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Metropolitan Transportation Authority

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REVISED
CONSTRUCTION COMMITTEE
JANUARY 22, 2015

SUBJECT: NON-REVENUE MAINTENANCE SHOPS

ACTION: APPROVE USE OF DESIGN-BUILD CONTRACTING DELIVERY APPROACH

RECOMMENDATION

A. ~~The Board~~ Findsing that awarding a design-build contract pursuant to Public Utility Utilities Code section 130242(a) will achieve certain private sector efficiencies in the integration of the design, project work and construction of the Non-Revenue Maintenance Shops. The Board hereby authorizes contracting for Non-Revenue Maintenance Shops pursuant to Public Utility Utilities Code section 130242.

(REQUIRES TWO-THIRDS VOTE)

B. Authorizeing the Chief Executive Officer to award a design-build contract for the construction of the Non-Revenue Maintenance Shops pursuant to Public Utility Utilities Code section 430051.9(e) **130242(b)**.

ISSUE

Metro is authorized to enter into design-build contracts pursuant to Public Utilities Code section 130242. This section requires that the Board make the finding set forth in Recommendation A.

DISCUSSION

The Non-Revenue Maintenance Shops house the non-revenue mechanics, equipment and tools to provide responsive support to the Bus and Rail revenue services. With the

expansion of the rail system, the demand for this support increases. Adequate facilities must be constructed to handle light and heavy, scheduled and unscheduled maintenance requirements of the non-revenue fleet. One selected location is Metro owned Vernon Yard at 4462 Pacific Boulevard in the City of Vernon. The property has adequate space for a 14,000 square feet non-revenue vehicle maintenance structure that contains four service bays, offices, storage, and supporting areas.

Utilization of a design-build process is allowed under California Public Utilities Code Section 130242, which provides for award of a design-build contract to the lowest responsive and responsible bidder. The primary benefit of the design-build process is a shortened project schedule where the design builder is able to start construction while the design is being completed. This approach delivers the project ahead of a traditional design-bid-build approach and therefore, should result in a lower total project cost. Other possible benefits include a reduction in the number of changes and claims from multiple prime contractors, additional efficiencies in design innovation, project management, administration and coordination.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

The project has an LOP of \$3,227,000. Funding of \$650,000 for this project is included in the FY15 budget in cost center 3790, Maintenance Administration, under Project 208097, Non-Revenue Maintenance Shop Improvements.

Since this is a multi-year project, the cost center manager and Executive Director, Maintenance will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds is TDA 4, and they are eligible for bus/rail operating expenses. Bus and rail operating and capital budget would be impacted by this action.

ALTERNATIVES CONSIDERED

The Board may reject the recommendations to use design-build contracting for the Non-Revenue Maintenance Shop Improvements. This alternative is not recommended because the cost, schedule and benefits of a design-build process would not be realized.

NEXT STEPS

Staff will prepare a design-build solicitation package for this project and proceed accordingly as directed.

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