



August 25, 2000

TO: BOARD OF DIRECTORS
FROM: COLONUS MITCHELL *CM*
EXECUTIVE OFFICER, PROCUREMENT

Metropolitan
Transportation
Authority

**SUBJECT: SOLICITATIONS FOR ENGINEERING DESIGN
SERVICES FOR THE EASTSIDE LIGHT RAIL, SAN
FERNANDO VALLEY and WILSHIRE BUS RAPID
TRANSIT PROJECTS**

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ISSUE

The MTA will issue solicitations for Engineering Design services for the Eastside Light Rail Transit Project, the Mid-Cities/Wilshire Bus Rapid Transit Project and the San Fernando Valley Bus Rapid Transit Projects. The MTA is taking this action in advance of formal approval of grants from the Federal Transit Administration (FTA), in order to begin Preliminary Engineering (PE) on these projects as soon as FTA approval is provided.

BACKGROUND

The San Fernando Valley (SFV) Transit Corridor and the Metro Red line Eastside and Mid-City subway projects were both suspended in July 1997 and January 1998 respectively, pending the adoption of a Recovery Plan. Further evaluation was undertaken to identify more cost-effective transit solutions for each corridor. In November 1998, the MTA Board adopted several follow-up actions that included the examination of fixed guideway alternatives for these corridors. Subsequently, in February 2000, the Board adopted the Light Rail Transit (LRT) alternative for the Eastside corridor and the Bus Rapid Transit (BRT) alternative for San Fernando Valley and Mid-Cities/Wilshire corridors. Recently, the Board authorized the submittal of the Section 5309 New Starts Criteria application to the FTA. After the FTA approves the Federal Project Grants for the recommended alternatives, the MTA will proceed with Preliminary Engineering for these modalities.

NEXT STEPS

A competitive procurement for Engineering Design services will be undertaken for each corridor. It is expected that the MTA Board will be requested to approve contract awards to qualified consultants in the first quarter of 2001. Once Preliminary Engineering is completed and approval is obtained from funding sources to continue with the projects, the MTA will proceed with the Final Design and Construction of each corridor.

The MTA's project strategy typically involves the Design-Bid-Build process. The MTA will follow this process for the LRT underground tunnels and stations. After completion of the Final Design the MTA will undertake competitive procurements for the construction of the underground tunnels and stations. However, for the LRT at-grade track, stations and the BRT projects, the MTA will employ the Final Design and Construction (Design-Build) project strategy. This procurement approach can best be matrixed as follows:

DESIGN-BID-BUILD
Applies only to LRT the underground tunnels and stations
<ul style="list-style-type: none"> • Preliminary Engineering • Final Design • Design Support During Construction • Start-Up
DESIGN-BUILD
Applies to: (1) LRT at-grade track and stations; (2) Both BRT projects
<ul style="list-style-type: none"> • Preliminary Engineering • Preparing performance specifications and drawings for the Design-Build contracts • Bid Support services during the Design-Build solicitations

The reasons for this approach are:

1. The MTA can avoid employing a single General Engineering Consultant to perform all Engineering Design services.
2. The MTA can achieve efficiencies in the projects' development, cost and schedule by contracting with a single entity for each corridor for planning, design, construction and start-up. The contractor performs design and construction concurrently, precluding schedule expansion for separate procurements for these components.
3. Design-Build contracting shifts more of the risk of cost performance from the MTA to the contractor for the final design and construction.

The Design Engineering consultant that performs Preliminary Engineering is precluded from bidding on the respective Design-Build contracts. Staff anticipates presenting these procurements to the MTA Board for approval during 2002. Follow-on Design-Build and Design-Bid-Build contracts are subject to availability of funds.

Outreach to small businesses and distribution of information regarding contracting opportunities for these projects is underway. Other issues to be addressed for the Eastside LRT project include obtaining FTA approval for a Engineering Design Service contract that will extend beyond five (5) years and identifying to what extent previous design work will be utilized.