

WELCOME - Design Services for Central Valley Stations Pre-Bid

- **Pre-Bid: 11:00 a.m. – 12:00 p.m.**
- **Break: 12:00 p.m. – 1:00 p.m.**
- **Small Business Workshop: 1:00 p.m. – 2:30 p.m.**
 - » Informational workshop hosted by the Authority's Small Business Team
 - *A detailed overview of the Small Business Program*
 - *Information on small business compliance*
 - *A certification workshop with the Department of General Services and the Department of Transportation*
 - *A Small Business Q & A session*
 - » Access SB Workshop via this same Zoom link

PRE-BID AGENDA

- **HSR Project Overview**
 - » Brian Annis, Chief Financial Officer
- **Small Business Program Overview**
 - » Ashley Mistler, Small Business Advocate, Small Business Program
- **Procurement Overview**
 - » Meg Cederoth, Director of Planning and Sustainability
- **Organizational Conflict of Interest Policy**
 - » Lisa Crowfoot, Attorney IV, California High-Speed Rail Authority's Legal Office

PROCUREMENT PROCESS DETAILS

Station Design Services

- **Design Services for Central Valley Stations Webpage**

- » <https://hsr.ca.gov/business-opportunities/contractors/design-services-for-central-valley-stations/>

- » Or: hsr.ca.gov > Business Opportunities > Design Services For Central Valley Stations

- » Will Include:

- *Presentation PowerPoint*
- *Event Video*
- *Event Registrant List*

- **California State Contracts Register Event Webpage**

- » www.caleprocure.ca.gov/event/2665/0000023121

- » Will include:

- *Responses to Questions*
- *RFQ Updates*

- **Submit questions to CapitalProcurement@hsr.ca.gov**

- **Questions due by: Thursday, May 19, 2022**

HOW TO ASK A QUESTION

- **Station Design Procurement Questions:**
 - » CapitalProcurement@hsr.ca.gov
- **Small Business Program Questions:**
 - » SBAAdvocate@hsr.ca.gov
- **Organizational Conflict of Interest Questions:**
 - » Legal@hsr.ca.gov



