alternatives includes:

General

- No "barn" aesthetic or all metal buildings
- Do not cross streets from office to Bus Barn
- Provide covered breezeway to Bus Barn, maximum walk of 10-12 ft.
- Align facility entrance with NW 48th Drive where the high point is along NW 'H' Avenue for best visual access to cross traffic and reduced chance of iced intersection in winter

Office Building

- Dispatch near main entrance with transaction window to air lock
- Office supply storage and cleaning storage is needed
- Provide storage in locker room/ breakroom area
- Provide exterior break space adjacent to lounge, secure seating to patio

Bus Barn

- Park daily use buses and vans
- Heated, exhausted/ventilation/sprinklers

- Overhead doors will provide enclosure, auto operation for drivers

Bus Shelter

- Two or three-sided structure open on two sides; one bus deep
- Require sprinklers, but no heating, exhausting, overhead doors

In addition to stakeholder feedback, the response to site conditions and transit safety needs are prioritized (Figure 12). Concerns about gusting winds that are frequent at the site, building access by staff and public, protected views into the working site, and separating active from passive activities to support efficient work habits were raised. In consideration of a potential net zero energy facility, the passive strategy of isolating building areas that do not need heating or cooling from those that do influenced building program organization. Finally, best practices note that organizing the site around predominantly left turns for buses creates enhanced visibility and safest driving conditions for bus drivers.

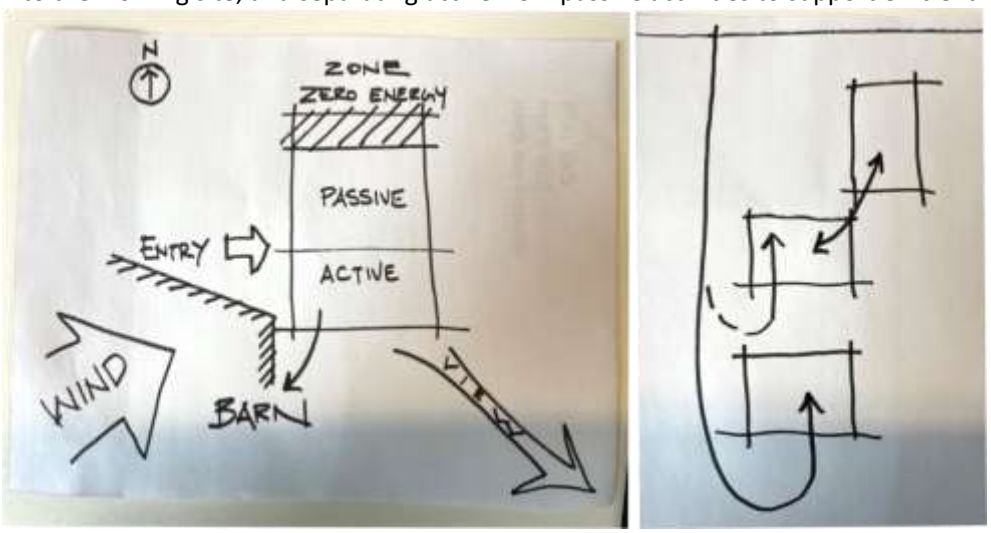


Figure 12 Requirements for a successful facility: attention to wind, activity, access, views, and turning safety 'always left'

Refinements to material preferences were also made during this phase. See Appendix, Section 8.2.

5.1 ALTERNATIVE 1

This Alternative site layout, Figure 13, is similar to that of Kayak Public Transit. Bus Barn and Bus Shelter buildings are oriented east-west and stacked from north to south. This protects doors and openings from frequent west wind and tumbleweeds carried by the wind gusts. The Administration Building is oriented north-south to reach towards NW 'H' Avenue and into the secure site. This orientation captures views across the City of Pendleton to the Blue Mountains while also acting as part of the secure site edge. Using buildings as security barriers at the public site edge presents a friendly entrance sequence while maintaining the needed security and reducing fencing cost. Landscaping is integrated into the pedestrian approach to the Administration Building and will incorporate a gabion wall nearest the building entrance. There is an opportunity to add a gate at the south end of the facility to access NW 'J' Avenue, which will provide access to the new stormwater detention facility.

The Administration Building (Figure 14) follows the workflow needs of the dispatcher and drivers while maintaining a welcoming public face. A vestibule mitigates the wind gusts at the entry and serves as a security control point featuring a transaction window for public interaction. Once admitted, views to the Blue Mountains open to the right beyond the Driver's Lounge and Training Room. Quieter office workspaces and support spaces such as restrooms are located to the left of the entrance. Where possible building infrastructure is accessed from the exterior and not tempered.

The Bus Barn parks two buses and two vans. The bays will include conduit and are designed to support transition to electric vehicles in the future. Tire storage, the site electrical room, and a storage/cleaning alcove complete this facility. Aside from building orientation, the Bus Barn is identical in both Alternatives.

The Bus Shelter is designed to house two buses and four vans. It also includes an open wash bay. Aside from building orientation, the Bus Shelter design is identical in both Alternatives.

For additional detail about Alternative 1 from the Alternatives Workshop see the Appendix, Section 8.3.

Figure 13 Alternative 1 Site Plan

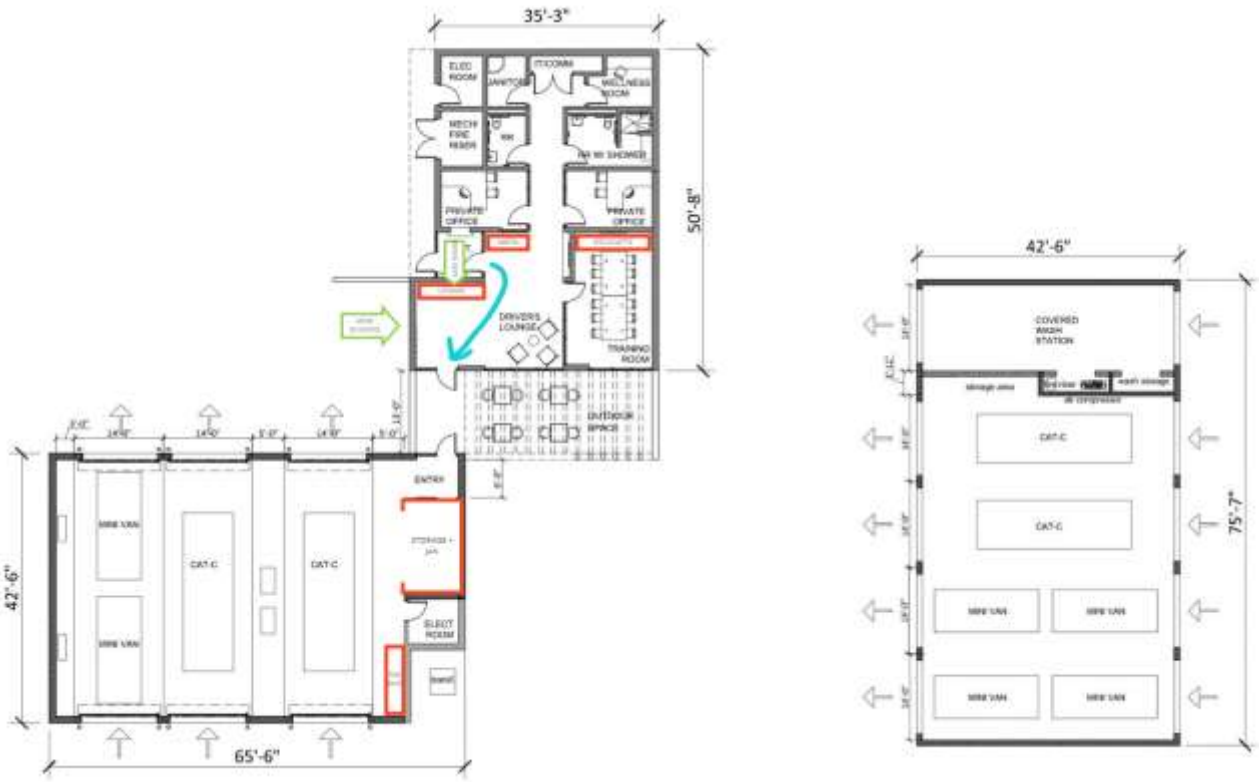


Figure 14 Alternative 1 Bus Barn, Bus Shelter and Administration Building Plans with Workshop Notes

5.2 ALTERNATIVE 2

This Alternative organizes the Bus Barn and Bus Shelter building bars north-south close to NW 'H' Avenue in an effort to reduce the extent of site improvements needed. The buildings are stacked from east to west (Figure 15). The Administration Building is oriented east-west to block views into the secure site and present a civic face to the facility. This orientation captures views east and into the secure site while also acting as part of the secure site edge. Landscaping is integrated into the pedestrian approach to the Administration Building and crosses the staff and visitor parking area.

There is no opportunity to add a gate at the south end of the facility to access NW 'J' Avenue without expanding the site development area.

The Administration Building (Figure 16) follows the workflow needs of the dispatcher and drivers while maintaining a welcoming public face. A vestibule mitigates the wind gusts at the entry and serves as a security control point featuring a transaction window for public interaction. Once admitted, views to the left feature the Driver's Lounge and Training Room. Quieter office workspaces and support spaces such as restrooms are located to the right of the entrance. Where possible building infrastructure is accessed from the exterior and not tempered.

The Bus Barn and Bus Shelter plans are identical in both alternatives, aside from building orientation

For additional detail about Alternative 2 from the Alternatives Workshop see the Appendix, Section 8.3.

Figure 15 Alternative 2 Site Plan

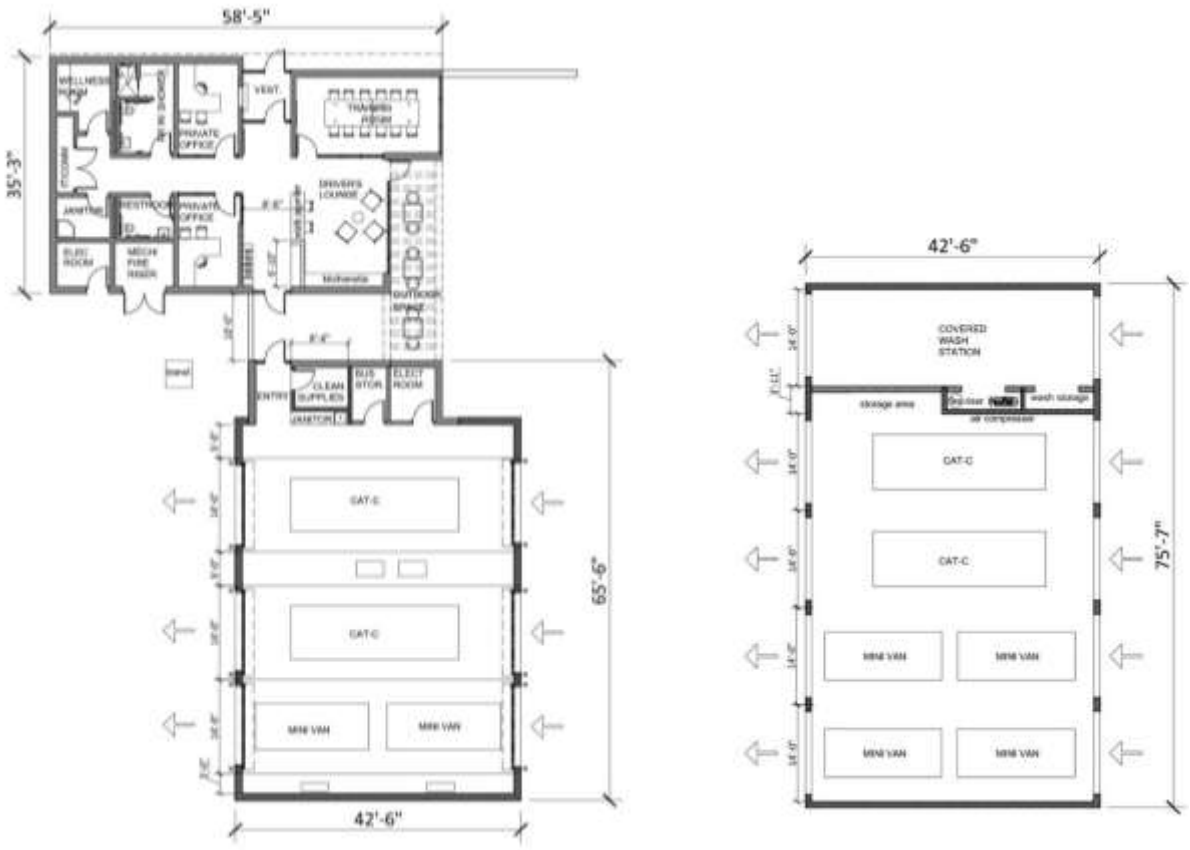


Figure 16 Alternative 2 Bus Barn, Bus Shelter and Administration Building Plans

5.3 ALTERNATIVE PREFERENCE

Alternative 1is preferred with limited refinement to the Bus Barn and Administration Building Plans. The following are the points made by stakeholders that resulted in the preference:

- This is a bus barn facility, and the community should be able to see that function clearly from NW 'H' Avenue
- Alternative 1 performs better in windy conditions
- Alternative 1 site plan is expandable and flexible for adding parking, future expansion and works well with the topography
- Alternative 1 provides opportunity to connect to NW 'J' Avenue for large tow truck circulation option or if stormwater facilities need maintenance
- Alternative 2 'civic' front building blocks police quick view into site for safety

SECTION 6. Recommended Plan Development

This section describes the preferred, recommended plan in technical detail and captures refinements requested by stakeholders at the Alternatives Workshop.

