

CALIFORNIA HIGH-SPEED RAIL

PROJECT OVERVIEW

PRESENTED BY

JEFF MORALES

CHIEF EXECUTIVE OFFICER



HIGH-SPEED RAIL IS BIG

- California is 8th Largest Economy in the World
- Connecting all California Population Centers
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- It is a Transformative Investment

CONTROVERSY IS NOTHING NEW

- Transformative Projects Have Never Been Easy
- Golden Gate Bridge:
 - “upside-down rat trap that will mar the beauty of the bay”
 - 2,000+ lawsuits
- BART – Once Called the Train to Nowhere
- Calif. State Water System, University of Calif. System
 - Passed by Single-Vote Margins
- Where Would We be Without Them?

WHY HIGH-SPEED RAIL IN CALIFORNIA?

- **Airport Congestion**
 - Los Angeles to San Francisco is the **Busiest Short-Haul Market in US**
 - 5 Million Passengers Every Year
 - One in Four Flights Delayed by an Hour or More
- **Roadway Congestion**
 - Six of Top 30 Congested Urban Areas in US Located in Calif.
- **Population Growth**
- **Air Quality/Sustainability**



RESULTS FOR CALIFORNIA

- **Reduction in Vehicle Miles Travelled (VMT)**

- By 2040, the system will reduce vehicle miles by almost 10 million miles every day
- By 2030, the reduction in VMT would be like removing one 500-mile lane of cars

- **Daily Number of Flights Diverted**

- Starting in 2030, the state will see a daily reduction of 93 to 171 flights
- By 2040, the state will see a daily reduction of 97 to 180 flights

- **Statewide air quality improvement:**

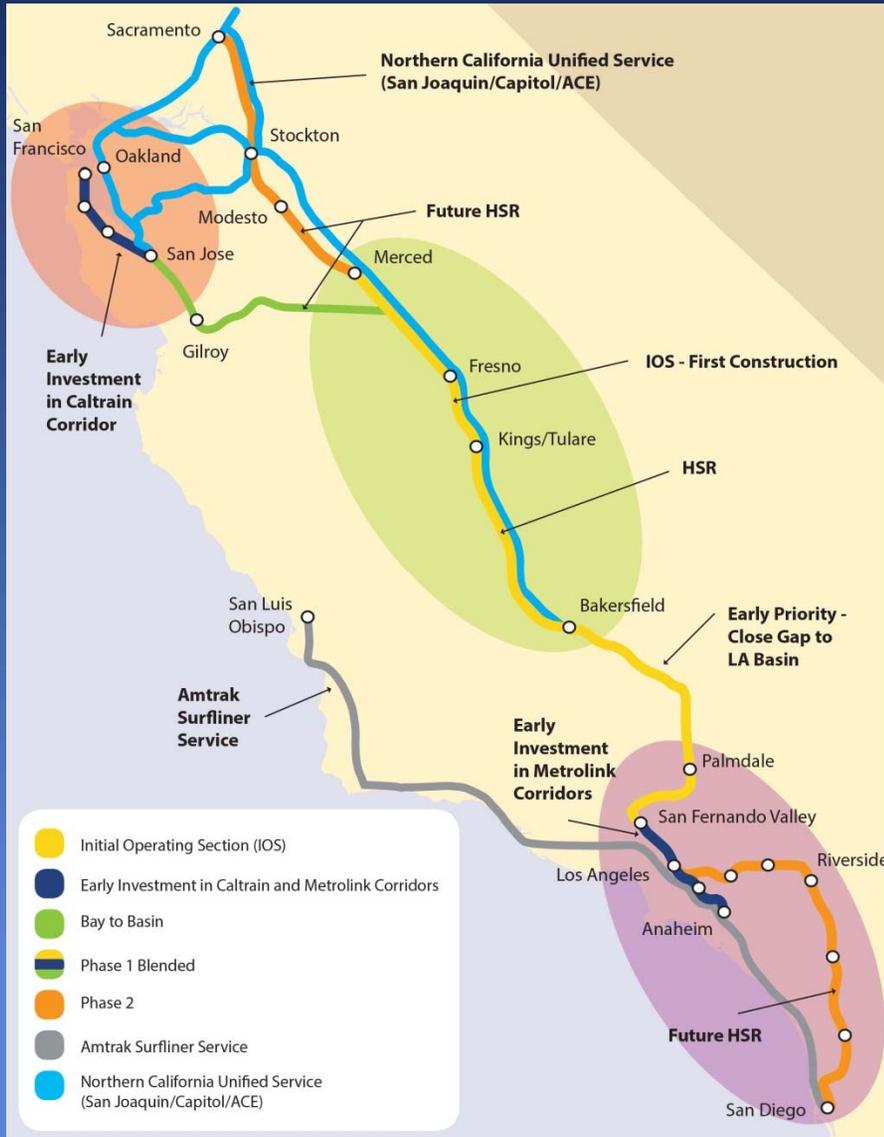
- Tons of volatile organic compounds reduced
- Tons of particulate matter reduced
- Tons of ozone precursors



