

Rengstorff Avenue Grade Separation Project

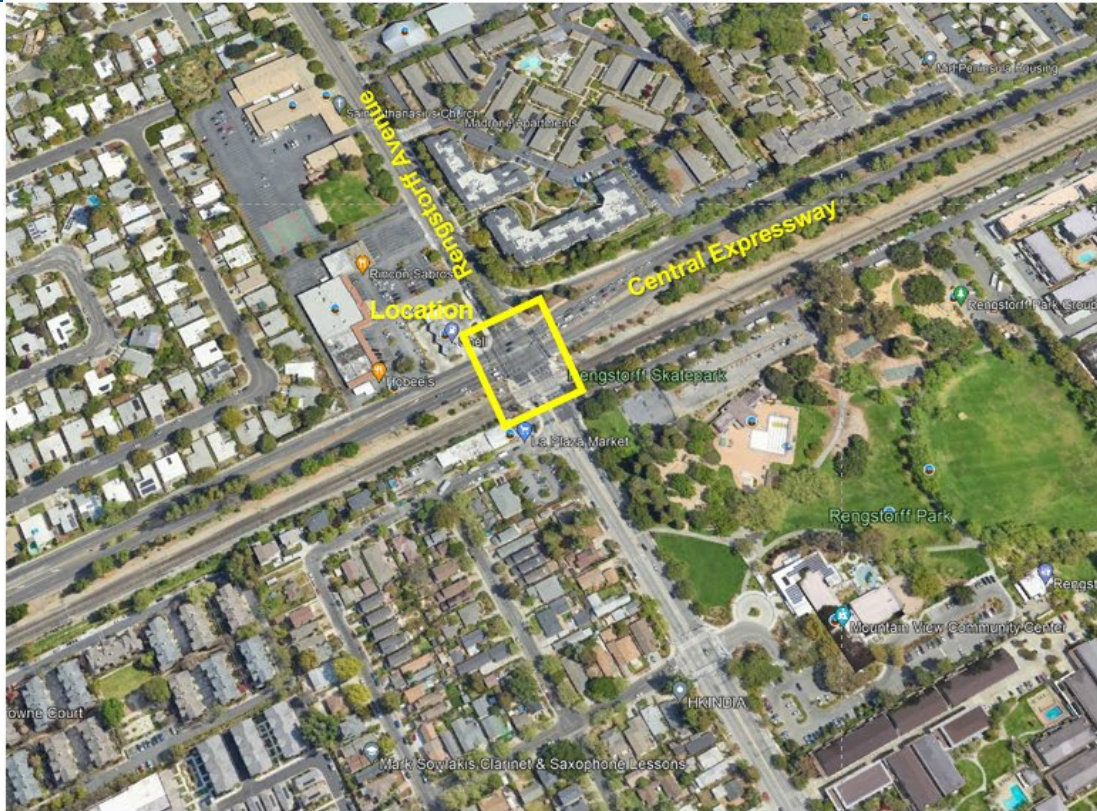
Project Delivery Strategy

JPB Board of Directors Meeting

May 4, 2023



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 Active Transportation Goals of Measure B Program

Project Elements



CONCEPTUAL RENDERING

- (1) Railway structure above the lowered Rengstorff Avenue;
- (2) Bicycle and pedestrian enhancements along Rengstorff Avenue and crossing Central Expressway;
- (3) Bicycle and pedestrian crossing above the lowered Rengstorff Avenue to provide east-west connection between the neighborhood and market on the west side of Rengstorff Avenue, and the Rengstorff Park on the east side;
- (4) Leland connector roadway and new intersection to maintain vehicular access to the neighborhood and the market on the west side of Rengstorff Avenue;
- (5) A replacement parking lot for the market on the west side of Rengstorff Avenue;
- (6) An American with Disabilities Act (ADA)-compliant pathway between Crisanto Avenue and Rengstorff Park and the lowered Rengstorff Avenue; and
- (7) An ADA-compliant pathway between the shopping center on the north side of Central Expressway and the lowered Central Expressway.



Overall Project Schedule

Dates	Activity
September 2023	Board approval of Final Design and CM/GC Contract
October 2023 to May 2025	Final Design
July 2025	CM/GC Price Proposal
October 2025 – October 2027	Construction
December 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



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***



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



Project Delivery Methods Evaluated

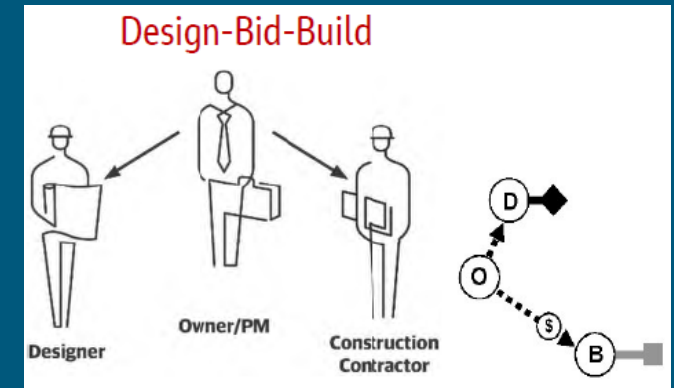
Design-Bid-Build (**Traditional**)

