Mountain View Transit Center Grade Separation and Access Project

Project Delivery Strategy

Agenda Item #6

Project Location

Project Goals

- Improve **safety** for all modes of travel
- Improve overall **traffic flow**
- **Reduce traffic delays** caused by gate down times
- Support the pedestrianization of downtown Mountain View including the Transit Center and Castro Street

Project Scope

Evelyn Ave. ramp to Shoreline Blvd.

- Reroutes traffic and allows vehicle closure at tracks

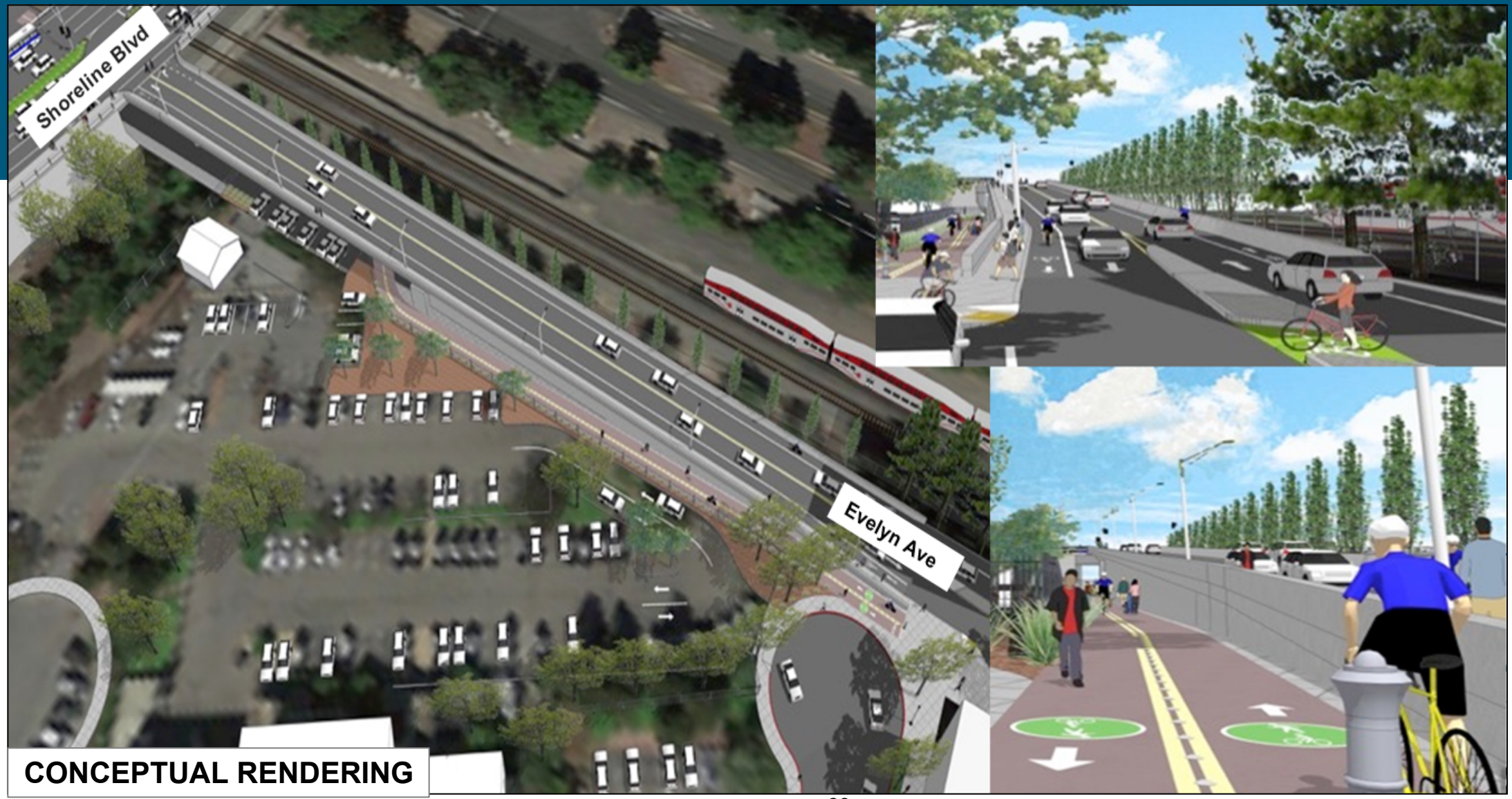
Pedestrian and bicycle under crossings

- Castro St. entrance and Evelyn Ave. intersection
- Track undercrossing and concourse
- Central Expressway under crossings to Stierlin Rd. and Adobe building

Moffett Blvd.