6.1 ADMINISTRATION BUILDING

The Administration Building construction consists of the following:

EXTERIOR WALLS	
Item	**Description**
Siding/ Cladding	Cast-in-place concrete/cementitious siding
Insulation	Batt insulation within wall cavity and continuous rigid insulation exterior of stud wall and vapor barrier
Window System	Double-pane glazing, limited operation due to area high winds; metal frame thermally broken (triple-pane preferred)

ROOF SYSTEM	
Item	**Description**
Roofing	Standing seam metal roofing
Downspouts/Gutters/ Drainage system	Break metal gutters and downspouts. Water drains to grade and detention facilities are located on site
Roof Insulation	Batt insulation at underside of roof diaphragm, rigid insulation under the standing seam metal roof

INTERIOR	
Item	**Description**
Floor covering	Carpet in offices Luxury Vinyl Tile (LVT) in lobby, hallway, Driver's Lounge, Training Room, restrooms Concrete slab in mechanical and electrical service spaces
Interior walls	Gypsum board wall, smooth finish preferred
Ceiling systems	Exposed, wrapped batt insulation in Driver's Lounge and Training Room; batt insulation above hard cap ceiling all other locations
Doors & Relites	Hollow metal doors (Fiberglass preferred) Veneer wood solid core at interior

STRUCTURAL	
Item	**Description**
Roof Structure	Plywood diaphragm over pre-engineered wood trusses
Floor Structure	Cast-in-place concrete slab-on-grade
Foundation System	Continuous perimeter concrete stem wall

MECHANICAL AND LIGHTING SYSTEMS	
Item	**Description**
Heating	Mini-split system with 3 zones and ducted ventilation where required
Cooling	Offices: Ductless fan coil units
Ventilation	Driver's Lounge/Training Room: Ducted fan coil units
	Solar hot water pre-heat (roof mounted)
Lighting	All LED
Electrical	Site-wide transformer located at Bus Barn

6.2 BUS BARN

The Bus Barn construction consists of the following:

EXTERIOR WALLS	
Item	**Description**
Siding/ Cladding	Cast-in-place concrete/cementitious siding
Insulation	Batt insulation within wall cavity and continuous rigid insulation exterior of stud wall and vapor barrier
Window System	Double-pane glazing; metal frame, thermally broken

ROOF SYSTEM	
Item	**Description**
Roofing	Standing seam metal roofing
Downspouts/ Gutters/ Drainage System	Break metal gutters and downspouts. Water drains to grade and detention facilities on site
Roof Insulation	Batt insulation at underside of roof diaphragm, rigid insulation under the standing seam metal roof

INTERIOR	
Item	**Description**
Floor covering	Exposed sealed, concrete slab
Interior walls	1/2 inch plywood painted white where required for equipment, shelving or storage Exposed wrapped batt insulation within wall cavity, white finish
Ceiling systems	Exposed wrapped batt insulation, white finish
Doors & Relites	Hollow metal at exterior (prefer fiberglass) Panelized overhead doors with view lites, insulated and motorized

STRUCTURAL	
Item	**Description**
Roof Structure	Plywood diaphragm over pre-engineered steel trusses
Floor Structure	Cast-in-place concrete slab-on-grade
Foundation System	Continuous perimeter concrete stem wall

MECHANICAL AND LIGHTING SYSTEMS	
Item	**Description**
Heating	Assume 50-degree Fahrenheit tolerance
Cooling	Electric unit heaters with heat recovery (preferred radiant floor heating)
Ventilation	All electric system Natural ventilation approach allowed by code; no dedicated ventilation Interlock louvers with dampers and carbon monoxide detection system with link to exhaust fan
Lighting	All LED
Electrical	Site-wide transformer located at Bus Barn

6.3 BUS SHELTER

The Bus Shelter construction consists of the following:

EXTERIOR WALLS	
Item	**Description**
Siding/ Cladding	All metal building
Insulation	Batt insulation within wall cavity where electrical or wet equipment are stored
Window System	No windows

ROOF SYSTEM	
Item	**Description**
Roofing	Standing seam metal roofing
Downspouts/ Gutters/ Drainage System	Break metal gutters and downspouts. Water drains to grade and detention facilities are located on site
Roof Insulation	Batt insulation at underside of roof diaphragm

INTERIOR	
Item	**Description**
Floor covering	Exposed sealed, concrete slab
Interior walls	1/2 inch plywood painted white where required for equipment, shelving or storage Concrete masonry unit wall between bus parking stalls and wash down bay, painted white
Ceiling systems	Exposed wrapped batt insulation, white finish
Doors & Relites	N/A

STRUCTURAL	
Item	**Description**
Roof Structure	Standing seam roof (structural) over pre-engineered steel trusses
Floor Structure	Cast-in-place concrete slab-on-grade
Foundation System	Continuous perimeter concrete stem wall

MECHANICAL AND LIGHTING SYSTEMS	
Item	**Description**
Heating Cooling Ventilation	Fire suppression is dry type and will require an air compressor co-located with electrical and washdown equipment storage No heating, cooling, or ventilation required, open-air structure
Lighting	All LED
Electrical	Site-wide transformer located at Bus Barn

6.4 RECOMMENDED PLAN DEVELOPMENT

The recommended plan development is a refinement of Alternative 1 and includes implemented comments noted in Alternatives Development, see Figure 14. The recommended plan development includes:

- Site plan (Figure 17)
- Building plans (Figure 18)
- Administration Building interior conceptual illustrations (Figure 19)

- Overall site conceptual illustrations (Figures 20 and 21)

A few ongoing project considerations include:

- This project will be delivered through a CM/GC format.
- Labor and materials costs continue to be volatile; the project team will work with the selected CM/GC to design to budget moving forward into construction documents.
- Geotechnical, topographical, environmental, and cultural resource data have been in simultaneous development and will influence refinements to the recommended plan development.
- The City will self-perform utility and stormwater detention system work.
- Funding sources have requirements for pace of spending and construction document packages, phasing and cooperation with the City and CM/GC will be required.
- The State of Oregon has adopted the 2021 Oregon Energy Efficiency Specialty Code featuring ASHRAE 90.1-2019. This may require a detailed energy model for the Bus Barn and Administration Building.

Figure 17 Recommended Site Plan

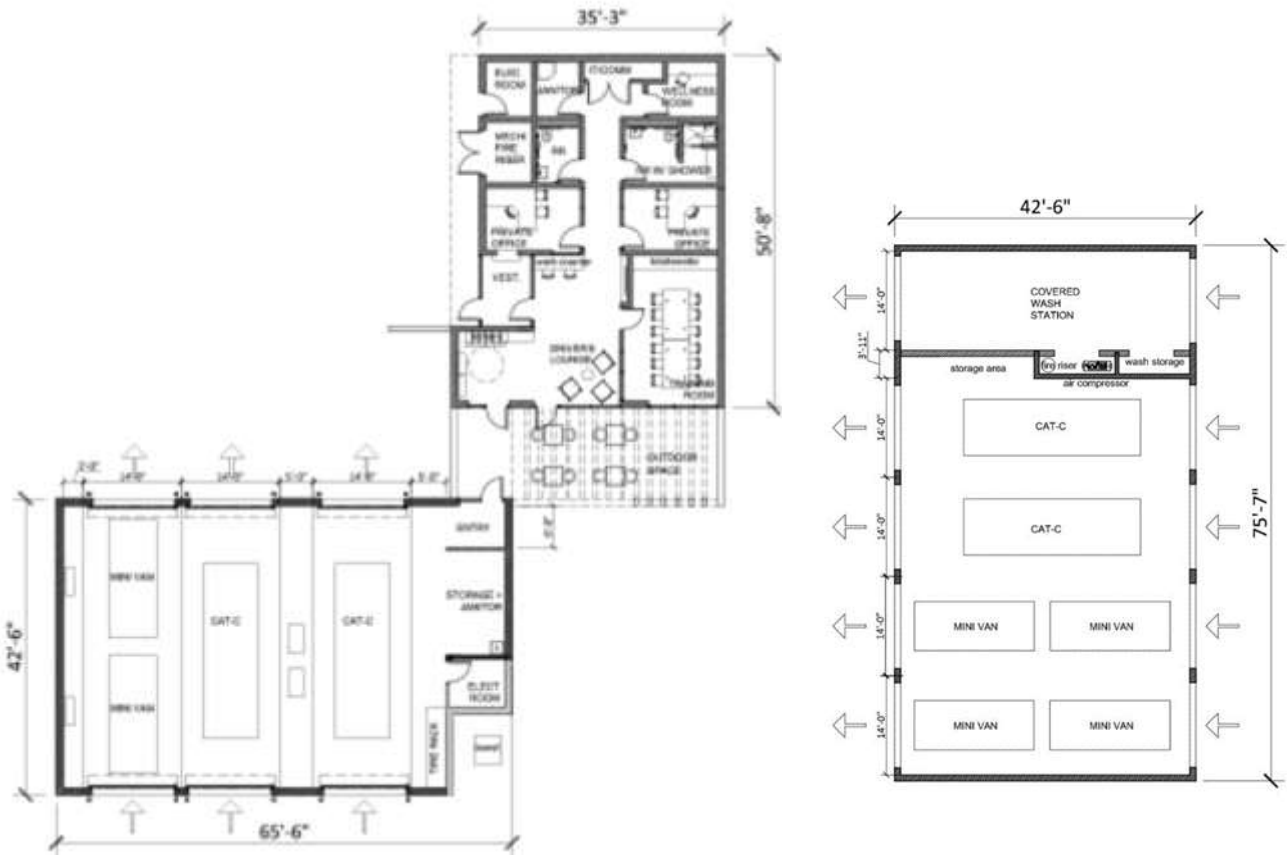


Figure 18 Recommended Bus Barn, Bus Shelter and Administration Building Plans

Figure 19 Interiors Recommendations

Figure 20 Exteriors Conceptual Illustration - Facility Entrance

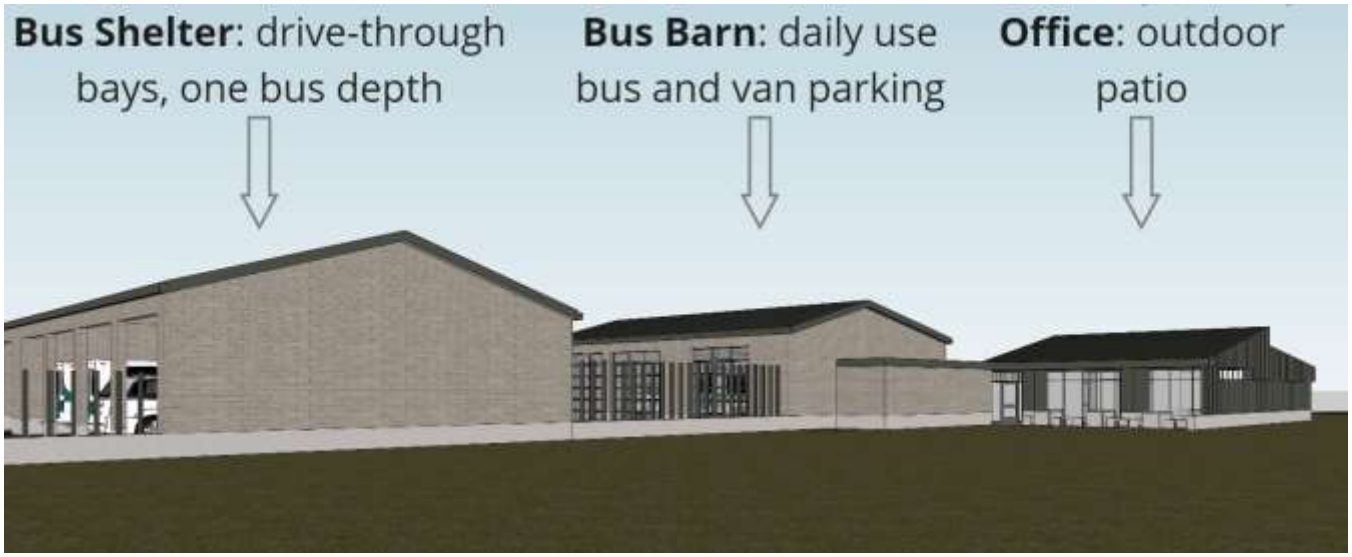


Figure 21 Exteriors Conceptual Illustration – Site Perimeter

SECTION 7. Construction Cost Estimates

Construction cost estimates were prepared for Alternative 1 and Alternative 2. Cost basis for these estimates is the program (site and building) areas and general building massing diagrams. The end usage or purpose of these estimates is to screen alternatives and establish a planning level construction cost estimate.