- 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**)

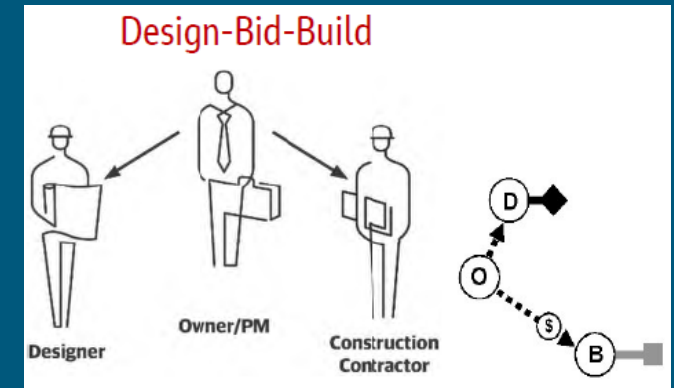
- Caltrain controls **Final Design**
- Maximizes cost savings opportunities – **commercial pricing**
- **Teamwork** develops during design reducing conflict risk during construction

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

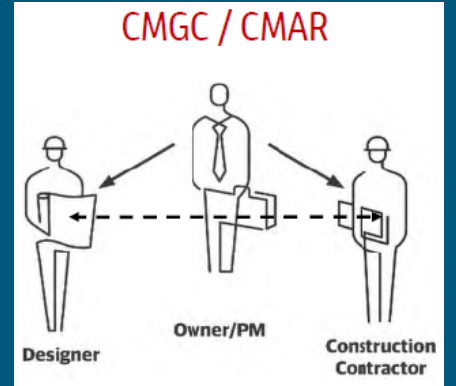
Design-Bid-Build Disadvantages



- Optimistic pricing = increased likelihood of **claims**
- **Eliminates communication** between Caltrain-Contractor on constructability, work plans, means 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

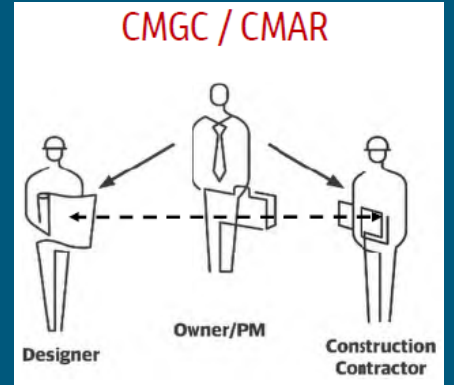
Advantages



- Use of **weighted 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

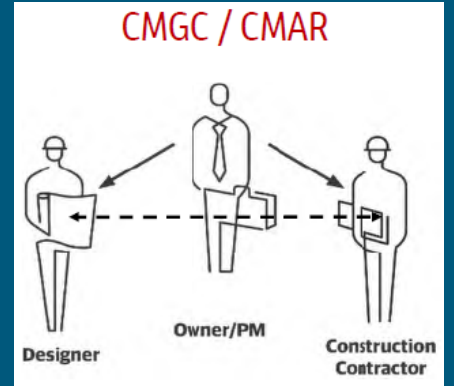
Advantages



- **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

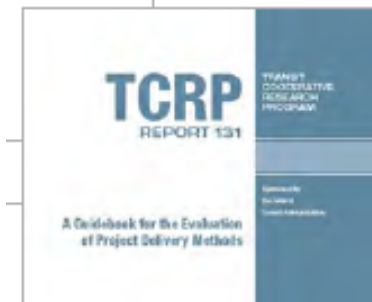
- Evaluate DBB vs CMGC
- Determine most appropriate delivery method

Participants

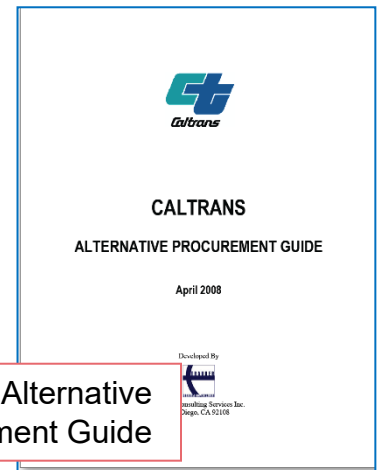
- Caltrain, City of Mountain View, and VTA staff

Evaluation Tools

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



TCRP Report 131
Guidebook for
Evaluation of Project
Delivery Methods



Caltrans Alternative
Procurement Guide



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	51	65
Modified Caltrans Qualitative Method	48	118



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

Staff Recommendations

1. **Make findings** that use of the Construction Manager/General Contract (CMGC) project delivery method for the Rengstorff Avenue Grade Separation Project (Project) will accomplish one or more of the following objectives: reduce project costs, expedite the project's completion, or provide features not achievable through the more traditional Design-Bid-Build (DBB) method, as required to utilize this project delivery method pursuant to Public Utilities Code section 103395.
2. **Authorize the use of the CMGC** project delivery method for the Project based on these findings; and
3. **Authorize** the Executive Director, or designee, to file any other required documentation and to take **any other actions necessary** to give effect to this action.

Questions



FOR MORE INFORMATION

WWW.CALTRAIN.COM