CALIFORNIA
High-Speed Rail Authority

Requests for Qualifications for Design Services for Central Valley Stations

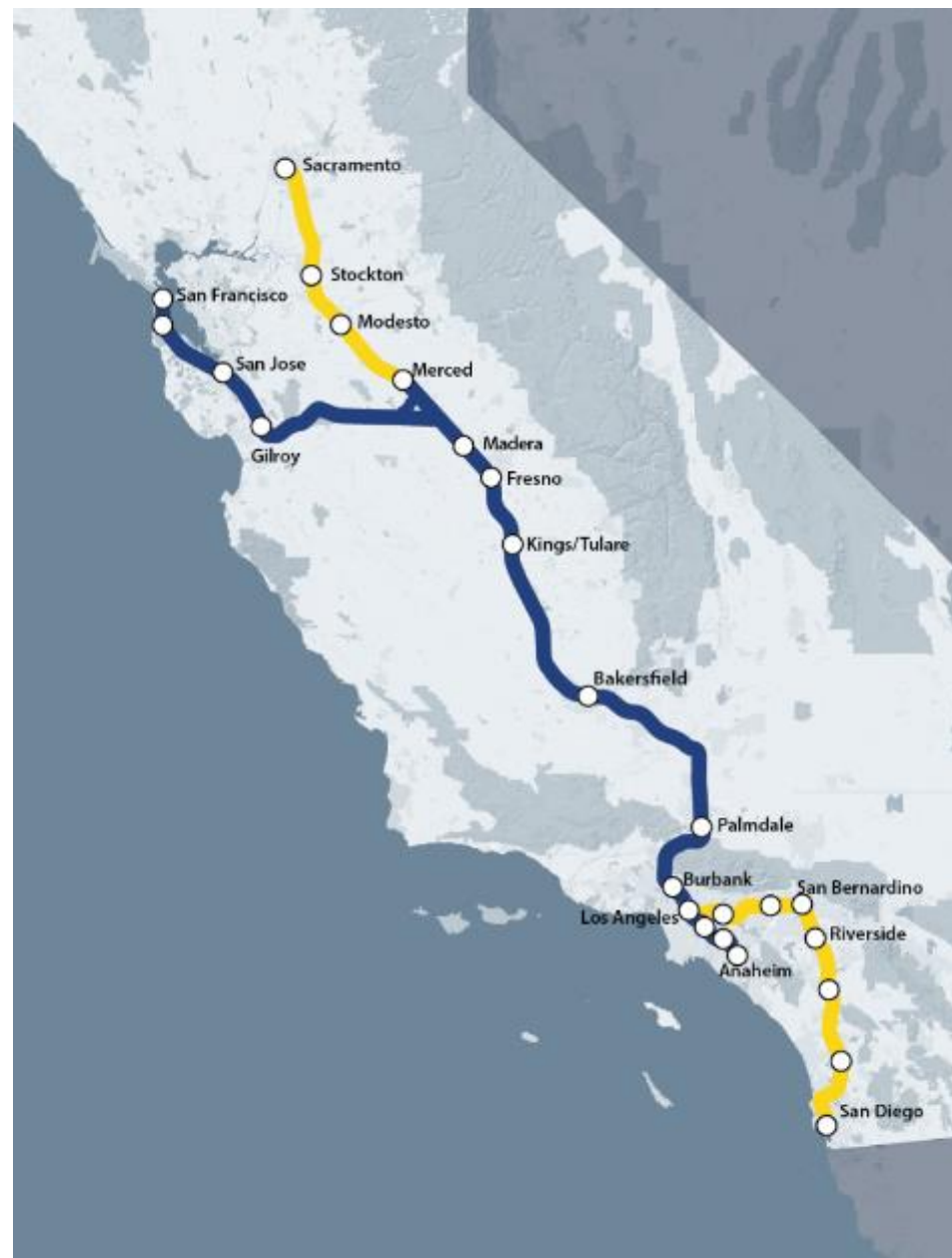
HSR Project Overview

Brian Annis

Chief Financial Officer

MISSION

- To initiate the construction of a high-speed train system that utilizes an alignment and technology capable of sustained speeds of 200 miles per hour or greater.
- Three principles guide our decisions:
 - » Initiate high-speed rail service in California as soon as possible.
 - » Make strategic, concurrent investments that will be linked over time and provide mobility, economic and environmental benefits at the earliest possible time.
 - » Position ourselves to construct additional segments as funding becomes available.



CONNECTING CALIFORNIA

Program Highlights

- **Mission:**
 - » To initiate the construction of a high-speed train system that utilizes an alignment and technology capable of sustained speeds of 200 miles per hour or greater.
- **Phase 1**
 - » 494 Miles
 - » San Francisco to Los Angeles/Anaheim
- **Phase 2**
 - » After Phase 1 - Extends 300 Miles
 - » Connections to Sacramento and San Diego

**Travels at approximately 200 mph
Up to 24 Stations**



SUBJECT TO CHANGE - AUGUST 2021

2022 Progress

- Today:

- » 380 miles environmentally cleared
 - *Bay Area (San Jose) to LA County (Palmdale)*
- » 119 miles under construction
- » Commitment to complete the Merced to Bakersfield initial operating segment
- » Caltrain electrification construction underway
- » Funding committed for LAUS improvements
- » Advance station planning



BUILDING BLOCK APPROACH

Projects Underway

- **Today:**

- » 119 Miles Under Construction
- » Environmentally Clearing Full 500 Miles Between SF and LA – Approximately 300 Miles Cleared
- » Bookend Projects:
 - *Caltrain Electrification*
 - *LAUS Improvements*
 - *Grade Separations*

- » Station Planning
- » MOU with Brightline West



Updated: Jan. 2022

PROGRAM UPDATE

Highlights

- **7,800+ Construction Jobs Created Since Construction Began**
 - » 1,000+ Construction Workers Dispatched to Sites Daily
 - » 34 Active Construction Sites
- **699 Small Businesses Employed**
 - » 224 are Disadvantaged Business Enterprises
 - » 79 Disabled Veteran Business Enterprises
- **CA High-Speed Rail will be 100% Electric Run on Renewable Energy**
 - » Currently Using Tier IV Equipment
 - » Will Reduce VMT by taking 400k cars off the road annually



