

CALIFORNIA'S HIGH-SPEED RAIL SYSTEM

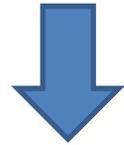


July 14, 2011

**STATE & FEDERAL STATUTES,
REGULATIONS & POLICIES**



DESIGN BUILD PROGRAM PLAN



**CAHSR PROCUREMENT POLICY,
PROCEDURES & CONTRACTING**

WHY DESIGN BUILD?

FACTORS CONSIDERED IN DETERMINING PROJECT DELIVERY METHOD

- **SCHEDULE**
 - FUNDING
 - PUBLIC NEEDS
 - PROJECT SIZE
- **RISK**
 - ALLOCATION
 - ENVIRONMENTAL
 - GEOTECHNICAL
 - ROW ACQUISITION
- **COST**
 - CERTAINTY
 - SHARED SAVINGS
 - CHANGES
 - CLAIMS
- **OWNER PREFERENCES**
 - SINGLE POINT OF ACCOUNTABILITY
 - CONFLICT RESOLUTION
 - QUALIFICATIONS/PAST PERFORMANCE
 - OWNER INVOLVEMENT
 - LOCAL PARTICIPATION
 - TRANSPARENCY
 - ADMINISTRATION/INSPECTION COSTS
 - RESOURCES

WHY DESIGN BUILD?

- **ABILITY TO DEFINE SCOPE**
 - CONTRACTOR INPUT
 - OPPORTUNITY FOR CHANGES
 - COMPLEXITY
 - AESTHETICS
- **STAKEHOLDER ISSUES**
 - PUBLIC INVOLVEMENT
 - FRA
 - THIRD PARTIES
- **QUALITY**
- **INNOVATION**
 - DESIGN TO ENCOURAGE
 - BEST AVAILABLE TECHNOLOGY

CONTRACTS

ONE LARGE PACKAGE *

- North of the San Joaquin River to East American Way
- Through City of Fresno
- 33 miles in length
- 31 grade separations, 3.5 miles elevated structures, 1 retained cut and a major river crossing over the San Joaquin River

THREE MEDIUM PACKAGES *

- From East American Way in South Fresno
- South to approximately Lansing Avenue, near Corcoran
- 35 miles in length
- 30 grade separations and 3 miles elevated structures

- From Lansing Avenue, near Corcoran
- South to Perkins Avenue, near Wasco
- 37 miles in length
- 10 grade separations, 4.5 miles elevated structures and 4 river crossings

- From Perkins Avenue South
- *Dependent on alignment selected in NOD/ROD and available funding remaining*