The methodology used was to provide high-level pricing for each building element using construction cost data available from other similar projects in Oregon and Washington that our team has collected construction costs on. Our design team provided quality review for costs by discipline.

These estimates are for direct construction costs only with limited attention to contractor mark-ups. This will be updated at kick-off to the next design phase in coordination with a selected CM/GC services provider. We have excluded:

- Pricing Escalation and or Inflation
- Hazardous Materials Remediation and or Abatement
- Contingencies of any kind
- Soft Costs
    - Taxes of any kind
    - Change Order Contingency
    - Permit and Plan Check
    - Printing and Bidding
    - Design Services & Consultants
    - Sustainable Construction Certifications
    - Commissioning & QC
    - Testing & Inspections
    - Utility Fees
    - FF&E

For planning purposes, the estimated construction costs for each alternative are:

Alternative 1: $3,163,756

Alternative 2: $2,887,600

See Section 8.1 for the cost estimate detail for each alternative. The recommended design incorporated adjustments in plan that did not change the overall building area or construction components. The estimated construction cost for the recommended plan is $3,163,756.

SECTION 8. Appendix

8.1 PLANNING CONSTRUCTION COST ESTIMATES

Pendleton Bus Barn Project
Cost Model - Summary
15% Design
June 14, 2022

ALTERNATIVE 1

Category		Product
Administration Building	$	657,934
Bus Barn	$	663,395
Bus Shelter	$	514,444
Site	$	695,232
	$	2,531,005
Contractor OH & P 5%	$	126,550
General Requirements 5%	$	126,550
Bonds & Insurance 1.5%	$	37,965
Oregon Tax 0.5%	$	12,655
Mobilization, General Conditions	$	75,930
Contingency 10%	$	253,100
Sum	$	3,163,756

ALTERNATIVE 2

Category		Product
Administration Building	$	667,021
Bus Barn	$	663,395
Bus Shelter	$	514,444
Site	$	602,259
	$	2,447,118
Contractor OH & P 5%	$	122,356
General Requirements 5%	$	122,356
Bonds & Insurance 1.5%	$	36,707
Oregon Tax 0.5%	$	12,236
Mobilization, General Conditions	$	73,414
Contingency 10%	$	73,414
Sum	$	2,887,600

Pendleton Bus Barn Project
Cost Model - Alt 1 - Site
15% Design
June 14, 2022

Site Area (SF)		20,584
Half Street (SF)		5,500
Parking Area (SF)		4,080
Site Pedestrian (SF)		1,619
$/SF	$	33.78

Category	Count	Unit	Materials/ Labor	Product	Remarks
Site Clearing	20,584	SF	$ 0.55	$ 11,321	
Site Earthwork	20,584	SF	$ 2.35	$ 48,372	
Site Improvements - Paving	14,885	SF	$ 12.00	$ 178,620	
Site Improvements - Parking	4,080	SF	$ 9.50	$ 38,760	
Site Improvements - Sidewalks	1,619	SF	$ 9.50	$ 15,381	
Site Improvements - Landscape	1,619	SF	$ 8.00	$ 12,952	Assume landscaping is part of pedestrian environments only
Site Mechanical Utilities	20,584	SF	$ 8.00	$ 164,672	Expect between water meters, oil/water separators, backflow prevention, piping, connections to existing and a detention pond
Site Electrical Utilities	1,619	SF	$ 16.00	$ 25,904	Pedestrian area includes service to buildings
Site Security - Fencing and Gates	615	LF	$ 150.00	$ 92,250	
Site Lighting and CCTV	1	LS	$ 8,000.00	$ 8,000	
Half Street Improvements	5,500	SF	$ 18.00	$ 99,000	
				$ 695,232	

Pendleton Bus Barn Project
Cost Model - Alt 2 - Site
15% Design
June 14, 2022

Site Area (SF)		18,199
Half Street (SF)		5,500
Parking Area (SF)		4,800
Site Pedestrian (SF)		1,397
$/SF	$	33.09

Category	Count	Unit	Materials/Labor		Product		Remarks
Site Clearing	18,199	SF	$	0.55	$	10,009	
Site Earthwork	18,199	SF	$	0.45	$	8,190	
Site Improvements - Paving	12,002	SF	$	12.00	$	144,024	
Site Improvements - Parking	4,800	SF	$	9.50	$	45,600	
Site Improvements - Sidewalks	1,397	SF	$	9.50	$	13,272	
Site Improvements - Landscape	1,397	SF	$	10.00	$	13,970	Assume landscaping is part of pedestrian environments
Site Mechanical Utilities	18,199	SF	$	8.00	$	145,592	Expect between water meters, oil/water separators, backflow prevention, piping, connections to existing and a detention pond
Site Electrical Utilities	1,397	SF	$	16.00	$	22,352	Pedestrian area includes service to buildings
Site Security - Fencing and Gates	615	LF	$	150.00	$	92,250	
Site Lighting and CCTV	1	LS	$	8,000.00	$	8,000	
Half Street Improvements	5,500	SF	$	18.00	$	99,000	
					$	602,259	

Pendleton Bus Barn Project
Cost Model - Alt 1 - Administration Building
15% Design
June 14, 2022

Perimeter (LF)		180
Height-wall (SF)		9
Height-roof (SF)		16
Area (SF)		1,832
$/SF	$	359.13

Category	Count	Unit	Materials/Labor	Product	Remarks
Standard Foundations (cont footing system)	180	LF	$ 700.00	$ 126,000	
Slab On Grade (4" SOG assembly)	1,832	SF	$ 20.00	$ 36,640	
Superstructure	1,832	SF	$ 34.00	$ 62,288	Assume 8x8 wood post system
Exterior Enclosure	1,620	SF	$ 25.00	$ 40,500	Assume wood studs @ 18" O.C.
Roof Construction	1,832	SF	$ 24.00	$ 43,968	Assume wood trusses @ 2' O.C.
Interior Construction	1,832	SF	$ 26.00	$ 47,632	
Interior Finishes	1,832	SF	$ 16.00	$ 29,312	Includes limited interior signage
Fire Sprinkler System	1,832	SF	$ 9.00	$ 16,488	
Mechanical Insulation	1,832	SF	$ 1.25	$ 2,290	
Plumbing and Fixtures	1,832	SF	$ 66.00	$ 120,912	
Controls - Low Voltage	1,832	SF	$ 23.00	$ 42,136	
Lighting - Low Voltage	1,832	SF	$ 18.00	$ 32,976	Does not include ETO assistance
Air Handling	1,832	SF	$ 31.00	$ 56,792	
				$ 657,934	

Pendleton Bus Barn Project
Cost Model - Alt 2 - Administration Building
15% Design
June 14, 2022

Perimeter (LF)	188
Height-wall (SF)	9
Height-roof (SF)	16
Area (SF)	1,845
$/SF	$ 361.53

Category	Count	Unit	Materials/Labor	Product	Remarks
Standard Foundations (cont footing system)	188	LF	$ 700.00	$ 131,600	
Slab On Grade (4" SOG assembly)	1,845	SF	$ 20.00	$ 36,900	
Superstructure	1,845	SF	$ 34.00	$ 62,730	Assume 8x8 wood post system
Exterior Enclosure	1,620	SF	$ 25.00	$ 40,500	Assume wood studs @ 18" O.C.
Roof Construction	1,845	SF	$ 24.00	$ 44,280	Assume wood trusses @ 2' O.C.
Interior Construction	1,845	SF	$ 26.00	$ 47,970	
Interior Finishes	1,845	SF	$ 16.00	$ 29,520	Includes limited interior signage
Fire Sprinkler System	1,845	SF	$ 9.00	$ 16,605	
Mechanical Insulation	1,845	SF	$ 1.25	$ 2,306	
Plumbing and Fixtures	1,845	SF	$ 66.00	$ 121,770	
Controls - Low Voltage	1,845	SF	$ 23.00	$ 42,435	
Lighting - Low Voltage	1,845	SF	$ 18.00	$ 33,210	Does not include ETO assistance
Air Handling	1,845	SF	$ 31.00	$ 57,195	
				$ 667,021	

Pendleton Bus Barn Project
Cost Model - Alt 1 + 2 - Bus Barn
15% Design
June 14, 2022

Perimeter (LF)	225
Height-wall (SF)	13
Height-roof (SF)	19
Area (SF)	2,618
$/SF	$ 253.40

Category	Count	Unit	Materials/Labor	Product	Remarks
Standard Foundations (cont footing system)	225	LF	$ 700.00	$ 157,500	
Slab On Grade (4" SOG assembly)	2,618	SF	$ 20.00	$ 52,360	
Superstructure	2,618	SF	$ 24.00	$ 62,832	Assume steel system
Exterior Enclosure	2,925	SF	$ 34.00	$ 99,450	Assume CMU veneer + metal stud insulated construction
Roof Construction	2,618	SF	$ 32.00	$ 83,776	Assume pre-eng metal trusses
Interior Construction	2,618	SF	$ 6.00	$ 15,708	
Interior Finishes	2,618	SF	$ 6.00	$ 15,708	Includes limited interior signage
Fire Sprinkler System	2,618	SF	$ 9.00	$ 23,562	
Mechanical Insulation	2,618	SF	$ 0.25	$ 655	
Plumbing and Fixtures	2,618	SF	$ 16.00	$ 41,888	
Controls - Low Voltage	2,618	SF	$ 12.00	$ 31,416	
Lighting - Low Voltage	2,618	SF	$ 18.00	$ 47,124	Does not include ETO assistance
Air Handling	2,618	SF	$ 12.00	$ 31,416	
				$ 663,395	

Pendleton Bus Barn Project
Cost Model - Alt 1 + 2 - Bus Shelter
15% Design
June 14, 2022

Perimeter (LF)	236
Height-wall (SF)	13
Height-roof (SF)	21
Area (SF)	3,212
$/SF	$ 160.16

Category	Count	Unit	Materials/Labor	Product	Remarks
Standard Foundations (cont footing system)	236	LF	$ 700.00	$ 165,200	
Slab On Grade (4" SOG assembly)	3,212	SF	$ 20.00	$ 64,240	
Superstructure	3,212	SF	$ 24.00	$ 77,088	Assume steel system
Exterior Enclosure	3,068	SF	$ 6.00	$ 18,408	Assume metal stud construction
Roof Construction	3,212	SF	$ 16.00	$ 51,392	Assume pre-eng metal trusses and S.S. roofing
Interior Construction	3,212	SF	$ 2.00	$ 6,424	Assume CMU interior wall at wash down bay
Interior Finishes	3,212	SF	$ 2.00	$ 6,424	Includes limited interior signage
Fire Sprinkler System	3,212	SF	$ 9.00	$ 28,908	
Mechanical Insulation	3,212	SF	$ -	$ -	No tempering in this structure
Plumbing and Fixtures	3,212	SF	$ 8.00	$ 25,696	
Controls - Low Voltage	3,212	SF	$ 8.00	$ 25,696	
Lighting - Low Voltage	3,212	SF	$ 14.00	$ 44,968	Does not include ETO assistance
Air Handling	3,212	SF	$ -	$ -	No tempering in this structure
				$ 514,444	