ENVIRONMENTAL WORK ADVANCING

Schedule For Records of Decision

Project Section	Draft EIR/EIS	Projected ROD Date
Bakersfield to Palmdale	Complete (February 2020)	Complete (August 2021)
Burbank to Los Angeles	Complete (May 2020)	Complete (January 2022)
San José to Merced	Complete (April 2020)	Complete (April 2022)
San Francisco to San José	Complete (July 2020)	Q3 2022
Palmdale to Burbank	Q2 2022	Q2 2023
Los Angeles to Anaheim	Q4 2022	Q4 2023

CONSTRUCTION PACKAGES

119-Miles of Construction

- **CONSTRUCTION PACKAGE 1**
 - » 32 Miles – Northern Segment
- **CONSTRUCTION PACKAGE 2-3**
 - » 65 Miles – Middle Segment
- **CONSTRUCTION PACKAGE 4**
 - » 22 Miles – Southern Segment



WHAT IS AHEAD

- **With State Funds and New Federal Funds from the Bipartisan Infrastructure Bill, the Authority will work to:**
 - » Deliver an electrified, two-track initial operating segment connecting Merced, Fresno and Bakersfield as soon as possible
 - » Invest statewide to advance engineering and design work as every project section is environmentally cleared
 - » Leverage new federal and **state funds** for targeted statewide investments, particularly in shared corridors in the Bay Area and Los Angeles Basin
 - » Advance a longer-term funding strategy to extend high-speed rail beyond the Central Valley to the Bay Area as soon as possible



California High-Speed Rail Authority

Small Business Program Overview

Ashley Mistler

Small Business Advocate

Small Business Program

SBAadvocate@hsr.ca.gov



Small Business Program

30 % Small Business
Participation Goal:

» **10% DBE**

(Disadvantaged Business Enterprises)

» **3% DVBE**

(Disabled Veteran Business Enterprises)



Commitment to Diversify

Small Business Certification Overview

Certifications That Count Toward the Overall Goal:

- **California Department of General Services**
 - Small & Micro Businesses (SB / MB)
 - Disabled Veteran Business Enterprises (DVBE)
 - Small Business for Public Works (SB-PW)

state
- **California Unified Certification Program**
 - Disadvantaged Business Enterprises (DBE)

federal
- **US Small Business Administration**
 - 8(a) Disadvantaged Business Program



Small Business Teams

Exclusivity

- » There is no prohibition against Subconsultants/Subcontractors being exclusive to one Offeror, however, exclusivity is strongly discouraged for SB/DBE/DVBE Subconsultants/Subcontractors



Connect HSR

High-Speed Rail Vendor Registry

Free Online Tool to Connect with Business Opportunities

Open to All Businesses, Large & Small

- **List Your Business:**
 - Type of Business
 - Services Offered or Supplies Sold
 - Service Counties
 - Certifications
- **Learn About:**
 - Future Contracting Opportunities
 - Trainings/Workshops
- **Register At:**
 - www.connecthsr.com





CALIFORNIA
High-Speed Rail Authority

Requests for Qualifications for Design Services for Central Valley Stations

Procurement Overview

Meg Cederoth

Director of Planning and Sustainability

Station Design Services for Central Valley Stations

Agenda

Purpose

Stations Overview

Scope of Work & Scope of Services

Contract Terms

Procurement Schedule

Design Services For Central Valley Stations

- The California High-Speed Rail Authority Board of Directors approved the release of a Request for Qualifications (RFQ) for Design Services for Central Valley Stations
 - » This RFQ will result in selection of architectural and engineering consultant services qualified to progress design for the first four (4) high-speed rail stations through commissioned facilities, ready for customer service.
 - » The first Notice To Proceed (NTP 1) will progress design work for all 4 stations to configuration footprint and will include value engineering, cost refinements, materials and physical scope refinements, right-of-way confirmation, and utility relocation requirements.
 - » A second NTP will be issued for the remaining design services through completed, commissioned facilities ready for customer operation.