- Improvements and new shuttle loading

Evelyn Ramp to Shoreline

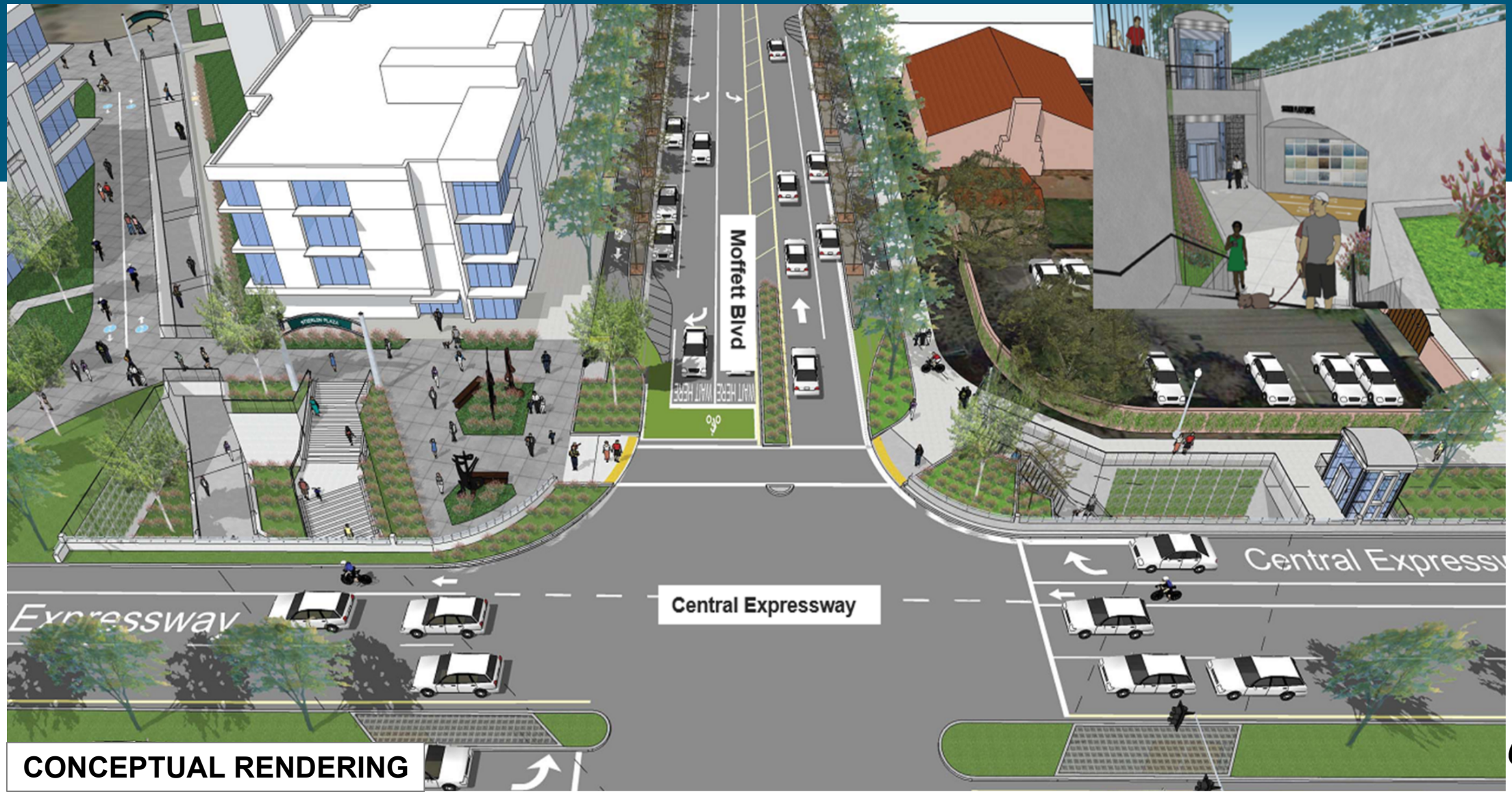


CONCEPTUAL RENDERING

Undercrossing

CONCEPTUAL RENDERING

Stierlin and Adobe Entrances



CONCEPTUAL RENDERING

Overall Project Schedule

Dates	Activity
June 2022	Board approval of Final Design Contract
July 2022 – June 2024	Final Design
July 2024 – Jan 2025	Bidding
Feb 2025 – August 2027	Construction
November 2027	Closeout

Legislative Basis for CMGC

CA Public Utility Code section 103393 et. seq.

Allows District to use CMGC delivery after

- Evaluation of both traditional design-bid-build process and CMGC project delivery method in a public meeting


SAN MATEO COUNTY TRANSIT DISTRICT
PENINSULA CORRIDOR JOINT POWERS BOARD

PROCUREMENT MANUAL

Prepared By:
Julie Sherman
Attorney for the District & PCJPB

Prepared By:
Julie Taylor
Director, Contracts and Procurement

Approved By:
Jim Hartnett
District General Manager/CEO
PCJPB Executive Director

Date: September 2019
Revision 3

Legislative Basis for CMGC

CA Public Utility Code section 103393 et. seq.