8.2 MATERIAL PREFERENCES

SIDING PANELS

SMOOTH, RAW CONCRETE

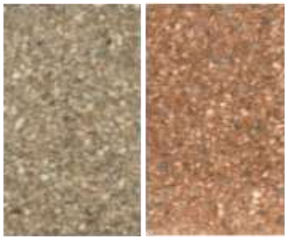
STOREFRONT GLASS

CONCRETE FORMLINER

GABION WALL

STANDING SEAM METAL ROOF

METAL WALL SYSTEMS



CONCRETE MASONRY UNITS

8.3 MEETING NOTES

4/6/2022 Workflow Workshop Notes

5/19/2022 Alternatives Workshop Notes

7/19/2022 Design Workshop Notes

April 06, 2022

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Workshop Notes

Project: City of Pendleton Bus Barn Planning and Design
MWA Project No: 202203.00
Phase: Discovery/Review Existing Information (Basis of Design)
Workflow Workshop
Meeting Date: 04/06/2022
Attendees:

Linda Carter (CoP)
Bob Patterson (CoP)
Karen Kendall (CoP)
Wayne Green (CoP)
Jeff Brown – Future PW Super (CoP)
Rocky House – Facilities (CoP)
Matt Johlke (CoP/Elite Taxi)
Rod Johlke (CoP/Elite Taxi)
John Honemann (EORA)
Jean Root (MWA)
Leslee Randolph (MWA)
Mike Faha - LA (GW)
Brian Hansen – Civil (AP)
Ryan Abbotts – SME (TYL - virtual)
Joseph Purkey - SME (CA – virtual)
Gaby Alija – Designer (MWA – virtual)
Caitlin Smith – Notetaker (MWA – virtual)
Clinton Ambrose – Structural (ABHT–virtual)

<u>CoP – Transportation Committee</u>
Staci Kunz
John Cook (not present)
Teresa Hollibaugh (not present)
Tom Phelan (not present)
Julie Smith (not present)

The Workflow Workshop was divided into two parts: Buildings/Facilities Workshop and Site Workshop. The presentation used to conduct the workshop is attached to these notes as an appendix. The buildings/facilities workshop confirmed and identified building and facility space needs and preferred adjacencies. Attendees were interviewed about how a typical day flowed and who and what they needed to successfully perform their jobs. Through these workflow conversations viable building/facilities options were established. The conversation began by reviewing the space needs and adjacencies data provided by City of Pendleton:

Bus Barn (~8000 SF)	Office (~2000 SF)	Wash Station
(4) Category C buses	Break room	Single bay
(6) Category E vehicles	Restroom (shower/all-gender)	
(4) Minivan/Sedans	Private office	
	Dispatch	
	Public lobby	

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After a short presentation covering best practices in similar facilities an updated, refined program was assembled:

Bus Barn (~8000 SF)	Office (~2000 SF)	Wash Station
(4) Category C buses	Public lobby with airlock/vestibule	Single bay
(6) Category E vehicles	Kitchenette (no range or oven)	Equipment
(4) Minivan/Sedans	(1) ADA Restroom, all gender	Access
Seasonal equipment	(1) ADA Restroom, with shower, all gender	Covered
Secure storage	Wellness room	Mobile wash unit
Enclosed with doors	Private office - Dispatch	
Janitorial mop sink	Driver's lounge	
Bus cleaning supplies storage	Work counter with pre/post trip packets/keys/notices	
	Private office - manager	
	(12) Employee lockers with uniform rod (1/2 height)	
	Receiving closet/rod for clean uniforms	
	Receiving bin for used uniforms	
	Mechanical space	
	Electrical space	
	Data/Server/telephone room	
	Training space with data and power (12-person)	
	Janitorial closet with mop sink	

Outstanding questions to resolve include verification of this program with local codes and confirmation with the technical stakeholder group. Some considerations:

- A fully enclosed bus barn may require air showers at each overhead door to meet energy code.
- Overhead doors require annual maintenance and frequently use doors may require more frequent maintenance.
- Storage and maintenance of the mobile wash unit.
- Employee lockers, driver's lounge, kitchenette, uniform receiving in one space.
- Data/server and IT needs for this facility and future facilities.

Exterior program considerations:

- Visitor parking for three passenger vehicles
- Visitor parking for one ADA vehicle, per local code
- Personnel parking for 15 passenger vehicles

- Smoking area
- Windbreak/protect entries from dominant wind direction (SW)
- Consider low-maintenance native plantings
- Preserve views from people spaces (test building heights south of 'H' Street)
- Ask Brian what the largest busses turning radius is
- Busses should turn left for safety, when possible
- Avoid crossing pedestrian connections with bus traffic
- Consolidating facilities near 'H' Street to reduce site improvement costs
- Single access from 'H' Street for safety
- Consider view into site from Highway 84 eastbound
- Industrial streets per local code require a sidewalk and planting zone
- Electrical 6MW substation to support future electrified vehicles
- Stormwater detention facility for the site

Bus Electrification

For future planning for an all-electric fleet, the following provides current guidance on bus, vehicle, charging and facility considerations.

Electric Busses Similar to Let 'er Bus Program

- Electric Cutaway Bus (Ford EV Chassis)
- Electric Shuttles (Medium/Heavy-duty Transit)
- Electric Vans (Greenpower, Ford- Lightning Electric)

Vehicle Considerations

- Battery Sizing
    - Degradation over life of vehicle
    - Driving style affects range
- Adverse Weather Operation
    - Reduced range in hot/cold temperatures
    - Gas powered heaters increase range (not zero-emission)
- Maintenance Practices
    - High Voltage battery maintenance
    - Electric propulsion systems
    - Estimated $0.55/mi operating cost
- Fleet size and charging durations, demand frequency
- Passenger Seating
    - Floorplans, capacity, wheelchairs

Charging Considerations

- Charger Type
  - Level 2 AC/DC ~19kW
  - Fast DC ~50kW+
- Charging Windows
  - Service Mon-Fri (7am to 6pm)
  - Vehicles can charge overnight
  - Staff required to monitor charging
- On-route Charging
  - Charging vehicles away from bus depot
  - Charge vehicles during driver breaks

Facility Considerations

- Costs of utilities
  - Ground breaking to install conduit and chargers
  - kWh costs
  - Electrical service upgrades
  - Possible substation
- Maintenance
  - Space for electric vehicles
- Parking/Charging
  - Rearrangement of vehicle parking to accommodate charging activities

Typical day for various work staff

There are three types of personnel who currently define the daily activities for the Pendleton transit program: drivers, dispatch and managers. The site opening hours are 6:00am until 7:00 pm in the evening. There are a total of eight drivers currently for City-owned transit fleet. The busses and dispatch work Monday through Friday, however passengers may schedule dial-a-rides for weekend trips. These must be scheduled when Dispatch is on site.

Facility daily routine:

6:20am First two bus drivers arrive and park personal vehicles. (get which busses these are) Put personal items into lockers.

6:25am Drivers pick up their pre-trip packages and keys. They check in with Dispatch, so it is known they have reported to work. If someone does

	not show, then Dispatch calls for a back-up driver. Pick up charged I-Transit IPads/Tablets.
6:30am	First two busses leave to complete their four, 45-minute route loops. Breaks are taken at the end of each loop at the final stop.
6:40am	Van drivers arrive and park personal vehicles. Put personal items into lockers.
6:55am	Drivers pick up their pre-trip packages and keys. They check in with Dispatch, so it is known they have reported to work. If someone does not show, then Dispatch calls for a back-up driver.
7-9:00am	Vans leave to complete their routes, call requests for transit. Breaks are taken between trips.
9am-12:15pm	The site is mostly quiet and only occupied by Dispatch and the Manager.
12:30pm	Busses return and are sanitized. Bus drivers from the morning routes take a break, eat lunch.
1:15pm	Busses head out again to complete four more, 45-minute route loops.
6:00pm	Busses return and are sanitized.
6:15pm	Bus drivers from the morning routes complete their post-trip log and check out with Dispatch and provide their timecard for the day. Plug in to charge I-Transit IPads/Tablets for next day.
7:00pm	Last van returns to site and checks out to head home.

The perspective of the drivers and dispatch were provided by Elite Taxi representatives. Elite Taxi currently provides the dispatch service for the City busses and vans. The most difficult challenge currently (daily, seasonal) is the intermittent congestion of personal vehicles, busses and vans when routes are starting and ending. Although the routes are staggered, it is a rush to get each wave of drivers on their routes before the next wave arrives. This congestion can happen inside the building too where drivers are checking in and attending to their pre and post trip materials. Maintenance is currently handled offsite.

Other considerations discussed:

- Simultaneous uses
- Uses that change over time
- Expansion
- Adaptability

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Site Workshop

The site workshop established site feature locations in an interactive site activity. Several site options were developed when the attendees split into two working groups. Two of the layouts were viable and are included in these notes. The site planning exercise used plans of the potential project site and cutout paper shapes of the needed buildings and facilities. This approach gave attendees opportunity to try out and discuss how building siting, adjacencies and circulation effected the efficiency, safety and public face of the project. Facilities were added to the future site program considerations based on the neighborhood existing utility conditions. Future facilities are not part of the Bus Barn project, however by making space for known future utility improvements future cost to further develop the site is controlled. The following notes relay the discussions shared about the influences effecting the locations of buildings, facilities and circulation on the site.

<u>Group 1</u>

Entry

- 48th Drive is central to the main routes approaching the site (north and east).
- Queuing may be needed and stacking vehicles on 48th Drive, which is less frequently used, is better than blocking 'H' Street, which has heavier traffic.
- 48th Drive intersection is the high point of the site which would drain best, avoiding ice, flooding conditions at the main site entrance. Also is best for visibility.
- Bus turning radius will determine how close to 'H' Street this configuration can be.

Bus Barn

- Use best practices to have busses turn left when entering the barn and entering/leaving the site.
- Orient the barn east-west to minimize grading and use the topography to best advantage and also roof mounted solar array, if needed.

Office Building

- Give the Dispatcher and Manager views of the valley and Blue Mountains.
- Needs to be a 'front door' for the site on 'H' Street until other development comes; need to make space for future facilities to also have a 'front door.'
- Make sure visitor parking movements do not cross with bus movements
- East-west orientation of the office building gives it the best access to views, daylight.

'H' Street improvements

- Will require sidewalk, landscaping. Consider how that might be part of the overall neighborhood development style.
- Locate new bus stop either at the public park or across the street from it, depending on the bus route and turning. This is also central to the rest of 'H' Street.

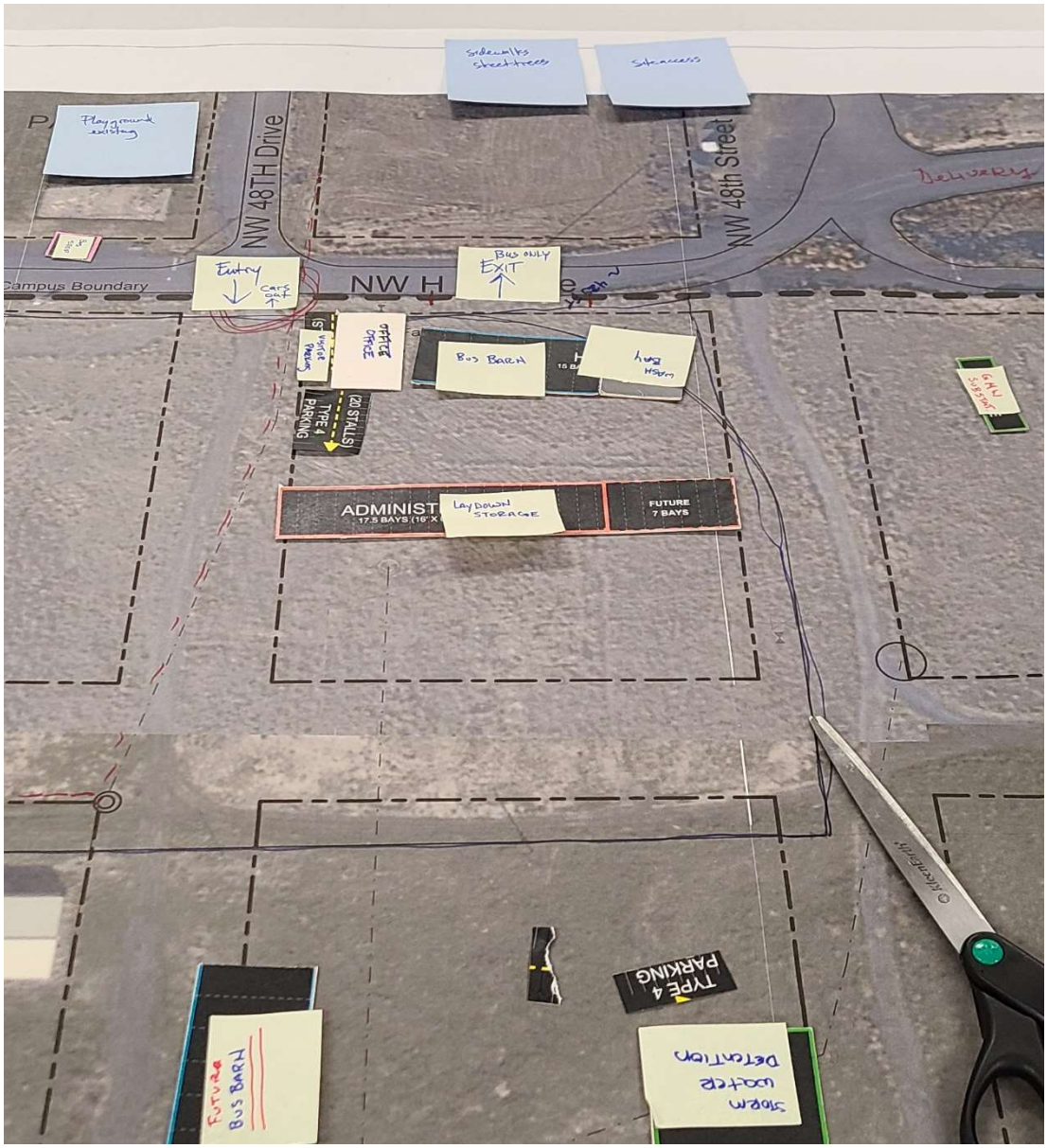
Site Utilities

- Locate the stormwater detention facility directly south of 'J' Street alignment between 48th Drive and 48th Avenue. This will serve all development in the area to the north of the detention facility.
- Preserve 30-foot long by 30-foot-wide area for future substation at the intersection of 'J' Street alignment and 48th Drive. This follows the alignment of existing power infrastructure.
- Site improvements to make best use of existing infrastructure.