ENVIRONMENTAL BENEFITS: HIGH-SPEED RAIL'S BEST KEPT SECRETS

- Preserving Agricultural Land
- Improving Air Quality
- Preserving and Enhancing Critical Habitat
- Reducing Greenhouse Gases
- Enabling Smart Land Use
- Urban Greening: Planting Trees
- Modernizing Transit Statewide
- Using Renewable Energy

A STATEWIDE RAIL MODERNIZATION PLAN



Connects to Existing Systems

Phase I:

San Francisco to Los Angeles/
Anaheim – 520 miles

- San Francisco to L.A. in Under 3 hours
- Speeds Over 200 MPH
- 14 Stations
- Completed by 2029

Phase II:

Extensions to Sacramento
and San Diego – 800 miles

PARTNERSHIPS FOR PROGRESS

\$13 Billion Leveraged for High-Speed Rail and Improvements to Existing Local & Regional Rail Systems



Altamont Commuter Express



Transbay Transit Center



Capitol Corridor



Amtrak



Caltrain



San Diego Metro
Transit System



San Francisco
Muni



North County
Transit District



Caltrans



MetroLink



BART



Santa Clara
Valley
Transportation
Authority



L.A. Metro



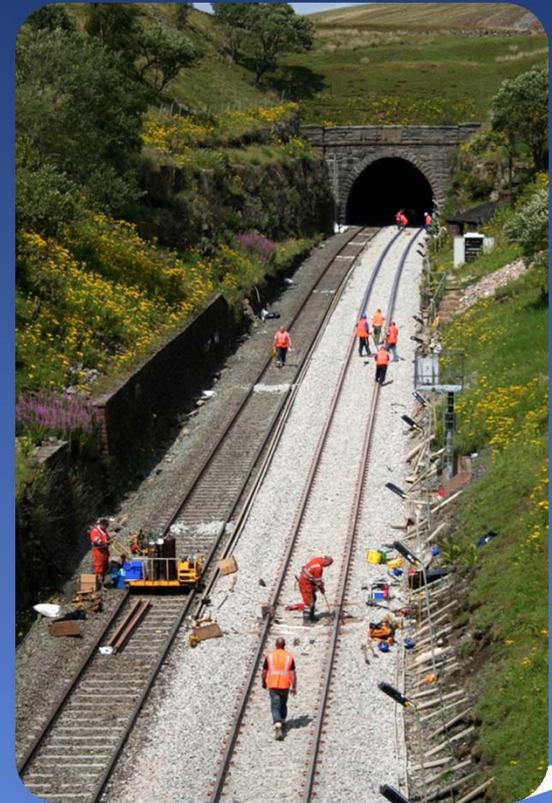
Sacramento
Regional Transit

FUNDING (SENATE BILL 1029)

- Signed into Law by Governor Brown in July 2012
 - \$3.3 Billion Federal ARRA Grant Funds
 - \$4.7 Billion Prop 1A Funds
- \$2.6 Billion (Prop 1A) and \$3.2 Billion (ARRA) for First Segment of IOS from Merced to Bakersfield
- \$819 Million (Prop 1A) Connectivity Projects Statewide
- \$600 Million (Prop 1A) Modernize Caltrain Corridor
- \$500 Million (Prop 1A) Upgrade Rail in SoCal
- \$252 Million (Prop 1A/ARRA) Design and Planning of Phase I and Phase II of System

JOB CREATION

- Work on Statewide Rail Modernization program is Underway
- Construction: **Direct, Indirect Jobs in Hard-Hit Sectors**
- Permanent: **Rail modernization creates efficiencies statewide**



