



U.S. Department
of Transportation



TURNKEY EVALUATION GUIDELINES



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for
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PREFACE

The "Turnkey" method is "an innovative procurement technique in which a public entity contracts with a single private entity to deliver a complete and operational product, such as a fixed guideway system or extension of an existing system." ISTEA (The Intermodal Surface Transportation Efficiency Act of 1991) authorized the FTA (Federal Transit Administration) to select two or more transit projects to participate in the Turnkey Demonstration Program. Five projects ultimately were selected: Baltimore Phase II Central Light Rail Line, Los Angeles Union Station Gateway, San Francisco Bay Area Rapid Transit Airport Extension, San Juan, Puerto Rico Tren Urbano, and New Jersey Hudson-Bergen Light Rail.

The FTA is responsible through Section 3019 of ISTEA to report to Congress on the progress of the demonstration program, the identification of the associated turnkey guideline modifications and the results of the comparative cost and schedule differences between the conventional and turnkey projects. To assist FTA in meeting this legislative requirement, various turnkey program industry outreach workshops have been convened including: the Engineering and Procurement Turnkey Roundtable Seminar (February 1993); Transit Agency Senior Management Turnkey Roundtable Seminar (March 1993); Turnkey Finance Roundtable Seminar (April 1993); FTA/APTA Turnkey Evaluation Workshop (June 1993); Contracting and Finance Workshop (March 1994); Design and Construction Workshop (May 1995) and, Risk Management Workshop (February 1996). Also, sponsoring agency workshops were conducted in Baltimore (October 1993), San Juan (November 1994), Los Angeles (May 1995) and Oakland, California (June 1995).

This document was prepared as part of the oversight function of the FTA Turnkey Demonstration Program. The report will be used to assist the FTA in the integration of data and information gained from each of the turnkey demonstration projects into a report to Congress. The report is authored by Douglass B. Lee and Terrence M. Sheehan, with assistance from Philip A. Mattson (all from the John A. Volpe National Transportation Systems Center) and Richard J. Lobron (Lobron Consultancy), under the guidance and critical review of Edward L. Thomas, Chief of the Capital Development Division, and Salvatore Caruso, of the Federal Transit Administration, Office of Planning.