Allows District to use CMGC delivery after

- District must make a written finding that the use of CMGC will accomplish one or more of the following objectives:
  - ***Reduce project costs***
  - ***Expedite the project's completion***
  - ***Or provide features not achievable through the design -bid-build method***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Legislative Basis for CMGC

CA Public Utility Code section 103393 et. seq.

Written Findings must be

- Made prior to the District entering into a CMGC contract
- Included as part of any application for state funds for the transit project


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Project Delivery Methods Evaluated

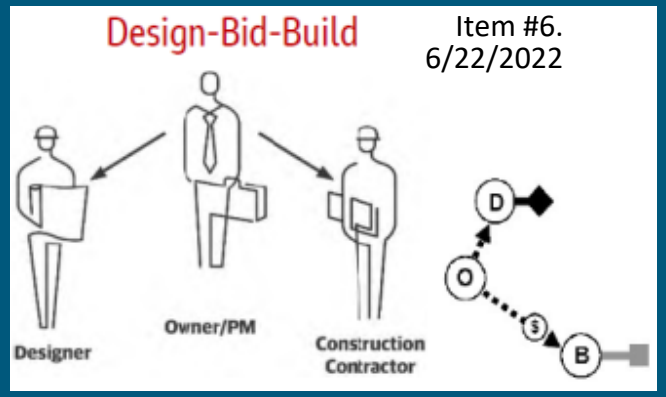
Design-Bid-Build (Traditional)

- Standard US project delivery method – provides the baseline delivery method
- Contractual obligations are well understood by design and construction industry
- Typically, the longest project delivery duration

Construction Manager/General Contractor (CMGC)