Considerations for Group 1 layout:

- Bus barn does not need daylighting in walls; skylights could be more effective. Solar array is more expensive and more difficult to maintain when roof mounted. Currently there is an array on adjacent site. Consider array at grade, if needed, while site area is available since technology will advance before the site is fully developed.

Group 2



Entry
- Consider a single direction for bus traffic with separate exit.

Bus Barn
- Consider bus barn as a frontage building to 'H' Avenue.
- Attach wash bay to the end of the bus barn to maximize utilization of the circulation improvements

Office Building
- Stack employee parking needs with visitor parking in front of the office building to consolidate parking activities and separate them from the bus traffic.

'H' Street Improvements
- Assume future main entrance to the campus will be at intersection of 'H' Avenue and

Site Utilities
- Set east side of site adjacent to 'H' Avenue aside for future electrical infrastructure.

Considerations for Group 2 layout:
- Consider what it looks like to minimize paving/development and push bus barn against 'H' Avenue; verify if this is in conflict with street development requirements for sidewalks or drive aprons.

<u>Other considerations:</u>
- Site adjacencies options
- Circulation should prioritize left turn movements for busses to give drivers clearest view of safe drive path
- Include space for personal vehicles, fleet, visitors, deliveries
- Security, hours of operation
- Other future developments

Aesthetics and Materials

The approach to aesthetics and materials selection was to survey existing developments in the Pendleton area. This survey approach provided information on how various materials aged and weathered in the Pendleton climate and what scale, massing and style of development has been well-received. There was a focus on public, industrial and commercial properties: these best fit the bus barn development type. Some considerations in exterior/interior finish recommendations:
- Materials palette, sourcing and pictures as applied on other projects
- Operations and maintenance

- Expansion / material and design replicability
- Interiors/materials images to consider
- Consider the impact of views from buildings and into site when selecting materials to be adjacent to those experiences

Roof

- Standing seam metal roof with snow guards over entries and sidewalks
- Consider where gutters and downspouts are needed and if they can integrate with the landscape
- No 'flat' roof due to maintenance needs and first costs; spans are less than 60 feet
- Gable or shed type forms using pre-engineered trusses

Walls (structure and siding)

- Base (wainscot) materials must be resilient to dirt and dust; must be able to power wash; consider concrete masonry, or cast-in-place concrete with board form finish
- Upper wall: cement board/panel, metal panel (pre-finished)

Windows

- Triple pane windows should have an operable component
- Shade exterior east, west and south facing windows
- Insulated translucent sandwich panels
- Skylights: tube-type where daylight needs are unmet by windows
- Minimize mullions to give views a greater impact

Doors

- 3x7 single doors: Insulate, pre-glazed doors for visual safety; ideally fiberglass for durability and insulative value
- Overhead doors: panelized have fewer thermal breaks and allow for some vision glazing for safety
- If practical, other insulated, glazed doors could be considered to access outdoor break area

Heating, ventilating and cooling equipment

Split-system units will be mounted at grade away from the public entrance and mounted on concrete housekeeping pad

Next steps

5/19/2022	Alternatives Development Workshop
6/2/2022	Public Outreach Workshop #2
7/14/2022	Design Workshop
8/4/2022	Final Design Memorandum

June 10, 2022

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Workshop Notes

Project:	City of Pendleton Bus Barn Planning and Design
MWA Project No:	202203.00
Phase:	Alternatives Development (Alternative Memorandum)
	Alternatives Workshop
Meeting Date:	05/19/2022
	9am-11:00am

Attendees:

Linda Carter (CoP)
Bob Patterson (CoP)
Karen Kendall (CoP)
Wayne Green (CoP)
Jeff Brown – Future PW Super (CoP)
Matt Johlke (CoP/Elite Taxi)
Rod Johlke (CoP/Elite Taxi)
John Honemann (EORA-virtual)

Jean Root (MWA)
Mike Faha - LA (GW - virtual)
Brian Hansen – Civil (AP-virtual)
Gaby Alija – Designer (MWA – virtual)
Caitlin Smith – Notetaker (MWA – virtual)

CoP – Transportation Committee
Staci Kunz

The Alternatives Workshop was organized into three sequential parts to establish a preferred alternative for the Bus Barn project:

1) Where we came from: findings from the Workflow Workshop and how alternatives have evolved since then.
2) Review of the alternatives for site and buildings: two alternatives provided.
3) Evaluation of the alternatives for preferred design path forward.

0. Introductions and general project updates:

- The City of Pendleton has been awarded $2.012 million in grants for this project. Additional STIFF funds of $500,000 and another $500,000 from the County transportation program make the total available funds to build the Bus Barn facility $3.012 million.
- Bob Patterson will remain City PM through next design phase.
- Jean introduced the Miro board as the organization for the final report. The team will take this approach into design development. The final deliverable for this phase will be Miro board content with recommendations for preferred path and cost estimates.

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1. Review where we have come from:

- Workflow workshop group concepts looked at site opportunities. The design team took those concepts and tested them with technical advisory committee. This resulted in a refined and updated program.
- Site analysis will remain incomplete until next phase: geotechnical, survey and environmental to be completed during Design Development late this summer.
- SW winds and winter/summer sun angles are determining factors in orientation and design for this facility.
- Kayak Public Transit bus barn facility was used as an example to gain an understanding of workflow and operational/programming needs.
- Assumption from technical advisory committee: Pendleton's public transit needs will grow over time.
- Bus Barn should be fully enclosed and heated to prepare the buses for drivers and riders.
- The alternatives presented in the Alternatives Workshop began in the workflow workshops and were refined through a series of meetings with the technical advisory committee in combination with code, constructability, and regulatory requirements.

<u>Programming updates and cost considerations</u>:

- Stakeholder input is critical for a success bus barn facility.
- Challenge right now is the rising cost of construction.
- Middle of the first quarter construction costs are changing.
- MWA PM asked technical advisory committee to prioritize program and workflow needs.
- Technical advisory committee was flexible and re-examined workflow to help make this successful with the budget.
- Team looked at the whole site to build on the flattest part of the site and avoid stepped foundations, which also required shorter building footprints.
- Maximize future expansion possibilities for the Bus Barn Facility without limiting site development.
- The program was updated to two smaller bus storage facilities that better matched topography:
    - Bus Barn: Vehicles used daily store in the heated, enclosed bus barn.
    - Bus Shelter: Overflow vehicles stored in the open shelter.

- Updated office space needs: Looked for program overlap to control costs and spaces based on need. Example, training and break room combined as one program.
- Precedents: The design team looks for campus examples, material example, landscape arch added some, and more detail about what we think is possible.
- Scheduling for efficiency: Today drivers and staff arrive at 7am and leave about 4:4:30, there are some exceptions for vans. We could adjust schedules to minimize that conflict.
- Construction Admin Building
    - Wood structure. It is a cost effective and locally sourced product and can be erected with local labor.
    - Premanufactured wood trusses. In some areas it could be exposed and painted.
    - Roof: Standing seam metal roofs with snow guards.
    - Duct work will be exposed some spaces to get a larger volume feel within the space.
    - Flexibility between training and lounge, incorporating sliding glass with a man door to help delineate the space.
    - Interior windows may be constructed locally in wood to reduce impact on construction schedule.
    - Heating/Cooling/Ventilation/Electrical/Fire
        - Mini-split system ducted or ductless fan coil units with 3 zones
        - Ductless to smaller spaces like offices
        - Ducted to Lounge and Training Room
        - Outdoor units need 30"x30" each housekeeping pads
        - Need ducts for ventilation
        - Avoid roof mounted equipment
        - All electric is a goal to be investigated during Energy Workshop
        - Solar hot water is a goal to be investigated during Energy Workshop
        - Lighting: LED
        - Electrical room need 6 feet clearance inside
        - IT/Communications: 6’x8’ minimum (for entire site)
        - Fire riser room required
        - Wet system fire sprinklers

- Construction Bus Barn
    - Limited concrete masonry unit veneer over insulated metal stud walls.
    - Overhead insulated, panelized vehicle doors with limited view lites for safety and daylighting.
    - Exposed insulation at underside of steel truss roof.
    - Roof: Standing seam metal roofs with snow guards.
    - Interior walls will be metal stud and gypsum board or painted plywood to 8 feet above the floor with wipe down finish.
    - Heating/Cooling/Ventilation/Electrical/Fire
        - Assume 50 degree
        - Electric unit heaters
        - Heat recovery should be investigated in next phase
        - Avoid roof mounted equipment
        - All electric is a goal to be investigated during Energy Workshop
        - Solar hot water is a goal to be investigated during Energy Workshop
        - Natural ventilation approach based on vehicles not required to idle inside with doors closed
        - Interlock louvers with damper and carbon monoxide detection system
        - No dedicated ventilation
        - Exhaust fan system linked to louver system
        - One louver between the doors on each side of the building 2' x4' (4) total louvers can be high on the wall above the overhead doors
        - Ductwork between the fan and the louver box
        - No air curtains required
        - Can use one electrical room in Bus Barn for all electrical and co-locate the transformer
        - Transformer - box - 4x4x3' tall (Serves all three buildings)
        - Locate transformer near building, need to be able to drive up to it about 6' feet from building
        - Need fire riser in each bus storage facility
        - Thickened wall 2.5-3' deep closet
        - Bus barn fire pipe system wet

- Construction Bus Shelter
    - Premanufactured metal building with limited custom finishes.
    - No doors, louvers required.
    - Limited concrete masonry unit wall between wash bay and bus parking bays.
    - Roof: Standing seam metal roofs with snow guards.
    - Electrical/Fire
        - Need fire riser in each bus storage facility
        - Thickened wall 2.5-3' deep closet
        - Dry pipe system in Shelter
        - Need air compressor in Shelter (co-locate with washdown equipment)
        - In freeze conditions - might need an electric resistance heater in the wet space set point at 50 degrees
        - Lighting: LED
- Site Improvements
    - Landscape will be hardscape (rock, gabion walls) as this is an industrial site. The administration building steps back from the street with hardscape between street and facility. to make sure the security was working.
        - Gate movement: preferred lift gates
        - Gabion walls for visual screening, wind screening and limited security where adjacent to pedestrian areas. Materials are readily available in Pendleton.
        - Non-structural steel elements may be available locally and low in cost.
        - Layer from street on to campus (public to private/secure layers with some views highlighted and others obscured).
        - Make landscaping approach different at Administration entry than at the secure bus areas. This alerts visitors they are where to go.
        - Important to give staff respite: outdoor patio is a simple extension of the Administration Building eave.

2. **Alternative 1** (Alt 1) - Discussion

- Approach to Administration (Office) Building: Enter from 'H' Street turn left to park. Gabian wall to block views into the bus yard. For anyone who is coming

by bus, a partial street improvement will accommodate their needs to access the site.