NEXT STEPS: CLOSING THE GAP

- Continue Work in Central Valley, Peninsula, Southern California
- Connect Northern and Southern California
 - Close the Tehachapi Gap
- Fund Construction of the System
 - Private Financing/Investors
 - Federal Grants/Loans
 - CA Cap & Trade Revenue
 - TOD Revenues
 - Concessions
- Work with Cities/Regions to Accomplish Broad Goals

CALIFORNIA HIGH-SPEED RAIL

CENTRAL VALLEY

PRESENTED BY

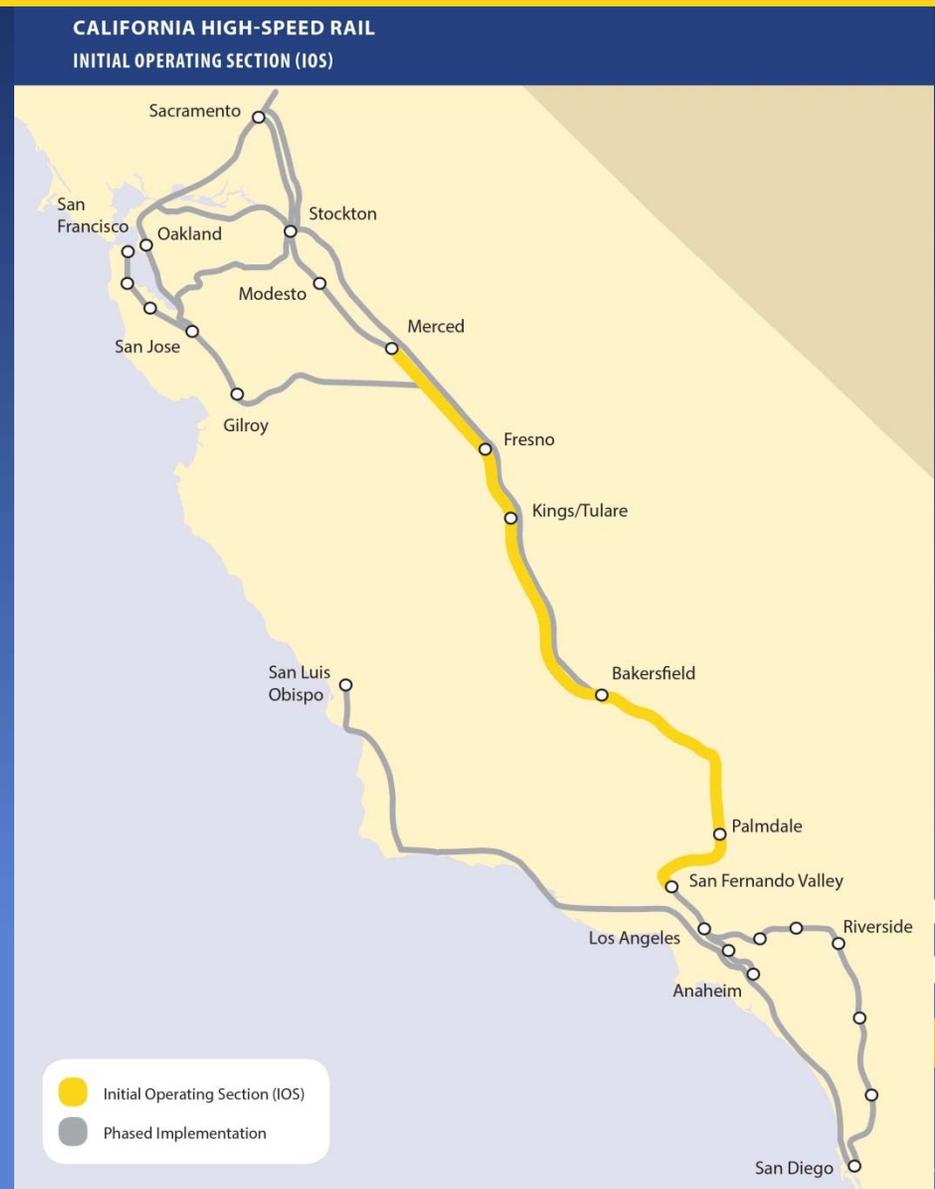
DIANA GOMEZ

CENTRAL VALLEY REGIONAL DIRECTOR



INITIAL OPERATING SECTION (IOS)

- Central Valley to San Fernando Valley
- 300 Miles
- First Step Towards a Statewide High-Speed Rail System - 2022



WHY START IN THE CENTRAL VALLEY?