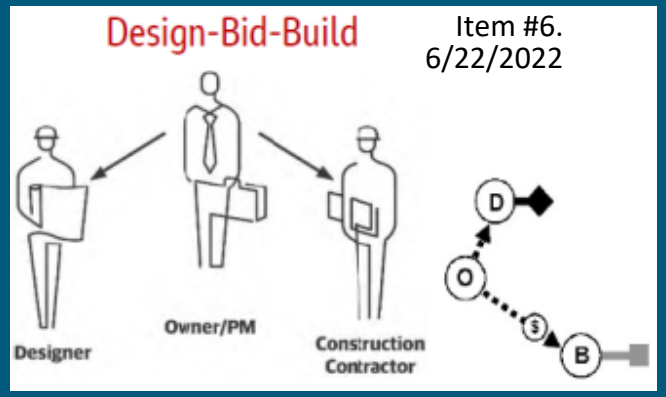
- Caltrain controls **Final Design**
- Maximizes cost savings opportunities – **commercial pricing**
- **Teamwork** develops during design reducing conflict risk during construction

Design-Bid-Build
Advantages



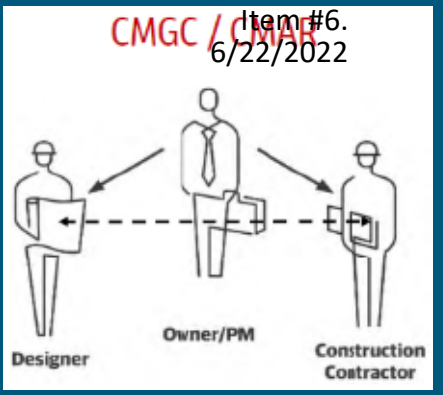
- Competitive bidding = **lowest initial price**
- Designer and contractor **"checks and balances"**
- Rights and obligations **well understood**
- Exemption from competitive bidding not required
  - No public hearing and record of findings

Design-Bid-Build
Disadvantages



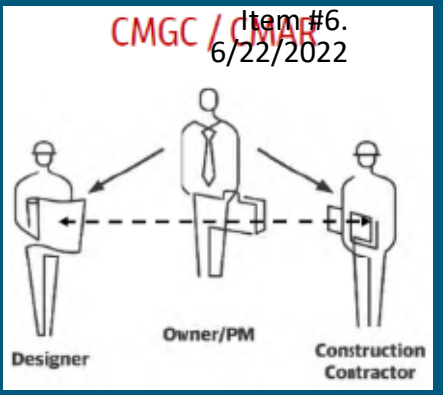
- Optimistic pricing = increased likelihood of **claims**
- **Eliminates communication** between Caltrain-Contractor on constructability, work plans, mean and methods, and phasing during final design
- **Risk of inadequate budget** for jurisdictional stakeholder expectations, QC, schedule control, etc.
- **Higher** Caltrain construction administration
- Potential to develop **adversarial positions**

CMGC Advantages



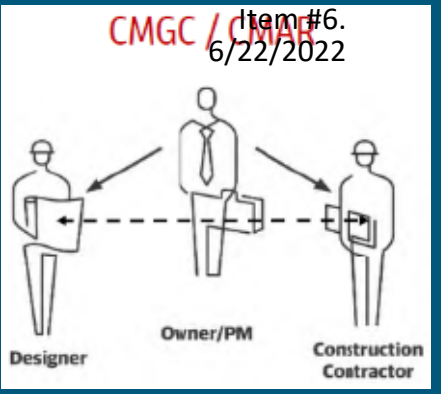
- Use of **weight criteria for selection** to match project demands
- Caltrain controls **final design**
- Maximizes potential cost saving opportunities **– commercial pricing**
- Caltrain influences **conduct of construction**
  - Analyze options to meet stakeholder and jurisdiction expectations
  - Commercial pricing of options
  - Contractor buy-in

CMGC Advantages



- **Competitive pricing**
  - **Open-book** evaluation of all costs
  - Appropriate **risk apportionment**
  - Sub-contracts are **low-bid**
  - Targeted **best value** to support diversity contracting
- **Claim risk reduced** due to early contractor involvement
- **Schedule flexibility** allows issue resolution
- **Teamwork** develops during pre-construction design phase, reducing conflict risk during construction