- We are testing with local official the concept of visitor parking on street
- Bus Barn facility is closest to the Administration Building, bus shelter is behind farthest from street view.
- On Bus Shelter contains the wash bay in both Alternatives; Bus Shelter is the same layout and construction for both Alternatives.
- Possible gravel overflow parking area if there is seasonal demand. Public parking and general public and overflow parking (gravel) for training purposes are combined and external to the secure area to save on paving and for better pedestrian safety.
- Provides a covered breezeway between the buildings with a wash bay.
- Future expansion is incorporated into both alternatives.
- This alternative is focused on the transportation teams needs and builds facilities tight and close. Slow growth is expected, and most building materials required some renewing at 30 years from construction. That could match up well to when an expansion might be warranted.
- It is ideal to keep the bus barn facility separate from future campus development which is ideal.
- Turning and bus storage planning: Largest bus is the 22 I don't see us going bigger for a long time. Next bus will be a 14 passenger because it does not require a CDL.
- Put a gate to the south of the facility so there can be access to the back. For the once every 5 years when a large tow truck needs access for the busses.

3. **Alternative 2** (Alt 2) - Discussion

- Main presence in this alternative is the Administration building. The other option has the bus barn front and center.
- The development is tight to minimize paving, but this made it difficult to navigate from street to Administration Building.
- Visitor parking is included in the parking lot.
- If you flipped the bus shelter you could expand to the north. You would lose the views to the Blue Mountains to the south.
- To avoid mixing buses and personal/visitor vehicles we looked at two separate entries. This was additional cost that did not improve the function of the facility since the bus movements are at predictable intervals.
- Mid-block curb cut onto the site was considered however this is not best practice for safety at intersections.

- We will widen the site entry lane and divide the traffic in the next phase to accommodate the security gate movements.
- Current volume of traffic into parking suggests conflict between the buses and visitors/staff should be limited to under 10 employee vehicles and the busses/vans they drive.
- In the future if the parking lot had to extend to the east, then another curb cut off of 'H' Street could offer a rear entrance to the extended parking area.
- The E450 vehicles are accommodated for turning radius and the pavement shown is the "safety range" not the minimum possible. Final vehicle turning will be provided in the next phase.
- Compact efficient site plan balancing cut and fill with bus circulation system that is efficient and comfortable.
- The goal is to strike a balance between function and site disturbance.
- The design vehicle is going to become a decision point for the future development, currently that is the E450.
- Doors open east-west will be unsuccessful because of the wind impact on opening, closing and pressure issues on opposite sides of the buildings.

4. **Preferred path forward** - Discussion

- Alt 2: Like the office up front and the formal look.
- Alt 2: More expansion options but otherwise equal to Alt 1.
- Both Alts: Storm water detention will be down the hill from the site so only and put far away so it doesn't conflict with the future expansion.
- Alt 2: Like the looks of the administration building blocking view into the secure area.
- Alt 2: Disadvantage is back gate desire is not as simple as in Alt 1.
- Alt 2: Does not work well for functionality and flow. And the ways the doors open (east-west).
- Alt 1: Prefer the Bus barn front and center. The emphasis is on the bus barn demonstrating the project's purpose.
- Alt 1: Office building windows and entry may be affected by the wind. Gabion will act as a wind break.
- Alt 1 and 2: Plans show a vestibule to act as an air lock to manage the wind.
- All plans: Move the work counter from by the lockers.
- Alt 1: Fewer doors and has a nice division of the bus barn from folks working.
- Both Alts: Dispatch is looking out on the parking lot; it is helpful for dispatch to see the circulation.
- Both Alts: Outdoor space is just an extension of the roof.

- Both Alts: Use actuated gates because of the weather. Knife gates run horizontally because of the tumble weeds and rolling gates are problematic.
- Bus Barn: Show future charging stations locations. We plan for conduit in this project and electrify in future for charging stations.
- Bus Barn: Auto door openers for bus doors; located in each bus.
- Bus Barn Storage: New tires are stored inside and used tires outside under eave. Tire storage indoors may be racked and open.

Decision: Alternative 1 is preferred based on site plan opportunities for access to lower road and orientation of buildings to avoid wind impacts.

Action items

- In next phase provide detailed Alt 1 administration building exterior color and materials selection.
- Textures, materials for fencing and landscaping. Establish a standard for fencing options that can provide basic security, reinforce site layering, obscure views and provide wind break.
- Consider this project will be the first for the master plan of the whole airport neighborhood. This project will establish initial standards.
- Working with the preferred alternative, MWA will be collaborate with the technical advisory committee to establish standards in the report.
- In next phase facilitate a conversation about deliveries and other site access needs for future.
- In the next phase facilitate a conversation to verify that detailed day-to-day and seasonal needs are met by the preferred alternative for future operations.
- Verify regulatory requirement for a shower (OSHA).
- Provide planning level construction cost estimates.

5. Next steps

a. Public Outreach Event #2 6/2
b. Design Workshop 7/14
c. Energy Workshop (hosted by ETO) July or August (IP)
d. Final Planning and Design Package 8/4

July 20, 2022

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Meeting Notes

Project: City of Pendleton Bus Barn Planning and Design
MWA Project No: 202203.00
Phase: Recommended Plan Development
Design Workshop
Meeting Date: 07/14/2022
9am-10:00am

Attendees:

Linda Carter (CoP)
Bob Patterson (CoP)
Karen Kendall (CoP)
Wayne Green (CoP)
Jeff Brown (CoP)
Rocky House (CoP)
Jean Root (MWA)
Mike Faha/Andrew Holder - LA (GW - virtual)
Brian Hansen – Civil (AP - virtual)
Gaby Alija – Designer (MWA – virtual)

CoP – Transit Committee
Staci Kunz
John Cook
Teresa Hollibaugh
Tom Phelan

Goal of Design Workshop: Review draft design report.

MWA presented the preferred site and building alternative for comment:

a. Site: Circulation, expansion, flexibility
    i. Attendees agreed that the preferred alternative meets stated requirements for bus, van, and private car circulation of the site. Next phase will bring more detail around security edge and how gates support safe navigation of the site.
    ii. Options to expand parking to the west if the need grows is well-received. Bus facilities expansion options to enclose the shelter and build additional shelters was well-received as planned.
    iii. Stakeholders continue to support including flexibility to convert to all-electric fleet and facility in the future.
b. Building: Aesthetics, plan layouts, workflow, systems
    i. Updated plan layouts with workflow improvements were approved to move into schematic design.

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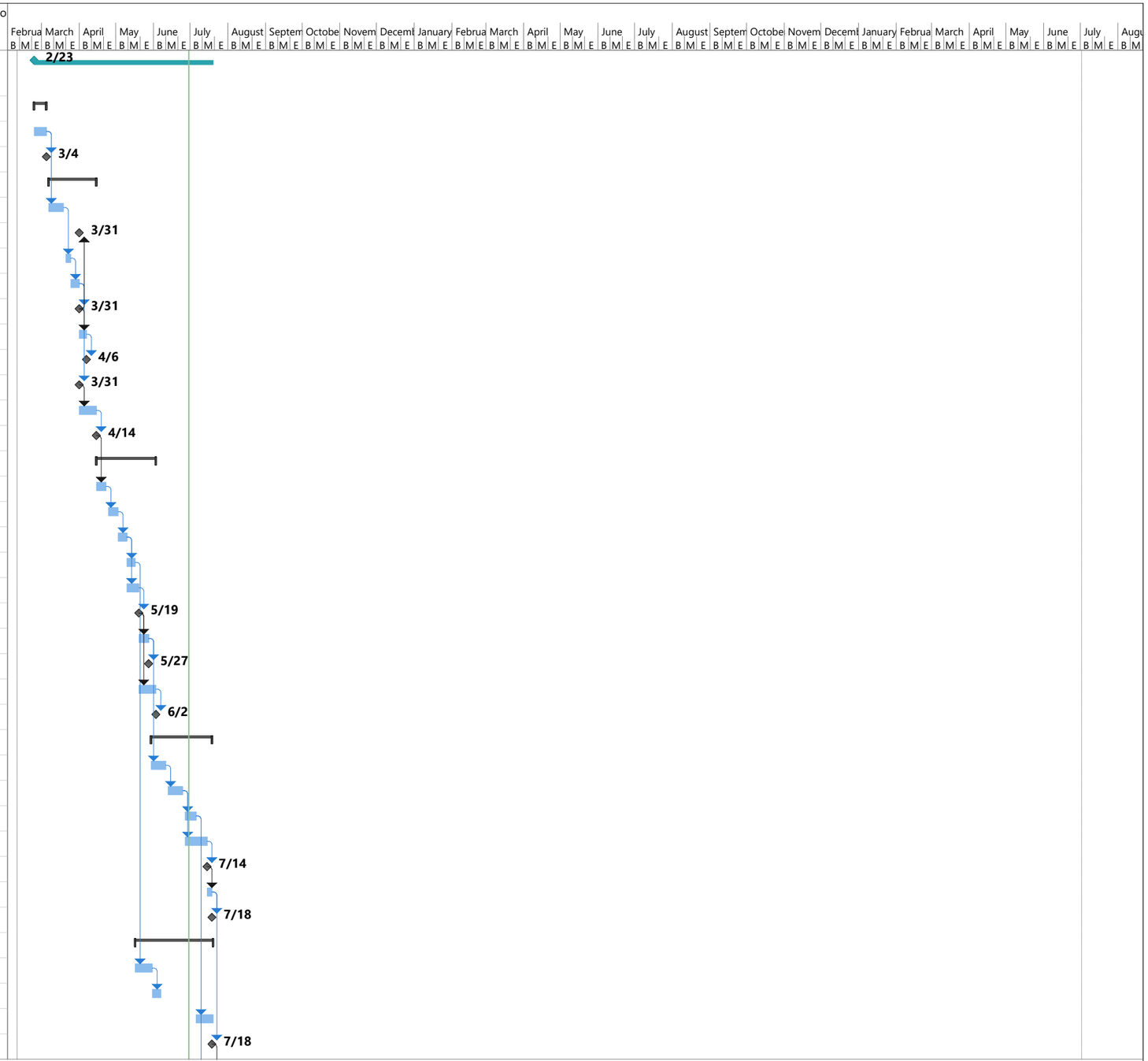
ii. Approach to aesthetics and material/color palette was well-received, however final application of materials to be completed in schematic design with costs and CM/GC collaboration.
iii. Systems presented were well-received; additional clarity will be gained through conversation with the Energy Trust of Oregon at scheduled Early Assistance meeting 8/8/2022.

c. Cost Estimate
    i. The cost estimate is planning level and needs more site data for designs to yield refined costs. Site data is being collected under separate contract and will be applied in schematic design.
    ii. Costs to be reconciled at 30% design alongside CM/GC estimates.
d. Discussion
    i. Stakeholders and Technical Advisory Committee endorse the preferred alternative to move into schematic design.
    ii. Project to continue to use a whiteboard approach to gain acceptance on outstanding design decisions.