Station overview

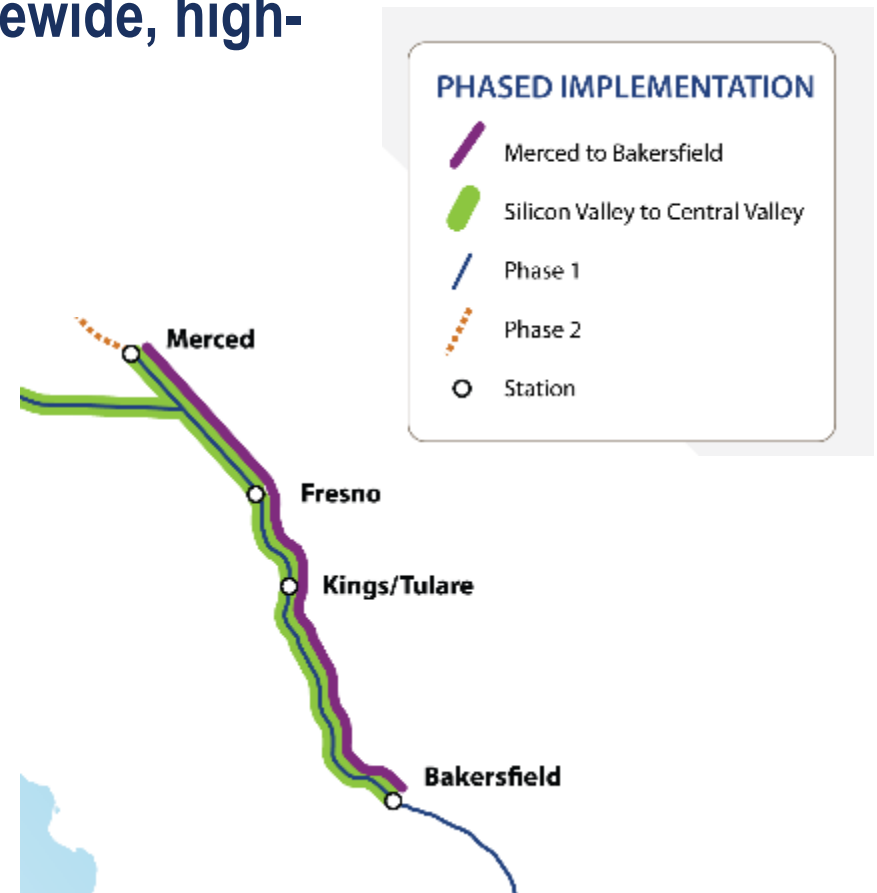


4 Central Valley Stations

Stations and Footprints

4 Stations complete the Initial Operating Segment, the first operating phase of the statewide, high-speed rail system.

- Merced
- Fresno
- Kings/Tulare
- Bakersfield



Merced



Fresno

Advance design work to confirm station footprint; coordinate closely with local partners.

Fresno Station
March 2022





Kings-Tulare

Refine station site footprint through design, lay out station facilities in new location with emphasis on sustainability and local transit access.

Kings/Tulare
Station
March 2022



Kings-Tulare



Bakersfield



Scope of Work & Scope of Services



Contract Structure & Work Overview

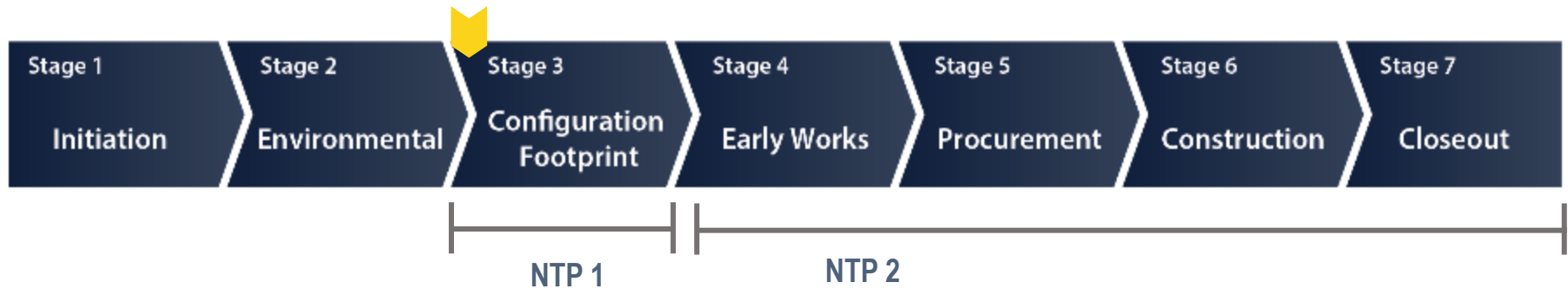
Design Services for Central Valley Stations

- The Authority has chosen a **Design-Bid-Build** delivery method for the stations; the procurement will be for comprehensive design services.
- This Request for Qualifications (RFQ) is for a comprehensive set of design services, qualifying offers across all the activities necessary to have functional customer facilities.