CMGC
Disadvantages



- CMGC **exemption requires** public hearing
- **Reduces competitive leverage** on General Conditions
- **Claims** may occur at **subcontractor level**

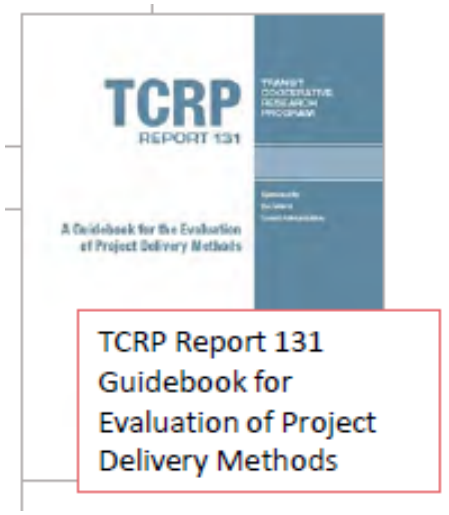
Project Delivery Workshop

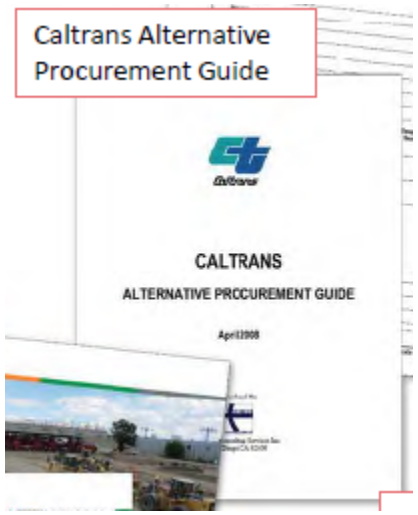
Objective

- Evaluate DBB vs CMGC
- Determine most appropriate delivery method

Participants

- Caltrain, City of Mountain View, and VTA staff





Evaluation Tools

- TCRP Report 131 Analytical Project Delivery Assessment
- Caltrans Modified Quantitative Project Delivery Method Selection

Valley Transportation Authority

City of Mountain View

Caltrain

Project Delivery Workshop - Results

Based on this project's **unique features and complexities**

Construction Manager/General Contractor delivery method **most appropriate choice**

Ranking or Scoring Method	Design-Bid-Build	Construction Manager General Contractor
TCRC Report 131 Analytical Method	45	62
Modified Caltrans Qualitative Method	42.2	132.2

CMGC Findings

Reduce Project Costs

Optimize Costs

- Provides total contract price (TCP)
- Provides less competitive leverage on general condition pricing

Secure competitive construction bids

- Owner has an off-ramp to competitively bid the construction phase if TCP agreement not reached with contractor

CMGC Findings

Expedite Project's Completion

Optimize overall schedule

- Achieves reduced delivery time by overlapping traditional DBB procurement tasks

Targeted construction schedule reductions

- Allows for early enabling construction work such as utility relocations and other site preparation work
- Allows for early procurement of long-lead items

CMGC Findings

Provide features not achievable under design bid build method

- Provide **early contractor input** to design to incorporate preferred construction means and methods and phasing
- Allows for **collaboration** between the owner, designer, and contractor to deliver project requirements
- **Early bid packages:**
  - Utility relocation
  - Procurement and/or fabrication of long-lead items
  - Advance bid package for discreet critical path items – like bridge foundations and tunnel sections

CMGC Schedule

Dates	Activity
July 2022	Board approval of CMGC Project Delivery Method
August 2022 – April 2023	RFQ/RFP for Construction Manager General Contractor Services
May 2023	Board approval to award CMGC Contract
June 2023	CMGC Contractor begins review of 65% Design package

Staff Recommendations

- **Make findings** that the use of CMGC will accomplish one or more of the required objectives pursuant to Public Utility Code Section 103395

- **Authorize use** of CMGC project delivery method

Questions

FOR MORE INFORMATION

WWW.CALTRAIN.COM