- Central Valley will Serve as the “**Backbone**” of a System that will Tie Major Regions of California Together
- Fastest Growing Region in the State
- Availability of Federal Funding
- Ability to Advance the Project Faster and at a Lower Cost
- Testing and Certification of First High-Speed Equipment in US

FIRST CONSTRUCTION SEGMENT

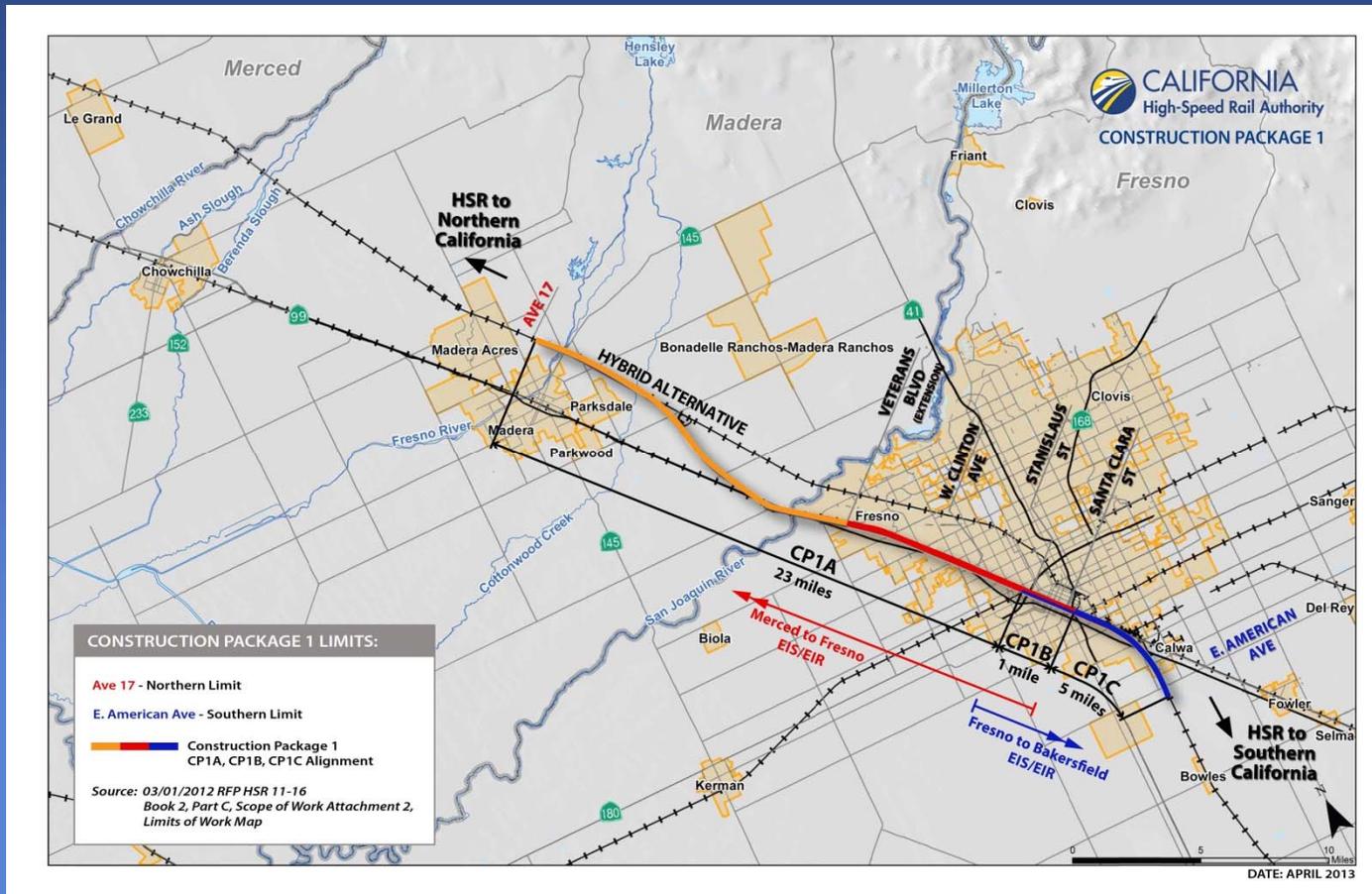
Multiple Construction Packages

Completion 2018



CONSTRUCTION PACKAGE #1

- Madera to Fresno - 29 Miles
 - Avenue 17 in Madera
 - East American Avenue in Fresno