Contract Activities	Staged Delivery
Activity 1: Contract Administration	Stage 3
Activity 2: Pre-Design Services	Stage 3
Activity 3: Design Services <i>Schematic Design</i> <i>Design Development</i> <i>50% Construction Documents</i> <i>100% Construction Documents</i> <i>Regulatory Approvals</i>	Stage 3-4
Activity 4: Bid Support	Stage 5
Activity 5 & 6: Construction & Commissioning Support	Stage 6 & 7

Scope of Services within Staged Delivery

Design-Bid-Build delivery within staged delivery



Key Milestones

- » Programmatic Environmental Impact Statement
- » Phase 1 station footprint Record of Design (ROD)
- » Complete ROW
- » Relocate utilities
- » Procure Contractor
- » Complete construction
- » Close out contracts
- » Establish Basis of Design
- » Post-ROD / pre-design planning coordination
- » Approve third party agreements
- » Initiate environmental permits
- » Complete testing & commissioning
- » Complete as-builds and documentation
- » Project handover to Authority
- » Complete final design

Scope of Work

Physical station components necessary for final testing and passenger service

Elements required for functional passenger service:

1. Platforms
2. Canopies
3. Circulation & Concourse
4. Functional areas & initial crew spaces
5. Site: Parking (ADA, Bike, Automobile)
6. Site: Bus stops and other transit facilities
7. Site: Pick up and Drop off
8. Station access, particularly roadways

Future proofing design work includes:

1. Station Headhouse
2. Functional spaces (crew space, other)
3. Structured parking
4. Transit facilities
5. Additional roadway access

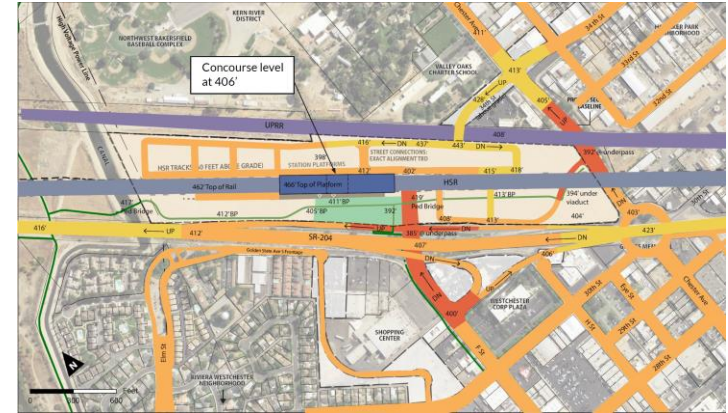


To best locate **day-one** station requirements, the designer must analyze ridership requirements of **future** phases. This 'future proofs' station facilities and utilities, avoiding throwaway and rework

Site Planning Activities

Studies to support site layout and long-term land use effects

- **Pre-Design and Design activities include studies and analysis that clarify the underlying infrastructure needs of the site over the long term**
- **District-scale sustainable development strategy with underlying utility (energy, water, wastewater, reclaimed/treated water, other) study**



Contract terms



Scope of Services

Procurement is for the entire range of design which provides maximum flexibility

- **The contract will be structured by NTPs in alignment with authorized funding.**

- » NTP 1: \$35.3 Million
- » NTP 2: \$24-36 Million (additional)

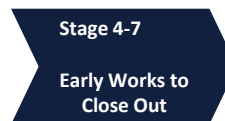


- **Scope of Services for NTPs**

- » NTP 1: Configuration milestone for each station
- » NTP 2: Final Design through Commissioning & Handover

- **Contract will be managed by Task Orders within each NTPs**

- » Task Orders by Station and by Activity
- » NTP 2 timing for certain stations that advance more quickly through design activities may overlap with NTP 1 for other stations



- **NTP 1 scope through Configured Footprint includes:**

- » Site analysis, investigation, planning and access design;
- » ROW acquisition necessary for all station sites to resolve design and cost questions;
- » Advance design to a minimum of 30% with value engineering and cost estimates for a preferred station concept;
- » Site-adapt the existing 30% canopy design to each station location and confirm extent and materials choices;
- » Configuration of the preferred concept;
- » Environmental clearance (if necessary); and
- » Refined cost estimates useful for BP2024 (if preferred).

