



CALIFORNIA
High-Speed Rail Authority

RAIL DELIVERY PARTNER

Scott Jarvis PE, Deputy Chief Program Manager

Board of Directors Meeting

Agenda Item #3

November 18, 2014



CURRENT MODEL: PROGRAM MANAGEMENT TEAM (PMT)

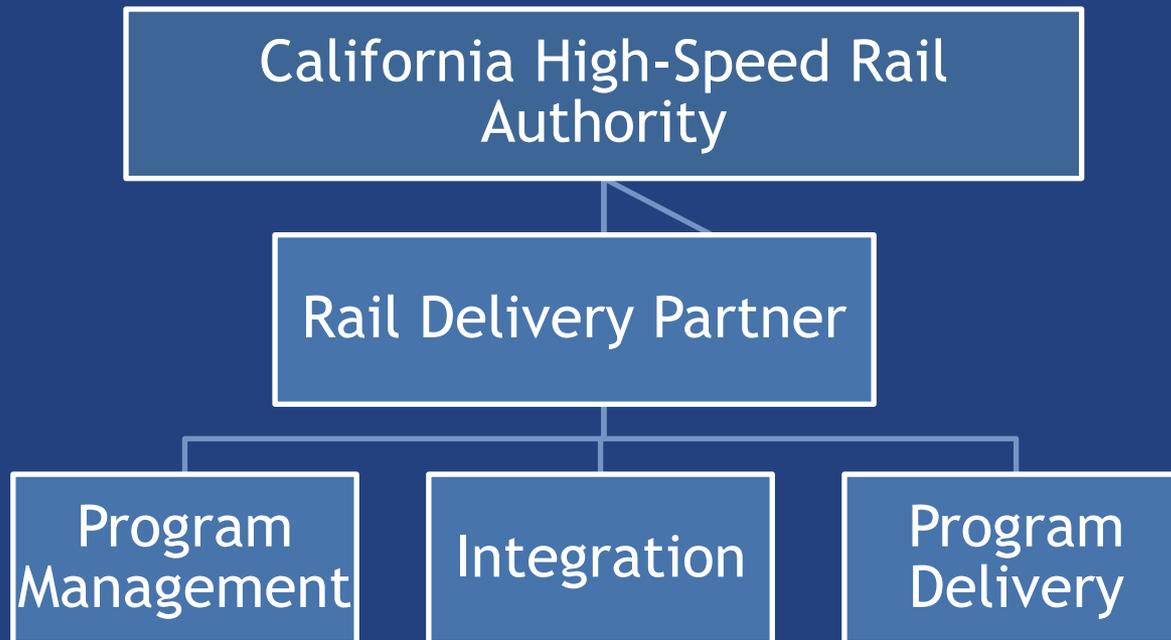
- **Plays a Lead Role in Program Management**
- **Supports:**
 - » Implementation Planning
 - » Preliminary Engineering
 - » NEPA/CEQA Compliance
 - » Environmental Services
 - » Engineering Services
 - » Procurement
 - » Construction Management Services

NEW MODEL: REFLECTS EVOLUTION OF PROGRAM

- **Significant Progress Over the Past Two Years**
- **Expanding from Planning and Preliminary Design Phase to Include Program Delivery and Operations**
- **Accelerating Sections Concurrently to Deliver System Sooner**
- **New Model to Include Management, Integration and Delivery:**
 - » Delivery & System Integration
 - » Seismic & Tunneling
 - » Alternative Delivery
 - » High-Speed Rail Systems
 - » Procurements & Contracts
 - » Operations & Maintenance
 - » Etc.

RAIL DELIVERY PARTNER (RDP)

- Plays a Lead Role in Program Management AND Program Delivery
- Enhances Accountability for Program Delivery and Project Execution Through Performance Measurements and Payment at Risk
- Expands Current Contract Capabilities to Focus on Future Needs
- Authority Continues to Have Oversight and Ultimate Responsibility



SCOPE OF WORK

- **Program Management**

- » Manage and provide oversight for functional components of program management
- » Support critical decisions regarding program delivery approach, business case and/or master planning including alternate delivery methods

- **Integration**

- » Oversee and responsible for coordination and compatibility between contractors, trades, projects and technologies for the program

- **Program Delivery**

- » Specialized technical experts who will oversee and monitor the performance of associated work packages

MARKET OUTREACH AND FEEDBACK

- **New Model Requires Proven High-Speed Rail Experience**
- **Lengthen Overall Timeline for Increased Competition**
- **Performance-Based Contract with Payment at Risk is Sensible**

CONTRACT TERM AND COST

- **Contract Expiration Date in 2022**
 - » Corresponds with Planned High-Speed Rail Operations
- **Estimated Cost: \$6-8 Million per Month**
 - » Cost includes two new areas of integration and program delivery
- **Qualifications-Based Procurement**
 - » Includes Evaluation of a Program Delivery Approach

PROPOSED PROCUREMENT SCHEDULE

- **Timeline**

- » December: Release of Draft RFQ for Comment
- » January: Release of Final RFQ for Procurement
- » March: Statements of Qualifications Due
- » April: Interviews & Negotiations with Highest Scoring Proposer
- » May: Recommend of Award to Board of Directors
- » June: Notice to Proceed Issued, Transition Period Begins