



CONSTRUCTION COMMITTEE
MAY 20, 2004

PROJECT: METRO GOLD LINE EASTSIDE EXTENSION

ACTION: APPROVE USE OF DESIGN-BUILD CONTRACTING
DELIVERY APPROACH FOR MTA TRACKWORK
FACILITIES AND SYSTEMS MODIFICATIONS

RECOMMENDATION

- A. The Board finds that awarding design-build contracts pursuant to Public Utilities Code Section 130242(a) will achieve for the MTA certain private sector efficiencies in the integration of the design, project work and components related to the real property renovation, repair and construction work for MTA trackwork, facilities and systems modifications in Los Angeles County. (requires a 2/3 vote); and
- B. Authorize the Chief Executive Officer to solicit and award design-build contracts for the modification and construction of the tail track at Union Station and storage tracks at the Midway Yard to accommodate the Eastside project.

BACKGROUND

Capital Improvements to MTA Facilities, including Bus and Rail Facilities, Maintenance of Way, and other Capital Projects for renovation, repair and construction have typically been performed using a traditional design-bid-build approach. However, in the last two years, MTA has experienced success with design-build construction contracts in the Capital Program.

The advantages to this approach include:

- A single point of responsibility for both design and construction;
- Less project development resources are required;
- Agency risk for design is shifted to Design-Builder, thereby minimizing changes related to design;

- Improved schedule efficiency and significant time savings because design can proceed in parallel with construction; and
- Administrative cost surveys due to combining the solicitation process with design and construction; save construction management and engineering resources during the construction phase; and minimize contractor-generated changes to reduce contract closeout time.

The Projects that are being proposed as design-build contracts as part of the above recommendations include:

1. Modifications to the Existing Tail Track South of the Pasadena Gold Line Platform at Los Angeles Union Station - To accommodate the construction of the 101 Freeway bridge and provide a connection to the Metro Gold Line Eastside Extension Project, this approach is being recommended to provide flexibility to minimize potential contract schedule conflicts due to delays in the award of the Metro Gold Line Eastside Extension Construction Contracts.
2. Modifications to the Existing Storage Tracks at the Pasadena Gold Line Midway Yard - To facilitate vehicle delivery and provide operational flexibility for the Midway Yard to accommodate new Eastside light rail vehicles that will be delivered in FY05.

FINANCIAL IMPACT

The funding for this action is included in the FY04 budget in Cost Center 8510, Construction Contracts/Procurement, under Project Number - 800088, Metro Gold Line Eastside Extension and Cost Center 3900, under Project Number - CP3207063. Since this is a multi-year contract, the cost center manager and the Executive Officer/General Manager will be accountable for budgeting the cost in FY05.

IMPACTS TO OTHER CONTRACTS

Metro Gold Line Eastside Extension Contract C0801 - Stations, Trackwork and Systems

If the action is approved and the alternative is implemented, the scope of work will be removed from Contract C0801.

Metro Gold Line Eastside Extension Contract C0802 – Freeway Overcrossing LRT Bridge

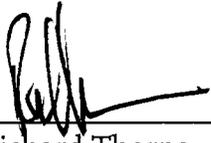
If this action is approved and the alternative is implemented, it will reduce potential schedule conflicts and coordination with Contract C0802 that is being built for the MTA by Caltrans this year.

Contract P2550 – Light Rail Vehicle – If this action is approved it will reduce potential schedule conflicts and coordination with the delivery of the new light rail vehicles that will be received in FY05.

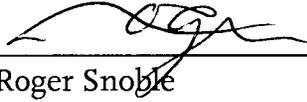
ALTERNATIVES CONSIDERED

1. **Modifications to the Existing Tail Track South of the Pasadena Gold Line Platform at Los Angeles Union Station** - This work is currently included as an option in the Metro Gold Line Eastside Extension Contract, C0801, Stations, Trackwork and Systems (Design-Build), that has yet to be awarded. Although, this still remains as a viable alternative, staff is requesting Board approval of this action to provide flexibility in the event that Contract C0801 is delayed, which would potentially impact the Metro Gold Line Eastside Extension Project.
2. **Modifications to the Existing Storage Tracks at the Pasadena Gold Line Midway Yard** – This contract could be solicited as a traditional Design-Bid-Build contract. However, it is not recommended because the scope of the work involves specialized track design and installation that is more cost effective and suitable to be performed by track work contractors utilizing their own design resources.

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