Term: Thirty months, up to \$35.3 million

- **NTP 2 will be issued for the remaining design services.**

Term: Five years (through 2028), approximately \$36 million

Work to be done concurrent with NTP-1, though scope will not overlap.

This allows for any one station to advance to final design without delay

Selected designer will design the physical components of the station required for a functional passenger station: safe access to the system and sufficient for commercial operations.

Interfaces With Other Activities

- **Merced:**

- » Station designer will receive information from the environmental study activities associated with a refined location.
- » Station designer's work will start from the cleared footprint and massing.
- » Station designer will coordinate & serve as a stakeholder in the station **area** planning work.
- » Station designer will interface closely with the infrastructure designer (M2M).

- **LGA Extension:**

- » Station designer will interface with the infrastructure designer (LGA), particularly to confirm mezzanine and other station facility interfaces with the viaduct structure.
- » Station designer will be responsible for the design of all station roadway access facilities including the F Street /204 interchange.

- **Track and Systems:**

- » Station designer will interface with the TS contractor on the alignment of the platform with the station tracks.
- » Station construction must be carefully sequenced with track and systems and testing.

- **Central Valley existing Construction Packages:**

- » Station designer will receive work from CP1 on Fresno station site work associated with the infrastructure.
- » Station station designer will receive design work from CP23 on the Kings-Tulare station (Hanford Viaduct).

