

COUNCIL ACTION FORM

**SUBJECT: INTERMODAL FACILITY ARCHITECTURAL/ENGINEERING DESIGN
CONTRACT**

BACKGROUND:

In December 2009, the Intermodal project team comprised of Iowa State University, CyRide and the City of Ames began the process of selecting an architectural/engineering design firm for a possible TIGER grant award. With the short timeframes given by the grant, it was believed that beginning the procurement process, contingent upon receiving the grant, would allow the project to expeditiously proceed forward to meet the 2012 construction deadline.

The project team released a Request for Proposal on December 7, 2009 requesting that proposals be submitted by December 18, 2009. Eleven firms submitted proposals to complete the Intermodal Facility design. On December 21, the Intermodal project team reviewed each proposal and developed a "short list" of firms that were technically capable of successfully designing the facility. This short list of firms is as follows:

OPN Architects
Substance Architecture
Neumann Monson Architects
URS Corporation
Heery-PB
Shive-Hattery Architects and Engineers

On January 14, 2010, the above firms were invited to present their firms' qualifications and vision for the project. A ten-member panel rated each of these firms based on the information presented and questions answered by each of the teams.

It was believed that the Neumann Monson firm most closely aligned with the community's desire for the project with the following ranking of firms.

1. Neumann Monson Architects
2. URS Corporation
3. Substance Architecture
4. OPN Architects
5. Heery-PB
6. Shive-Hattery Architects and Engineers

According to federal procurement regulations for design services, a satisfactory fee must be reached with the top firm. If this fee cannot be agreed upon, the second firm

on the list would be notified to determine if an acceptable fee from their firm could be reached.

The Memorandum of Agreement (MOU) with FTA included a project budget with an estimated \$581,252 as the design fee (see table below). Since completion of the MOU, Iowa State University's Facilities Planning and Management Department has worked with Neumann Monson Architects to agree upon the attached fee of \$967,937 for services on this project. **While the fee is larger than originally estimated, both Iowa State University and Neumann Monson representatives have indicated that the project can be completed as laid out in the MOU with this higher fee.**

During this phase, the design team will pursue methods to reduce construction costs without affecting quality or scope. These areas will be identified during the final design process. The design team is confident that savings will be realized that will offset the higher design expense. Representatives from Iowa State University have indicated that given the scope of work required, the proposed fee fits within guidelines used by the University for evaluating design fees.

Budget Category	Original Cost (For FTA MOU)	Revised Cost Est. (6-15-10)
Construction		
Facility & Contingencies (7% of Tot. Construction Cost)	\$6,412,069	\$6,025,384
Site Demolition of Existing Parking Lot	\$19,354	\$19,354
Site Work - Earthwork	\$702,202	\$702,202
Bike Trail Across Building Site (including lockers)	\$133,077	\$133,077
Utility Work	\$87,636	\$87,636
Exterior Pavements	\$419,910	\$419,910
Relocation of Utilities - Third Party Agreement	\$0	\$0
Total Construction Cost	\$7,774,248	\$7,387,563
Project/Construction Management Cost (ISU)	\$440,000	\$440,000
Land Acquisition and Relocation Assistance	\$0	\$0
Engineering and Design	\$581,252	\$967,937
Cost for Equipment - Parking Ticket Kiosks	\$100,000	\$100,000
Cost for Equipment - Furniture for Terminal Waiting Area/Office	\$5,000	\$5,000
Contract Administration (CyRide)	\$0	\$0
TOTAL ESTIMATED COST	\$8,900,500	\$8,900,500

Funding for the first design contract would be secured from two federal grants and CyRide's budget as follows:

Federal TIGER Grant	\$530,437
Federal 5309 Transit Grant	\$350,000
CyRide Budget	<u>\$87,500</u>
TOTAL	\$967,937

Funding for this contract is in the process of being secured as follows:

- The federal TIGER and 5309 grants are currently being reviewed by the Federal Transit Administration. The 5309 grant of \$350,000 is anticipated to be released in late June/early July. The TIGER grant in August or September, but both have pre-award authority to incur expenses as of May 17, 2010.
- A bridge loan of \$350,000 has been approved by the Iowa DOT and by the Ames City Council on June 15, 2010, for funding under the Revolving Loan program at no interest to provide funding until the 5309 grant is approved.
- A 5-year loan under the Revolving Loan program at no interest has been approved the by the Iowa DOT and by the Ames City Council on June 15, 2010 for the \$87,500 local match requirement.

The two Iowa DOT loans are anticipated to be sufficient funding until the TIGER grant is approved and CyRide is able to draw funds from this grant.

ALTERNATIVES:

1. Approve a contract with Neumann Monson Architects for a not-to-exceed amount of \$967,937 for the design work and architectural construction oversight of the Ames Intermodal Facility.
2. Delay approval of a design contract until the TIGER grant is approved.
3. Delay approval of a contract with the Neumann Monson Architecture firm and direct staff to explore a contract for services with the second ranked firm.

TRANSIT BOARD RECOMMENDED ACTION:

Neumann Monson Architects is the firm that CyRide has retained to assist with this project since the concept phase. Despite the cost for the next phase of design work being well over the initial estimates, the Transit Board voted to approve a new contract for engineering and design services with the firm. Neumann Monson explained that the increased cost is due to the need to prepare additional options and alternatives for the facility as well as a refinement of subcontractor costs.

The Intermodal Facility project has been placed upon stringent timelines for its completion. Delay of a design contract would jeopardize the City's ability to complete the project within these agreed-upon dates. The Transit Board feels that negotiating a contract with a new firm would delay the project, and may create further delays as the new firm gets acclimated to the concept which could jeopardize the TIGER funding if project deadlines cannot be achieved.

Therefore, it is the recommendation of the Transit Board that the City Council support Alternative #1 and approve a contract with Neumann Monson Architects for a not-to-exceed amount of \$967,937.