ADDITIONAL INFORMATION

Project: Site Assessment and Design of the Yale Operations & Maintenance Facility RFP
Project No: 5798.82
Proposals Due: Wednesday, September 28, 2022 by 3:00pm

Project Background and Purpose

The City of Albuquerque Transit Department, ABQ RIDE, seeks a qualified architectural team to assist the Department in a phased project to upgrade its Yale Operations & Maintenance Facility to address building, infrastructure, and operational deficiencies. ABQ RIDE is exploring options to construct an entirely new facility on site, or, to rehabilitate and renovate some or all of the existing buildings.

The scope of work will include professional services for the assessment, programming, schematic design, design development, environmental studies, permit updates and other architectural / engineering support, environmental permit applications and support, construction documents, public meeting direction and representation (if required), and construction administration for the Yale Operations and Maintenance Facility.

The intent of this RFP is to solicit proposals for a single contract for architectural design services to advance the first phase of the project, which includes site assessment, programming, conceptual design, and cost estimation. The conceptual plans and documents developed in this phase will be used to seek funding. Should ABQ RIDE be successful in securing capital funding for the proposed facility, the additional design and construction administration, as outlined in the RFP, may be optioned at ABQ RIDE's discretion. That means the candidate firm/team selected for this project must have the capabilities to carry out all phases of the project. During Phase I, ABQ RIDE will decide if the project will proceed via traditional design-bid or CMAR. The architect consultant would help the City secure the CMAR contract. By Phase II of the work, a construction firm should be coordinating during the design development phase.

This project will be federally funded and will require the consultant to meet Federal Transit Administration regulations.

Facilities anticipated being included in the project (Approximate Square Footages):

- Bus Maintenance Building 30,000 SF
- Bus Wash 4,000 SF
- Employee Offices, Restrooms and Lockers 20,000 SF
- North Storage Building (Office) 8,000 SF
- South Storage Building (Older bus barn) 16,000 SF
- Bus Storage Building 30,000 SF

Overview of ABQ RIDE Services and Facility

ABQ RIDE provides transit service to the Albuquerque metropolitan area with 21 regular fixed routes, 15 commuter routes, 3 Bus Rapid Transit (ART) routes, and paratransit service. The 132 40-foot fixed route buses, 30 60-foot articulated ART buses, and 84 paratransit buses serve approximately 10 million passengers per year (pre-pandemic) with 32.9 million passenger miles in 2018. ABQ RIDE's service area is 235 square miles with a service area population of 661,629. The system has an operating budget in excess of $42.8 million.

This service is operated out of 2 facilities, the older Yale Operations & Maintenance Facility and the newer Daytona Operations & Maintenance Facility. The current fleet of fixed route transit buses is split between the 2 facilities, while the articulated bus and paratransit fleets operate only from the Daytona Facility. The Daytona Facility operates 24 hours a day, 7 days a week, and the Yale Facility operates 18 hours a day, 5 days a week. Diesel and unleaded fueling is available at both facilities. Daytona has a new CNG fueling facility, and Yale's facility is at its lifespan and will need to be replaced or retired. Daytona has infrastructure to charge up to 20 electric buses; Yale does not currently have any electric charging infrastructure in place. ABQ RIDE is developing a Zero Emission Bus Transition Plan which will help inform the future fuel mix. It is likely that this facility will add electric fueling, and the design of the facility should evaluate capacity and infrastructure to support multiple fuel sources that may be used now and in the future.

The Yale Facility, at 601 Yale Boulevard, Albuquerque, NM, has been developed in phases over many years with most buildings constructed in the 1980's. The facility currently has 6 buildings on a 7.3 acre site, including: a bus maintenance building with 13 bays for general and specialized functions; an operations building for drivers and supervisors and IT staff; an active-use bus barn that can accommodate 52 40-foot buses; an older bus barn now used for storage; a small office building currently unused and more recently used for storage; a fuel island with unleaded, diesel, and CNG dispensers; a 2-bay bus wash; on-site employee parking for about 100 cars; and miscellaneous other circulating and outdoor bus parking spaces. The facility currently operates on weekdays serving a fleet of 75 40-foot buses. All utilities including water, sewer, gas, electric, and communications are available at the site. ABQ RIDE is actively maintaining and repairing these buildings to prolong their lifespan, most recently reroofing the maintenance building and the active bus barn as well as replacing the underground used motor oil storage tank and the fire alarm system.

Need for New ABQ RIDE Operations & Maintenance Facility

The current facility does not accommodate 60-foot articulated buses and has aging buildings and equipment that routinely need maintenance and upgrades.

In 2015 the City commissioned a facility assessment and master plan with Parsons Brinckerhoff. The report assessed the current condition of the facility and its ability to meet projected needs. It also includes an equipment inventory with recommendations for replacements and upgrades. ABQ RIDE staff more recently completed an alternative schematic plan that would retain more buildings, which may be desirable from both cost and sustainability perspectives. Both of these documents are included as Exhibit II and III. ABQ RIDE is also concurrently in the planning process of a facility assessment to inform an updated Transit Asset Management Plan and to guide immediate improvements needed to keep the facility in operations until a recommendation for improvements is made through this facility assessment project. This contract would update and reevaluate prior assessments as well as evaluating various conceptual design options and phasing plans.