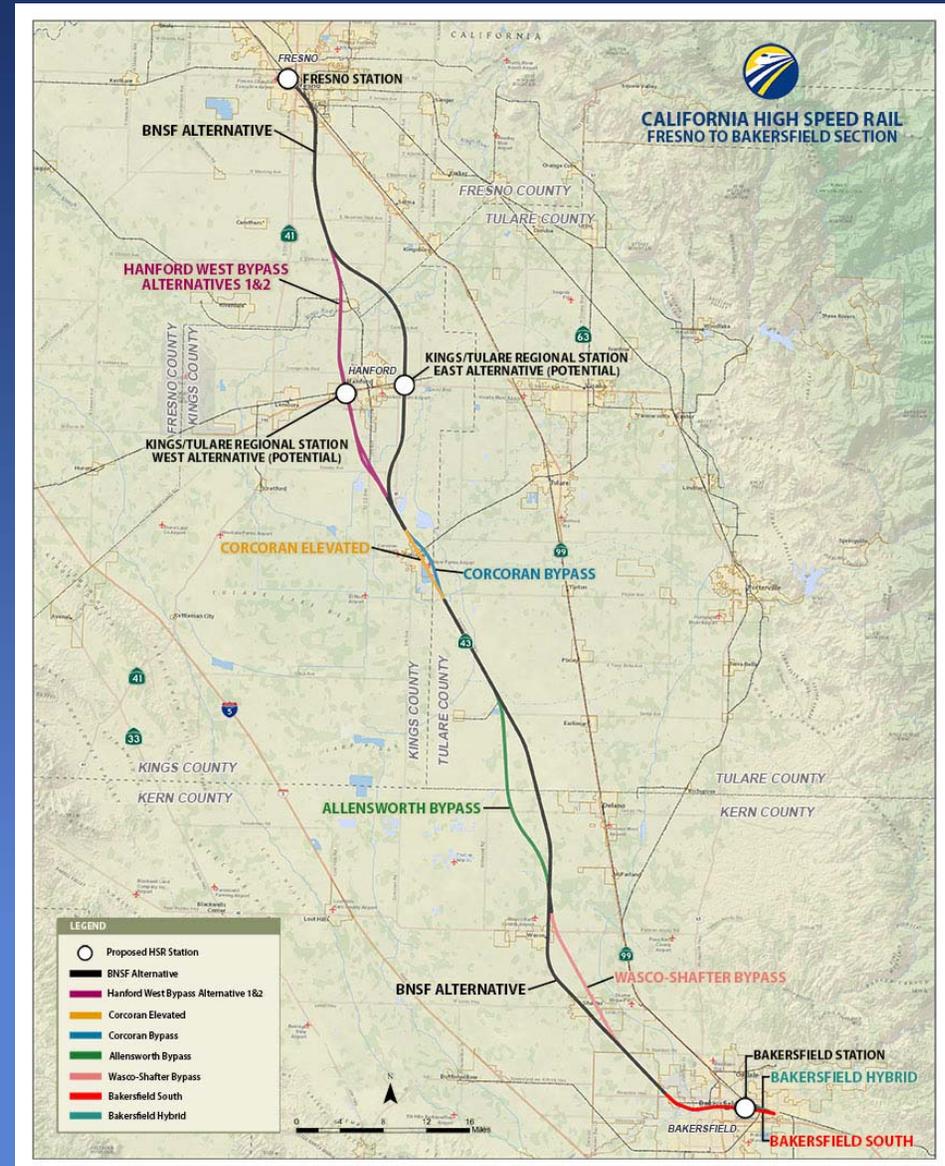
WORK IS UNDERWAY

- Contractor and Management Team
- Opened Offices in Downtown Fresno
- Hiring Workers
- Completing Designs
- Conducting Field Work
- Finalizing Third Party Agreements



FRESNO TO BAKERSFIELD PROJECT SECTION

- **114 Miles** Providing Access to Residents of Fresno, Tulare, Kings, and Kern Counties
- Authority Continues to Work with Stakeholders to Refine Fresno to Bakersfield Alignment
- Record of Decision - Spring 2014
- Design-Build RFQ – Fall 2013