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
1		**WO #1 PLANNING + DESIGN**	**0 days**	**Wed 2/23/22**	**Wed 2/23/22**	
2		**1. Project Management**	**8 days**	**Wed 2/23/22**	**Fri 3/4/22**	
3		Prep contracts	8 days	Wed 2/23/22	Fri 3/4/22	
4		NTP	0 days	Fri 3/4/22	Fri 3/4/22	3
5		**2. Discovery/Review Existing Information**	**29 days**	**Mon 3/7/22**	**Thu 4/14/22**	
6		Request and review existing materials from City	10 days	Mon 3/7/22	Fri 3/18/22	3
7		Public Meeting Notice	0 days	Thu 3/31/22	Thu 3/31/22	10
8		Clarify permit reqmts with AHJ	4 days	Mon 3/21/22	Thu 3/24/22	6
9		Prep for programming interviews	5 days	Fri 3/25/22	Thu 3/31/22	8
10		Perform programming interviews /visit facilities	0 days	Thu 3/31/22	Thu 3/31/22	9
11		Prep for Workflow Workshop	4 days	Fri 4/1/22	Wed 4/6/22	10
12		Workflow Workshop	0 days	Wed 4/6/22	Wed 4/6/22	11
13		Transportation Committee Meeting	0 days	Thu 3/31/22	Thu 3/31/22	9
14		Prep for Public Outreach Workshop #1	10 days	Fri 4/1/22	Thu 4/14/22	13
15		Public Outreach Workshop #1	0 days	Thu 4/14/22	Thu 4/14/22	14
16		**3. Alternatives Development**	**35 days**	**Fri 4/15/22**	**Thu 6/2/22**	
17		Develop site layout options	6 days	Fri 4/15/22	Fri 4/22/22	15
18		Develop building layout options	6 days	Mon 4/25/22	Mon 5/2/22	17
19		Develop aesthetic options and materials palette	5 days	Tue 5/3/22	Mon 5/9/22	18
20		Develop draft Alternatives Memorandum	5 days	Tue 5/10/22	Mon 5/16/22	19
21		Prep for Alternatives Workshop	8 days	Tue 5/10/22	Thu 5/19/22	19
22		Alternatives Workshop	0 days	Thu 5/19/22	Thu 5/19/22	21
23		Comment period	6 days	Fri 5/20/22	Fri 5/27/22	22
24		Comment review meeting/ notes	0 days	Fri 5/27/22	Fri 5/27/22	23
25		Prep for Public Outreach Workshop #2	10 days	Fri 5/20/22	Thu 6/2/22	22
26		Public Outreach Workshop #2	0 days	Thu 6/2/22	Thu 6/2/22	25
27		**4. Recommended Plan Development**	**36 days**	**Mon 5/30/22**	**Mon 7/18/22**	
28		Develop site layout options	10 days	Mon 5/30/22	Fri 6/10/22	23
29		Develop building layout options	10 days	Mon 6/13/22	Fri 6/24/22	28
30		Develop draft Design Memorandum	7 days	Mon 6/27/22	Tue 7/5/22	29
31		Prep for Design Workshop	14 days	Mon 6/27/22	Thu 7/14/22	29
32		Design Workshop	0 days	Thu 7/14/22	Thu 7/14/22	31
33		Prep Final Design Memorandum	2 days	Fri 7/15/22	Mon 7/18/22	32
34		Deliver Final Alternatives and Design Memo	0 days	Mon 7/18/22	Mon 7/18/22	33
35		**5. Planning Level Cost Estimates**	**46 days**	**Tue 5/17/22**	**Tue 7/19/22**	
36		Cost Estimate Draft for Each Alternative (2 total)	10 days	Tue 5/17/22	Mon 5/30/22	20
37		Cost Estimate Final for Each Alternative (2 total)	5 days	Tue 5/31/22	Mon 6/6/22	36
38		Cost Estimate for Future Facility Draft	10 days	Wed 7/6/22	Tue 7/19/22	30
39		Cost Estimate for Future Facility Final (in Report)	0 days	Mon 7/18/22	Mon 7/18/22	33



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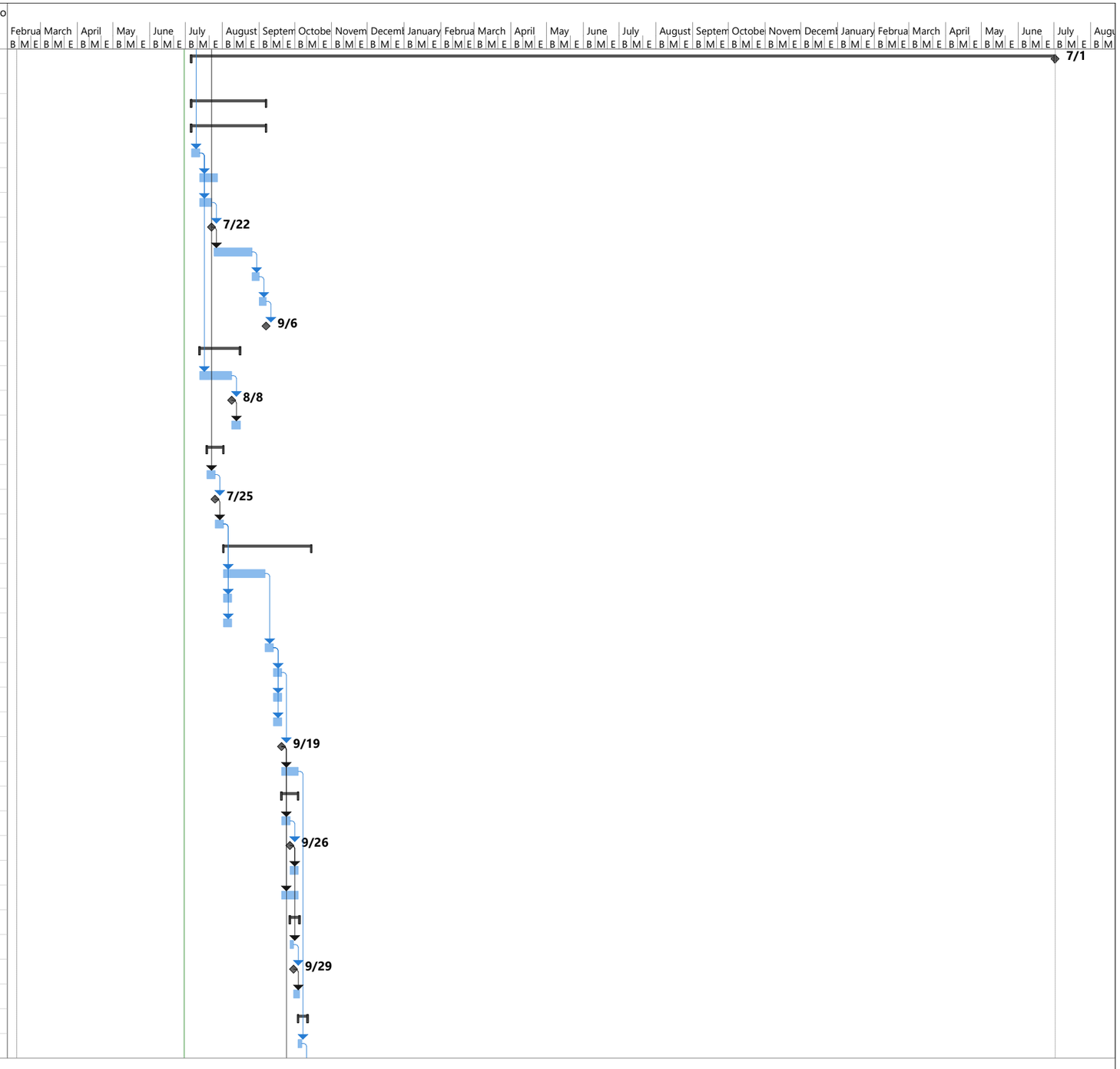
Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	

ID	Task Mod	Task Name	Duration	Start	Finish	Predecesso
40		**WO #2 SCHEMATIC DESIGN THRU CA**	**519 days**	**Wed 7/6/22**	**Mon 7/1/24**	
41		**1. Project Management**	**45 days**	**Wed 7/6/22**	**Tue 9/6/22**	
42		**CM Services**	**45 days**	**Wed 7/6/22**	**Tue 9/6/22**	
43		*Design WO#2 Scope/Budget/Schedule to CoP*	5 days	Wed 7/6/22	Tue 7/12/22	30
44		*WO#2 for Council*	11 days	Wed 7/13/22	Wed 7/27/22	43
45		CM Services RFQ Advertising Package	8 days	Wed 7/13/22	Fri 7/22/22	43
46		Post advertisement	0 days	Fri 7/22/22	Fri 7/22/22	45
47		Proposals due	24 days	Mon 7/25/22	Thu 8/25/22	46
48		Staff Report	4 days	Fri 8/26/22	Wed 8/31/22	47
49		Council Meeting	4 days	Thu 9/1/22	Tue 9/6/22	48
50		Award CM Services Contract	0 days	Tue 9/6/22	Tue 9/6/22	49
51		**Energy Workshop**	**24 days**	**Wed 7/13/22**	**Mon 8/15/22**	
52		Prep for meeting	19 days	Wed 7/13/22	Mon 8/8/22	43
53		Meeting	0 days	Mon 8/8/22	Mon 8/8/22	52
54		Meeting notes	5 days	Tue 8/9/22	Mon 8/15/22	53
55		**Kick off Meeting**	**10 days**	**Tue 7/19/22**	**Mon 8/1/22**	
56		Prep for meeting	5 days	Tue 7/19/22	Mon 7/25/22	39
57		Meeting	0 days	Mon 7/25/22	Mon 7/25/22	56
58		Meeting notes	5 days	Tue 7/26/22	Mon 8/1/22	57
59		**2. Schematic Design - 30%**	**54 days**	**Tue 8/2/22**	**Fri 10/14/22**	
60		Develop 30% drawings	25 days	Tue 8/2/22	Mon 9/5/22	58
61		Incorporate Energy Workshop results	5 days	Tue 8/2/22	Mon 8/8/22	58
62		Incorporate Envision site considerations	5 days	Tue 8/2/22	Mon 8/8/22	58
63		Develop 30% specification outline	5 days	Tue 9/6/22	Mon 9/12/22	60
64		Develop 30% specification product list	5 days	Tue 9/13/22	Mon 9/19/22	63
65		Develop interior color boards	5 days	Tue 9/13/22	Mon 9/19/22	63
66		Develop exterior color boards	5 days	Tue 9/13/22	Mon 9/19/22	63
67		Submit 30% Package	0 days	Mon 9/19/22	Mon 9/19/22	64
68		Develop 30% Cost Estimate	10 days	Tue 9/20/22	Mon 10/3/22	67
69		**Meeting: Review 30% Package**	**10 days**	**Tue 9/20/22**	**Mon 10/3/22**	
70		Prep for meeting	5 days	Tue 9/20/22	Mon 9/26/22	67
71		Meeting	0 days	Mon 9/26/22	Mon 9/26/22	70
72		Meeting notes	5 days	Tue 9/27/22	Mon 10/3/22	71
73		Stakeholder review	10 days	Tue 9/20/22	Mon 10/3/22	67
74		**Meeting: CM + City Constructability**	**6 days**	**Tue 9/27/22**	**Tue 10/4/22**	
75		Prep for meeting	3 days	Tue 9/27/22	Thu 9/29/22	71
76		Meeting	0 days	Thu 9/29/22	Thu 9/29/22	75
77		Meeting notes	3 days	Fri 9/30/22	Tue 10/4/22	76
78		**Meeting: Cost estimate review**	**6 days**	**Tue 10/4/22**	**Tue 10/11/22**	
79		Prep for meeting	3 days	Tue 10/4/22	Thu 10/6/22	68



