



# Quincy Bus Maintenance Facility Project Update

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DECEMBER 2022



# AGENDA



CAPITAL PROJECT DELIVERY METHODS



DELIVERY METHOD EVALUTION CRITERIA



CM@RISK PROJECT PROFILE



CM@RISK SERVICES AND BENEFITS



QUINCY BUS MAINTENANCE FACILITY OVERVIEW



QUINCY BUS MAINTENANCE FACILITY CM@RISK CONTRACT APPROVALS



QUESTIONS

# Capital Project Delivery Methods

- Massachusetts General Laws – Public Construction Statutes
  - c30 – Public Works Projects (horizontal work) - low bid
  - c149 – Building Projects (vertical work) – filed subbid process
  - c149A – Design Build/Public Works (horizontal work) greater than \$5M
  - c149A – CM@Risk/Buildings (vertical work) greater than \$5M
- MBTA
  - Has a statutory exemption from C149
  - Only State Agency allowed to use c30 for a building project
  - Delivery Choices for Building Projects are:
    - c30 (GC/low bid), or
    - c149A (CM@Risk/GMP)

# MBTA Criteria to Assess Capital Project Delivery Methods

- SAFETY
- SCHEDULE
- COMPLEXITY
- OPERATIONAL IMPACT
- BUDGET
- CONTROLLING COSTS
- QUALITY
- CONTRACTUAL RELATIONSHIPS


# CM@Risk Project Profile

- Must be a Building Project valued at greater than \$5M
- Project will benefit from construction input during design.
- Desire to select the Contractor based on qualifications not low price.
- Project will benefit from the early procurement of long lead items.
- Project is complex and will benefit from construction planning and logistics and constructability analyses during design.
- Project has site constraints and the potential to impact operations and would benefit from BIM and implementing phased construction.
- Need for increased cost control and a reliable construction cost estimate and will benefit from ongoing cost estimating and budget reconciliations during design.




**CM@Risk  
Services &  
Benefits**

<b>Item</b>	<b>CM@Risk</b>
Pricing	<ul style="list-style-type: none"><li>• Statute and MBTA Procedures require a Guaranteed Maximum Price (GMP).</li><li>• Qualifications &amp; assumptions requested by the CM will be reviewed and negotiated and if accepted will be included in the contract.</li></ul>
Budgeting	<ul style="list-style-type: none"><li>• In the process of establishing a revised scope and budget and will implement strict budgeting protocols - continuous estimating/reconciliation efforts.</li></ul>
Cost Accounting	<ul style="list-style-type: none"><li>• Open book cost accounting is required.</li></ul>



**CM@Risk  
Services &  
Benefits**

<b>Item</b>	<b>CM@Risk</b>
Cost Estimating	<ul style="list-style-type: none"><li>• Open book.</li><li>• Cost reconciliations at 60%, 90%, &amp; 100% design.</li><li>• No pre-defined ranges of acceptability.</li></ul>
Multipliers and Other Mark-ups	<ul style="list-style-type: none"><li>• Contract identifies reimbursable cost items and allowable mark-ups.</li><li>• Contract caps subcontractor mark-ups.</li></ul>
Subcontracting	<ul style="list-style-type: none"><li>• C149a requires trade contractor and subcontractor bid processes.</li><li>• Filed Sub Bid process is required for Trade Contractors.</li><li>• MBTA's bid process is required for other subcontractors.</li><li>• 80 to 85% of costs are determined by competitive bid.</li><li>• CM does not self-perform.</li></ul>



**CM@Risk  
Services &  
Benefits**

<b>Item</b>	<b>CM@Risk</b>
Preconstruction Services	<ul style="list-style-type: none"><li>• Will be a highly collaborative &amp; process.</li><li>• Focused on finalizing design to meet program needs and budget.</li><li>• Identify high-risk items &amp; determine appropriate mitigation.</li></ul>
Value Engineering	<ul style="list-style-type: none"><li>• The VE process will start in the CM selection process by asking shortlisted CM's for ideas in their proposal/interviews.</li><li>• Descoping process is being developed with an understanding of being open to VE suggestions.</li></ul>
Design Management	<ul style="list-style-type: none"><li>• Design team will be required to design to the MBTA budget.</li><li>• CM will work with the MBTA and the Designer in preconstruction to identify a program that meets the core needs of the facility within the budget.</li><li>• Support the MBTA's structured scope review process for recommended design changes in order to get within established budget and to continually manage scope creep and budget busts.</li></ul>



# Quincy Bus Maintenance Facility Overview

- Selection of Project Delivery Method
- Advertise Construction – C30 Bid Process - February 2022
- Construction Bids – Received May 2022
- Engineer's Estimate - \$280M  
2 Bids - \$360M each
- Cancelled C30 Procurement – May 2022
- Building program and value management discussions – starts June 2022 and ongoing today
- Decision to use CM@Risk – June 2022
  - Expands pool of contractors that typically deliver buildings for major public and private owners
- Request for Statements of Qualifications from Construction Managers – August 2022
- Shortlist 3 CM firms – October 2022
- Proposals and Interviews – December 2022
- Selection of CM firm – December 2022

# CM@Risk Contract Approvals

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Date	January - 2023	May-2023	July-2023	November - 2023
Contract Action	Initial Contract Award	Amendment 1 Interim GMP	Amendment 2 Interim GMP	Amendment 3 Final GMP
Scope	Preconstruction Services	Columbia Street Extension	Early Package Site, Foundation, Steel, Long Lead Materials	Full Scope of Final Design
Authorization Level	Delegated Authority	Delegated Authority	Board Approval	Board Approval

Questions?