DESIGN SERVICES CONTRACTS

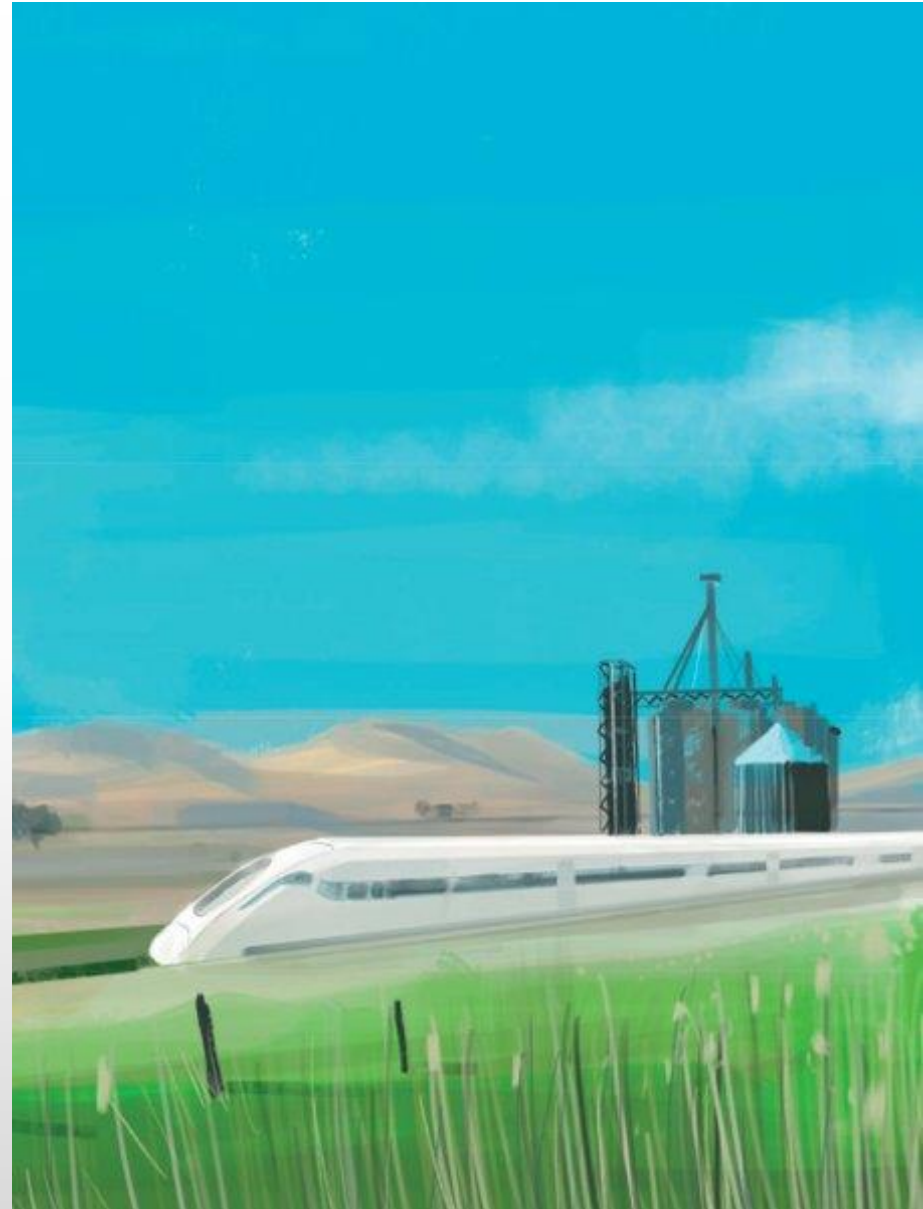
Evaluation of the RFQ

- **Evaluation**

- » This is a qualifications-based procurement. The actual contract amount will be negotiated, and a recommendation presented to the Board for consideration to award.
- » The Authority will evaluate teams for the full scope of work but only execute NTP 1 at this time, consistent with Expenditure Authorization approved by the Board in December 2021.
- » Pre-award reviews will be conducted concurrently with negotiations prior to execution.
- » Environmental, social, and governance (ESG) efforts, which may include any environmental sustainability efforts, socio-economic equity policies, and governance policies, are incorporated as a pass/fail requirement in the Request for Qualifications.
- » Offerors shall provide information on their ESG efforts which may include any efforts, policies, or reports.
- » Small business, Disadvantaged Business Enterprise (DBE), and Disabled Veteran Business Enterprise (DVBE) utilization goals are also included in the requirements.
- » 30% Small Business utilization goal, inclusive of 10% DBE utilization goal, and 3% DVBE utilization goal.

SUSTAINABILITY POLICY

“The Authority will deliver a sustainable high-speed rail system for California that serves as a model for sustainable rail infrastructure. The Authority has developed and will continue to implement sustainability practices that inform and affect the planning, siting, designing, construction, mitigation, operation, and maintenance of the high-speed rail system.”



Procurement schedule



Central Valley Design Services

The anticipated schedule for this procurement is intended to allow for the contract to be executed and issue NTP 1 in September of 2022.

Proposed Procurement Schedule:

RFQ Activity	Date
RFQ advertised on Cal eProcure	April 29, 2022
Pre-Bid Conference	May 12, 2022
SOQs due	July 19, 2022
Anticipated Notice of Proposed Award Released	August 8, 2022
Presentation to Board: Contract Award	October 20, 2022
Contract Execution and Notice to Proceed (NTP 1)	October 2022

Questions and resources

Written questions regarding the procurement can be emailed to:

- capitalprocurement@hsr.ca.gov

Answers to questions and any RFQ updates will be posted to Cal eProcure.

Station Design for Central Valley Stations webpage:

Can be found by going to: hsr.ca.gov

- Select *Business Opportunities*, listed under *Contractors*
- Registration list and PPT will be posted to the webpage

Business Opportunities

California's high-speed rail program offers numerous contracting opportunities across a broad spectrum of services and materials. The Authority also maintains a 30 percent small business participation goal, and those businesses are playing a major role in building the program.

GENERAL INFO

- [Community Benefits Agreement](#)
- [Cal eProcure](#)
- [National Competitive Bid Recovery Act Reporting](#)
- [Organizational Conflict Of Interest Policy](#)
- [Unsolicited Proposal Procedures](#)

SMALL BUSINESS PROGRAM

- [Overview](#)
- [Get Connected](#)
- [ConnectHSR - Vendor Registration](#)
- [ConnectHSR - Vendor Search](#)
- [Policy & Program Plan](#)
- [Business Advisory Council](#)
- [Info Center](#)
- [Newsletter](#)
- [Small Business Assistance Form](#)

CONTRACTORS

- [Contracts Out for Bid](#)
- [Design-Build Construction Packages](#)
- [Design Services for Central Valley Stations](#)
- [Design Services for Locally Generated Alternates](#)
- [Design Services for Merced to Madera](#)
- [Program Delivery Support](#)
- [Track & Systems](#)