BETTER AIR QUALITY FOR THE VALLEY

- Voluntary Emissions Reduction Agreement
- Working with the San Joaquin Valley Air Pollution District to provide:
 - New, clean buses for schools
 - Clean truck engines
 - Electrified irrigation pumps
- Maintaining air quality in one of the worst air sheds in the nation
- In the top ten worst for :
 - Ozone
 - Short-term particles
 - Year-round particulate matter



CLEAN & GREEN CONSTRUCTION

- The Authority has Committed to Using **100 Percent** Renewable Energy to Power the System
- Net Zero Greenhouse Gas Emissions
- Recycling **100%** of Steel and Concrete
- The Authority will Partner with Local Organizations to Plant Over **5,000** Trees
- The Authority Will Preserve up to **6,000** Acres of Farmland
- By 2030 the System Will Reduce GHG Emissions by up to **8.4 Million** Metric Tons

CALIFORNIA HIGH-SPEED RAIL

— CONSTRUCTION PACKAGE 2-3 —

RFQ #HSR 13-57

PRESENTED BY

SCOTT JARVIS

ASSISTANT CHIEF PROGRAM MANAGER



CONSTRUCTION PACKAGE 2-3

- **60 Mile** Route
- East American Avenue in Fresno South to One Mile North of the Kern/Tulare County Line
- Estimate Cost is approximately **\$1.5 – 2 billion**



RFQ TIMELINE

- **October 9:** RFQ Issued
- **November 15:** Deadline for RFQ Questions
- **December 6:** SOQ Due Date

DESCRIPTION AND SCOPE OF WORK*

- The services, labor, materials, and work to be provided and performed by the Contractor include, but are not limited to the following general categories of scope:
 - Scheduling
 - Utility Investigation, Coordination, Protection, and Relocation
 - Demolition and Clearing of Right-of-Way
 - Code Assessment
 - Completing, Coordinating, Securing Approval, and Executing Final Permitting and Utility Agreements
 - Survey and Mapping
 - Subsurface Investigations

DESCRIPTION AND SCOPE OF WORK* (CONT.)

- Geotechnical Engineering and Seismology
- Final Design
- Estimating
- Value Engineering
- Environmental Mitigation and Environmental Commitments as applicable within the limits of Contract Packages 2-3
- Construction
- Quality Control and Quality Assurance for Design and Construction
- Community Relations

DESCRIPTION AND SCOPE OF WORK* (CONT.)

- Quality Inspection and Testing
- Construction Safety and Security Program
- Preparation of CADD As-Builts, inclusive of Consolidated Service Drawings
- Interface Coordination for In-Scope Works as well as future Works by Others
- Coordination with Jurisdictional Authorities (governments, public, and private entities such as utility companies, CPUC, FRA, Caltrans, etc.), Adjacent Railroads (i.e., BNSF, SJVRR) and Local Communities

DESCRIPTION AND SCOPE OF WORK* (CONT.)

- The selected Offeror shall provide final design and construction for the following:
 - High-speed rail trackway civil infrastructure, complete in place, up to the top of subgrade, plus an additional protective layer for purposes of protecting installed subgrade¹, including certain structural embedments, as appropriate, to mitigate/minimize future abortive work, (i.e., anchor bolts, embeds, grounding and bonding, foundations, etc.);

DESCRIPTION AND SCOPE OF WORK* (CONT.)

- The selected Offeror shall provide final design and construction for the following:
 - Retaining walls, access roads, and subsurface infrastructure (i.e., lateral ductbanks to future systems facilities sites terminated at manholes at HSR ROW) that could be used to integrate with future systems components currently not in scope.

*Items listed do not, nor are they intended to, represent all work that will be required

DESCRIPTION AND SCOPE OF WORK

- The Scope of Work does not include:
 - Construction of trackwork (i.e. ballasted and/or non-ballasted section);
 - Passenger station;
 - New building construction;
 - ROW engineering, negotiations, and acquisition;
 - Soundwalls; and
 - Systems work (i.e., Overhead Catenary System poles, foundations, and wires, Traction Power Facilities, Automatic Train Control, etc.).

EVALUATION PROCESS

- The Authority Intends to Use a Two-Step Best Value Procurement Process
- Phase 1: The Authority Will Evaluate the **Statements of Qualification (SOQ)** and Establish a Shortlist of Offerors
- Phase 2: The Shortlisted Offerors Will be Invited to Submit Detailed Proposals in Response to an RFP

EVALUATION PROCESS (CONT.)