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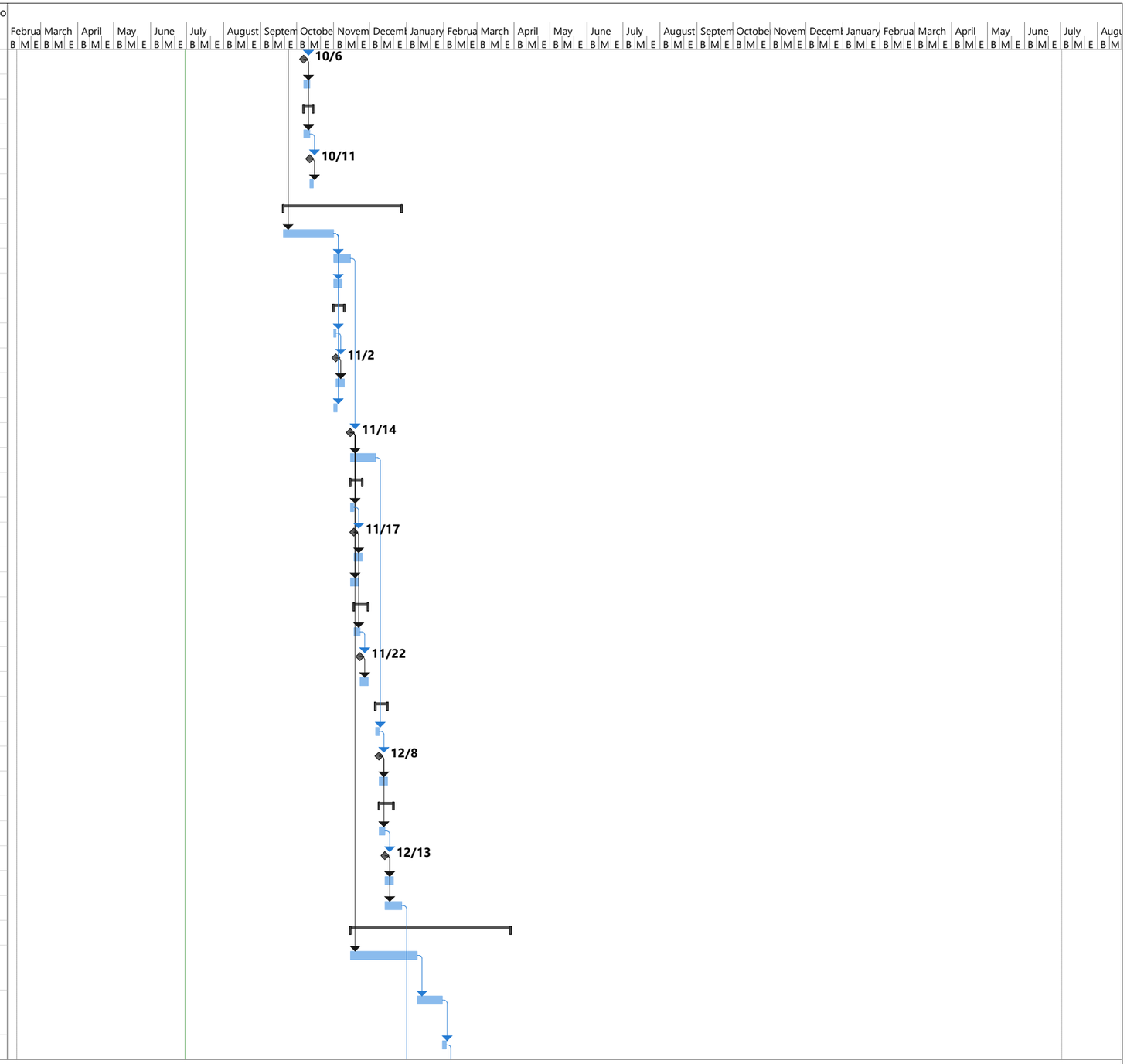
Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
80		Meeting	0 days	Thu 10/6/22	Thu 10/6/22	79
81		Meeting notes	3 days	Fri 10/7/22	Tue 10/11/22	80
82		**Meeting: Adjudicate comments (cost + design)**	**6 days**	**Fri 10/7/22**	**Fri 10/14/22**	
83		Prep for meeting	3 days	Fri 10/7/22	Tue 10/11/22	80
84		Meeting	0 days	Tue 10/11/22	Tue 10/11/22	83
85		Meeting notes	3 days	Wed 10/12/22	Fri 10/14/22	84
86		**3. Design Development - 60%**	**71 days**	**Tue 9/20/22**	**Tue 12/27/22**	
87		Develop 60% 'Site and Building' Packages drawings	30 days	Tue 9/20/22	Mon 10/31/22	67
88		Develop 60% 'Site and Building' Packages specifications	10 days	Tue 11/1/22	Mon 11/14/22	87
89		FF&E coordination	5 days	Tue 11/1/22	Mon 11/7/22	87
90		**Meeting: Division 1 specification review**	**7 days**	**Tue 11/1/22**	**Wed 11/9/22**	
91		Prep for meeting	2 days	Tue 11/1/22	Wed 11/2/22	87
92		Meeting	0 days	Wed 11/2/22	Wed 11/2/22	91
93		Meeting notes	5 days	Thu 11/3/22	Wed 11/9/22	92
94		Update 'Site and Building' sustainability measures	3 days	Tue 11/1/22	Thu 11/3/22	87
95		Submit 60% 'Site and Building' Packages	0 days	Mon 11/14/22	Mon 11/14/22	88
96		Develop 60% Cost Estimate	15 days	Tue 11/15/22	Mon 12/5/22	95
97		**Meeting: Review 60% Package**	**8 days**	**Tue 11/15/22**	**Thu 11/24/22**	
98		Prep for meeting	3 days	Tue 11/15/22	Thu 11/17/22	95
99		Meeting	0 days	Thu 11/17/22	Thu 11/17/22	98
100		Meeting notes	5 days	Fri 11/18/22	Thu 11/24/22	99
101		Stakeholder review 'Site and Building' Packages	5 days	Tue 11/15/22	Mon 11/21/22	95
102		**Meeting: CM + City Constructability**	**8 days**	**Fri 11/18/22**	**Tue 11/29/22**	
103		Prep for meeting	3 days	Fri 11/18/22	Tue 11/22/22	99
104		Meeting	0 days	Tue 11/22/22	Tue 11/22/22	103
105		Meeting notes	5 days	Wed 11/23/22	Tue 11/29/22	104
106		**Meeting: Cost estimate review**	**8 days**	**Tue 12/6/22**	**Thu 12/15/22**	
107		Prep for meeting	3 days	Tue 12/6/22	Thu 12/8/22	96
108		Meeting	0 days	Thu 12/8/22	Thu 12/8/22	107
109		Meeting notes	5 days	Fri 12/9/22	Thu 12/15/22	108
110		**Meeting: Adjudicate comments (cost + design)**	**8 days**	**Fri 12/9/22**	**Tue 12/20/22**	
111		Prep for meeting	3 days	Fri 12/9/22	Tue 12/13/22	108
112		Meeting	0 days	Tue 12/13/22	Tue 12/13/22	111
113		Meeting notes	5 days	Wed 12/14/22	Tue 12/20/22	112
114		Submit for 'Site Package' permit	10 days	Wed 12/14/22	Tue 12/27/22	112
115		**4. Construction/Permit - 100%**	**96 days**	**Tue 11/15/22**	**Tue 3/28/23**	
116		Develop 100% 'Site and Footings' and 'Building Package' drawings	40 days	Tue 11/15/22	Mon 1/9/23	95
117		Develop 100% 'Site and Footings' and 'Building Package' specifications	15 days	Tue 1/10/23	Mon 1/30/23	116
118		Final sustainability measures assessment	3 days	Tue 1/31/23	Thu 2/2/23	117



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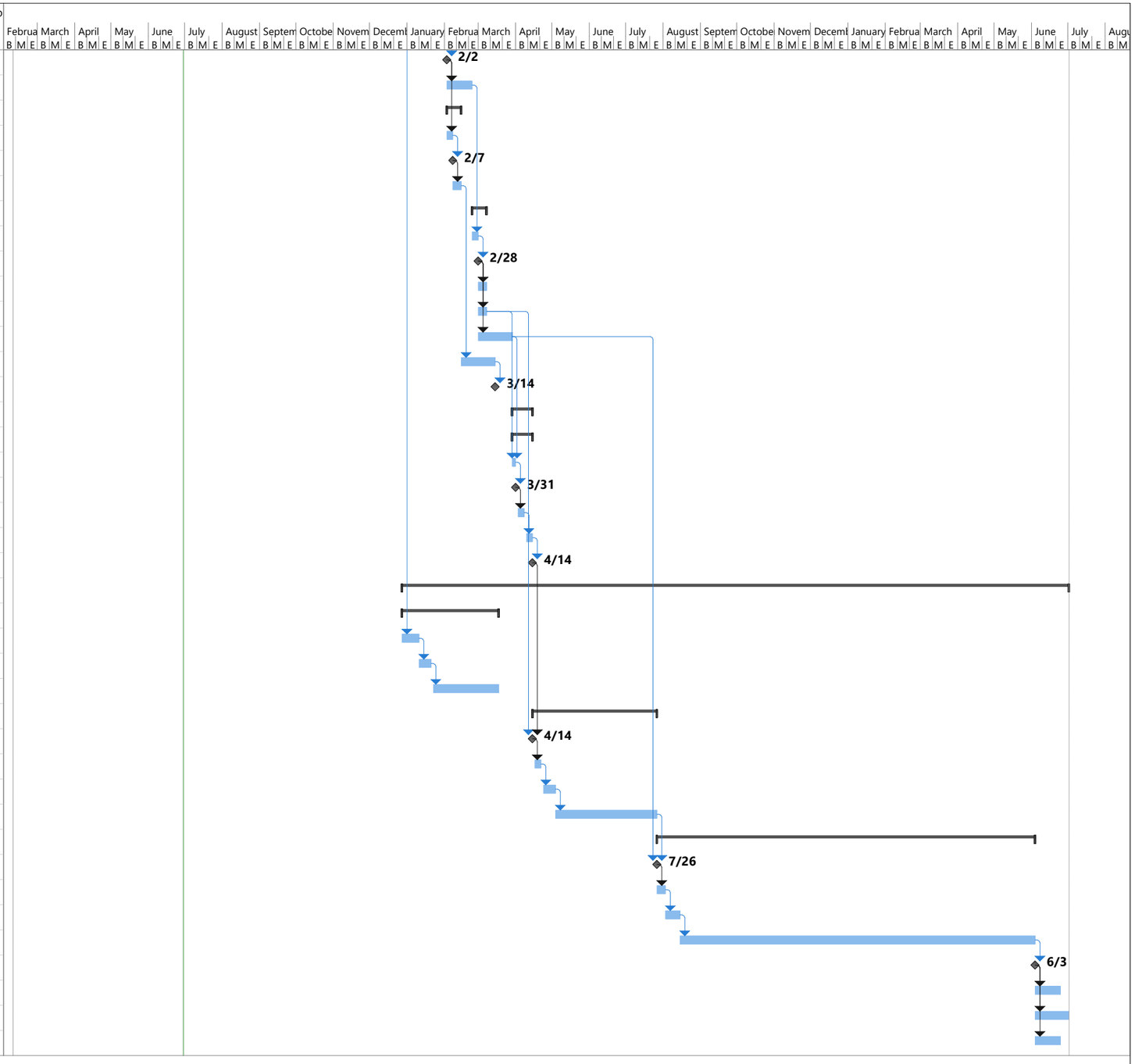
ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
119		Submit 100% 'Site and Building' Packages	0 days	Thu 2/2/23	Thu 2/2/23	118
120		Develop 100% Cost Estimate	15 days	Fri 2/3/23	Thu 2/23/23	119
121		**Meeting: Review 100% Package**	**8 days**	**Fri 2/3/23**	**Tue 2/14/23**	
122		Prep for meeting	3 days	Fri 2/3/23	Tue 2/7/23	119
123		Meeting	0 days	Tue 2/7/23	Tue 2/7/23	122
124		Meeting notes	5 days	Wed 2/8/23	Tue 2/14/23	123
125		**Meeting: Cost estimate review**	**8 days**	**Fri 2/24/23**	**Tue 3/7/23**	
126		Prep for meeting	3 days	Fri 2/24/23	Tue 2/28/23	120
127		Meeting	0 days	Tue 2/28/23	Tue 2/28/23	126
128		Meeting notes	5 days	Wed 3/1/23	Tue 3/7/23	127
129		Submit for 'Site and Footings' permit	5 days	Wed 3/1/23	Tue 3/7/23	127
130		Submit for 'Building Package' permit	20 days	Wed 3/1/23	Tue 3/28/23	127
131		Prep for Public Open House	20 days	Wed 2/15/23	Tue 3/14/23	124
132		Public Open House	0 days	Tue 3/14/23	Tue 3/14/23	131
133		**5. GMP Support**	**13 days**	**Wed 3/29/23**	**Fri 4/14/23**	
134		**Meeting: GMP negotiation @ 100%**	**13 days**	**Wed 3/29/23**	**Fri 4/14/23**	
135		Prep for meeting	3 days	Wed 3/29/23	Fri 3/31/23	130,129
136		Meeting	0 days	Fri 3/31/23	Fri 3/31/23	135
137		Meeting notes	5 days	Mon 4/3/23	Fri 4/7/23	136
138		Develop staff report for Council	5 days	Mon 4/10/23	Fri 4/14/23	137
139		Staff Report to Council	0 days	Fri 4/14/23	Fri 4/14/23	138
140		**6. Construction Administration**	**394 days**	**Wed 12/28/22**	**Mon 7/1/24**	
141		**Site Package (by City)**	**58 days**	**Wed 12/28/22**	**Fri 3/17/23**	
142		NTP	10 days	Wed 12/28/22	Tue 1/10/23	114
143		Pre-con meeting	8 days	Wed 1/11/23	Fri 1/20/23	142
144		Construction	40 days	Mon 1/23/23	Fri 3/17/23	143
145		**Site and Footings Package (by CM/GC)**	**73 days**	**Fri 4/14/23**	**Wed 7/26/23**	
146		Construction contract approval for 'Site'	0 days	Fri 4/14/23	Fri 4/14/23	129,139
147		NTP	5 days	Mon 4/17/23	Fri 4/21/23	146
148		Pre-con meeting	8 days	Mon 4/24/23	Wed 5/3/23	147
149		Construction	60 days	Thu 5/4/23	Wed 7/26/23	148
150		**Building Package (by CM/CG)**	**223 days**	**Wed 7/26/23**	**Mon 6/3/24**	
151		Construction contract approval for 'Building'	0 days	Wed 7/26/23	Wed 7/26/23	149,130
152		NTP	5 days	Thu 7/27/23	Wed 8/2/23	151
153		Pre-con meeting	8 days	Thu 8/3/23	Mon 8/14/23	152
154		Construction	210 days	Tue 8/15/23	Mon 6/3/24	153
155		Certificate of Occupancy	0 days	Mon 6/3/24	Mon 6/3/24	154
156		Move-in/FF&E install	15 days	Tue 6/4/24	Mon 6/24/24	155
157		Closeout/O&M Submittals	20 days	Tue 6/4/24	Mon 7/1/24	155
158		Record Documents	15 days	Tue 6/4/24	Mon 6/24/24	155



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