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TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by [signature]*
CHIEF EXECUTIVE OFFICER

FROM: K.N. MURTHY *[signature]*
EXECUTIVE DIRECTOR, TRANSIT PROJECT DELIVERY

**SUBJECT: WESTSIDE SUBWAY EXTENSION TRANSIT CORRIDOR
PROJECT**

ISSUE

Members of the Board have inquired about the best method for project delivery of the Westside Subway Extension Transit Corridor Project. Staff proposes to use a Design/Build, Best Value, Request for Proposal (RFP) solicitation. The use of a Design/Build RFP procurement method would follow the same approach the Metro Board has approved for the Crenshaw/LAX and Regional Connector projects. In order to comply with state statutes, staff will seek formal approval of a Design/Build (two-step) Best Value RFP solicitation at the September 2012 Board Meeting.

DISCUSSION

The Westside Subway Extension Transit Corridor project is a nine-mile, dual track heavy rail transit subway that will operate as an extension of the Metro Purple Line heavy rail transit subway system from its current western terminus at the Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The alignment travels westerly beneath Wilshire Boulevard to the Wilshire/Rodeo Station and then southwesterly toward a Century City Station.

The Project then extends from Century City and terminates at the Westwood/VA Hospital Station. The extension will include a total of seven new stations. The Project will also include several enhancements to the Division 20 Maintenance and storage Facility located in Downtown Los Angeles, traction power substations, and will provide for the acquisitions of rail vehicles and maintenance equipment.

Metro is authorized to enter into Design/Build contracts pursuant to Public Utilities Code Section 130242 and Public Contract Code Section 20209.5 et seq. The primary benefit of the Design/Build process is the potential of improved efficiencies in contractor's innovation, project management, reduced change orders, administration, and design features.

The use of the Design/Build RFP methodology allows for the negotiation and award of a contract to a responsible proposer whose proposal is determined to be the Best Value to Metro. Metro will use a combination of weighted technical and price factors in the RFP that will yield a contractor whose proposal and qualifications are deemed to best address the agencies most important goals, objectives and requirements, including price.

NEXT STEPS

Staff will present a Board action in September 2102 to satisfy state statute requirements for the advanced approval of the Design/Build RFP process. The recommendation to use a Design/Build RFP will require a 2/3 approval from the Board. Subsequent to that approval, staff will release a Request for Interest and Qualifications (RFIQ) that will establish the qualified and approved firms that may submit a proposal for Best Value evaluation. The entire two-step process is expected to take 15 to 21 months to complete, based on the number of firms or teams that are determined to be qualified to perform, and the overall complexity of the final proposals submitted.