- The Authority Anticipates Selecting the Proposer Whose Proposal Offers the Best Value to the Authority and the State for Award of a Design-Build Contract
- Each SOQ will be Evaluated for:
 - Conformance to the RFQ Instructions Regarding Organization and Format
 - The Responsiveness of the Offeror to the Requirements Set Forth in this RFQ.

EVALUATION PROCESS (CONT.)

- The Authority will Evaluate the **Financial Capacity** of the Offeror, Equity Members and Guarantors, if any, Based on Certain Financial Metrics Including but not Limited to Size, Cash Flow, Profitability, and Liquidity. Financial Capability will be Evaluated on the Extent to Which the Financial Metrics of the Offeror, Equity Members, and Guarantors, as Applicable, Meet or Exceed Industry Averages.

EVALUATION PROCESS (CONT.)

- An Offeror Must Obtain a “Pass” on All Pass/Fail Items in Order for its SOQ to be Evaluated Qualitatively.
- The Authority will Evaluate Each SOQ Based Upon the Pass/Fail Criteria Detailed in the RFQ.

TECHNICAL EVALUATION CRITERIA &WEIGHTING

Technical Evaluation Criterion	Points
PAST PERFORMANCE	35
• Project Experience (25 points)	
• Past Safety Experience (10 points)	
DESIGN-BUILD TEAM	30
• Organizational and Management Approach (10 points)	
• Key Personnel (20 points)	
PROJECT UNDERSTANDING	35
TOTAL	100 points

PROJECT AND CONSTRUCTION MANAGEMENT (PCM)

- There will be a PCM Contract to Manage, Oversee and Administer the Design Build Contract for CP 2-3
- The Release of the RFQ for the PCM is Expected by the End of the Year
- The PCM will be Selected in a Qualifications Based Selection Process

HOW TO BID

- All State Contracts are Managed Through <http://www.bidsync.com>
- The RFQ Solicitation Shall Follow the Process in California Code of Regulations
- Contractors are Required to Comply with the Authority's Commitment to the Requisite Participation by **Small, Disadvantaged, and Disabled Veteran Business Enterprises**

(CONT.) HOW TO BID

- The RFQ Will be Available in Electronic Format Only on the State's Contract Register at www.bidsync.com and a Link Can be Found on the Authority's Website www.hsr.ca.gov
- All questions Regarding this RFQ Must be Submitted in Writing Through www.bidsync.com

CALIFORNIA HIGH-SPEED RAIL

SPECIAL AGENT

LISA GLAZZY

U.S. Department of Transportation Office of Inspector General



CALIFORNIA HIGH-SPEED RAIL

— SMALL BUSINESS PROGRAM —

PRESENTED BY

ROBERT PADILLA

SMALL BUSINESS ADVOCATE



SMALL BUSINESS PROGRAM

- 30% Overall Small Business (SB) Participation Goal
 - * 10% Disadvantaged Business Enterprises (DBE) Participation Goal
 - * 3% Disabled Veteran Business Enterprises (DVBE) Participation Goal
- Authority will Have Oversight and Accountability



COMMITMENT TO DIVERSE SMALL BUSINESSES

- **Businesses That Count Toward the Overall Goal are Certified:**
 - **Small/Micro Businesses Enterprises**
 - **Disabled Veteran Business Enterprises**
 - **Disadvantaged Business Enterprises**
 - **8(a)**

SMALL BUSINESS CERTIFICATIONS

The Authority's Overall SB Goal can be Achieved Through the Utilization of Certified Firms.

The Authority Recognizes the SB Certifications from:

- **California Department of General Services (SBE, DVBE, MBE)**
- **California Unified Certification Program (DBE)**
- **Small Business Administration - 8(a) Program**

NETWORKING TIME

Primes

Subs

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CONTACT INFORMATION:

770 L Street, Suite 800
Sacramento, CA 95814
Phone: 916-324-1541

www.hsr.ca.gov

info@hsr.ca.gov

MATERIALS AVAILABLE AT HSR.CA.GOV

The Following Materials Will Be Made Available at www.hsr.ca.gov:

- VIDEO OF TODAY'S INDUSTRY FORUM
- SCANS OF THE SIGN-IN SHEETS
- A COPY OF THIS POWERPOINT PRESENTATION

THANK YOU FOR ATTENDING. PLEASE
NOTE ALL CONTRACT-SPECIFIC QUESTIONS
MUST BE SUBMITTED VIA
WWW.BIDSYNC.COM