CALIFORNIA
High-Speed Rail Authority

Requests for Qualifications for Design Services for Central Valley Stations

Organizational Conflict of Interest Policy

Lisa Crowfoot

Attorney, California High-Speed Rail Authority's Legal Office

OCOI POLICY DEFINITION

An “Organizational Conflict of Interest” is defined as:

“...a circumstance arising out of a Contractor’s existing or past activities, business or financial interests, familial relationships, contractual relationships, and/or organizational structure (i.e., parent entities, subsidiaries, Affiliates, etc.) that results or would result in:

- impairment or potential impairment of a Contractor’s ability to render impartial assistance or advice to the Authority or of its objectivity in performing work for Authority
- an unfair competitive advantage for any Contractor bidding or proposing on an Authority procurement, or
- a perception or appearance of impropriety with respect to any of the Authority’s procurements or contracts or a perception or appearance of unfair competitive advantage with respect to a procurement by the Authority (regardless of whether any such perception is accurate).”

WHY IS AN ORGANIZATIONAL CONFLICT OF INTEREST (OCIO) POLICY NECESSARY?

- **As the U.S. Supreme Court explained in the context of a federal conflict of interest statute, conflict of interest rules are:**
 - » “...directed not only at dishonor, but also at conduct that tempts dishonor. This broad proscription embodies a recognition of the fact that an impairment of impartial judgment can occur in even the most well-meaning men when their personal economic interests are affected by the business they transact on behalf of the Government.” (United States v. Mississippi Valley Co. (1961) 364 U.S. 520, 549, 81 S.Ct. 294, 5 L.Ed.2d 268, emphasis added)
- **The OCOI Policy:**
 - » Fulfills the Authority’s federal grant agreement obligations, which require procedures for identifying and preventing real and apparent organizational conflicts of interest
 - » Complies with state and federal law, including procurement laws, regulations, court and administrative decisions, and best practices
 - » Ensures a fair and transparent procurement process, maximizes competition and minimizes exposure to bid protests and litigation

ORGANIZAITONAL CONFLICTS OF INTEREST

- Two general situations in which an organizational conflict of interest will be found to exist for a contractor:
 - 1. A contractor has an unfair competitive advantage**
 - » Example: A contractor has inside or non-public information about a procurement
 - » Example: A contractor provides services related to a procurement and then bids on it
 - 2. A contractor's objectivity in performing its contractual obligations for the Authority would be compromised such that it could not provide impartial assistance**
 - » Example: A contractor on Contract A is in a position to oversee its own work on Contract B and mitigation is not possible

THE POLICY HAS NECESSARY FLEXIBILITY

- The Policy states that “the Authority recognizes that its goals must be balanced against the need to not unnecessarily restrict the pool of potential proposers or bidders available to participate in Authority procurements and contracts.”
- If a potential conflict is recognized, the Policy requires consideration of numerous factors to determine whether the contractor may participate in the contract and whether any mitigation or safeguards may be implemented to permit participation despite a conflict.
- Such safeguards can be applied where appropriate to allow participation and include measures like ethical walls and release of work product.
- Contractors are generally not “conflicted” out simply because they’ve done prior work on the Project.
- Many contractors do work on several different areas of the Project under separate contracts. The majority of OCOI determinations find that a contractor may participate in the desired procurement and/or contract.

HOW TO REQUEST AN OCOI DETERMINATION

- Requests for Organizational Conflict of Interest determinations should be submitted to the Authority's Chief Counsel, Alicia Fowler, at Legal@hsr.ca.gov, referencing the relevant procurement
- Any questions about the Authority's OCOI Policy may also be directed to Legal@hsr.ca.gov
- The Authority's OCOI determination process includes the following steps:
 - » After the request is received, an investigation and analysis, including potential mitigation options, is performed by the attorneys
 - *The requestor will often be asked for additional information and/or documents necessary for the OCOI determination*
- After the analysis is completed, the Chief Counsel makes the final determination and informs the requestor by letter, which discusses the relevant facts and applicable Policy provisions
- A requestor who does not agree with an OCOI determination, may contact the Chief Counsel to raise additional relevant facts and information

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PROCUREMENT PRE-BID WRAP UP

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- **Organizational Conflict of Interest Questions:**
 - » Legal@hsr.ca.gov

REMINDER: Small Business Informational Workshop will begin at 1:00pm via this same Zoom link