A portion of the fleet mix will be accommodated at Yale, to be determined by ABQ RIDE, and that fleet mix should be considered as part of the project analysis. ABQ RIDE is considering the need for the full range of fuel types at this location and potentially other zero or low emissions fuels. There is a separate, ongoing study of the fleet transition plan to study the fuels we will use in the future that will inform this aspect of the site design. The design should include capacity for electric, CNG, and diesel, and any other fuels that are recommended at Yale in the Zero Emission Bus Transition Plan.

The proposed facility will be on the same property and will accommodate storage, maneuvering, fueling, and maintenance of a portion of the ABQ RIDE transit fleet that includes all vehicle types. Specific functional spaces include but are not limited to administrative office space, support spaces (reception lobby, locker rooms and showers, lounge, training rooms, etc.), vehicle maintenance bays, body shop and paint areas, parts storage and handling, vehicle storage yard, fueling station, lubricant storage, vehicle wash bay, and employee parking. A thorough cost-benefit analysis of building renovations vs. new buildings will consider the needs for safe operations and maintenance as well as lifecycle building costs. The architect will advise on the size, design, and location of each of the buildings, their functional components and workflow, as well as the site layout and circulation. ABQ RIDE prefers a phasing plan for redevelopment of the site that could maintain operations and storage of buses on site to the greatest extent possible during a renovation.

The design of the facility will be sensitive to the context in which the site is located, i.e., a pre-war mixed-use corridor, as well as to the City of Albuquerque as a whole. The selected designer should consider lifecycle costs for the buildings and operations, incorporating high-level sustainable and energy efficient design principals, although ABQ RIDE does not intend to apply for LEED certification.

The projected budget for overall development of the project, including construction costs, has not been determined as that is a prime task for the design professionals and their estimator. The present design services budget of $335,000 is intended to cover only Phase I of the project as described below. All phases of design and construction management should not exceed $4.5 million.

Scope of Services

- Phase I – Facility Needs Assessment and Schematic Concept Plan Development
    - Site visit, operational observations, and user group interviews (management and key staff).
    - Update documentation of current and forecasted conditions of approximately 108,000 SF of facilities.
    - Identify and document current and future site needs.
    - Evaluation of the recommendations of the prior Yale Maintenance Facility Assessment (2015), internal staff analysis (2019), the Transit Asset Management Plan (ongoing) and other relevant studies to verify or revise the conclusions about which buildings can be renovated and reused and which need to be replaced, including a cost-benefit analysis of the different options.
    - Evaluate the recommendations of other relevant studies pertaining to the vehicle mix and fuel mix, such as the Network Study (ongoing) and the Zero Emission Bus Transition Study (ongoing) to help inform site programming.
    - Preparation of a Program Summary that evaluates current and forecasted space programming needs, assesses building maintenance needs; equipment and operation needs; utility capacity; functional space requirements for maintenance work and operations; and permitting and approval requirements.

- Developing functional design criteria to inform recommendations about renovation or reconstruction of existing buildings. This should include material and work flow diagrams.
- Develop up to 3 schematic scenarios with conceptual cost estimates. Include potential phasing for each scenario to allow continued operations and maintenance activities; note to what extent those activities might need to be curtailed or relocated to the Daytona facility.
- Develop a conceptual funding package, including potential sources, , application timeframes, and amount likely available, and assist with preparing the grant application(s).
- Assist ABQ RIDE in selecting 1 scenario to advance to design.

As stated earlier, ABQ RIDE will initially only award a contract for Phase I services. Upon completion of Phase I, if performance is deemed satisfactory and the City has funding and desire to continue the project, ABQ RIDE may elect to negotiate a scope of work and fee for Phase II and Phase III, provided funds are available. An outline of the major tasks within the scope of services for Phase II and III tasks are provided below.

- <u>Phase II – Preliminary Design and NEPA Documentation</u>
  - Prepare preliminary/schematic design documents (approximately 30% design) for the preferred development scenario.
  - Create detailed construction phasing plan with cost estimates for each phase.
  - Complete site survey, geotechnical investigation, environmental assessments (including hazardous materials assessment), and other technical studies as required.
  - Prepare and submit NEPA compliance documentation.
  - Develop 1st construction phase to 65% design level.

- <u>Phase III – Final Design, Bidding, and Construction Services</u>
  - Advance 1st construction phase to 100% construction documents.
  - Obtain permitting approvals.
  - Bid services.
  - Provide construction administration and observation services.

Additional services as needed to advance 2nd and future construction phases through design, bidding, and construction.

Preferred qualifications/experience

- Knowledge of heavy vehicle maintenance space, equipment, and workflow requirements.
- Maintenance facility planning, design, and construction documents.
- Maintenance facility renovation phasing plans, including evaluation of existing structures for reuse and planning for maintaining operations during construction.
- Technical Disciplines required may include, but not be limited to: Project Management, Architectural Design, Sustainable Design, Structural Engineering Design, Civil Site Engineering Design, Construction Engineering/Management, Mechanical Engineering (HVAC) Design, Plumbing Design, Fire Suppression Design, Gas Detection Engineering,

Maintenance Equipment Selection, Bus Fueling Technologies, Cost Estimating, (FTA) Independent Cost Estimate, Process Engineering, Electrical Engineering Design, Security Analysis, Geotechnical Engineering, Environmental Engineering, Surveying, Landscape Design