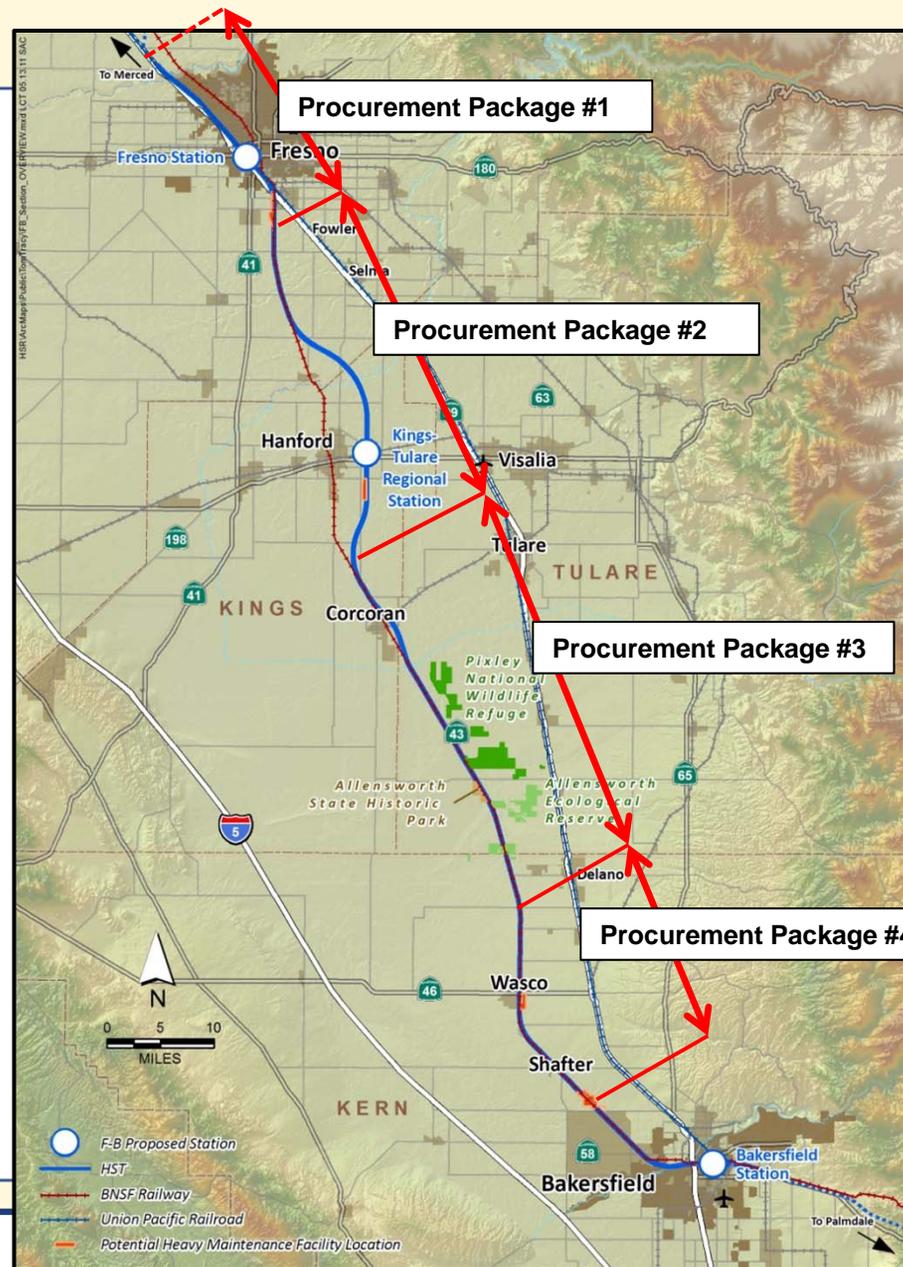
ONE LARGE PACKAGE

- Trackwork for the full length of the Initial Construction Segment

*** All quantities are approximate and *dependent on alignment selected in NOD/ROD***

INITIAL CONSTRUCTION SECTION: PROCUREMENT PACKAGING

- Package #1: > \$1.5B
- Packages #2 to #4:
\$0.5B to \$1B
- Package #5 Trackwork



RFQ PROCESS

2 STEP PROCESS

- LICENSES IN PLACE
- PASS/FAIL

EVALUATION

- TEAM EXPERIENCE (20%)
- TEAM COMPETENCE (20%)
- CAPABILITY TO PERFORM (15%)
- PAST PERFORMANCE (15%)
- SB/DVBE/DBE PARTICIPATION (15%)
- KEY PERSONNEL (15%)

REFERENCES

RFP PROCESS

2 STEP PROCESS

- REQUIRED FORMS, REPRESENTATIONS, CERTIFICATIONS
- TEAM DESCRIPTION, ORGANIZATION & RESPONSIBILITIES
- MANAGEMENT PLAN
- PASS/FAIL

TECHNICAL PROPOSAL (65%)

- PROJECT APPROACH (10%)
- ABILITY TO MEET SCHEDULE (15%)
- QUALITY (5%)
- SAFETY (5%)
- PROBLEMS & PROPOSED SOLUTIONS (10%)
- CONCEPTUAL ENGINEERING (10%)
- SB/DVBE/DBE PARTICIPATION (10%)

COST PROPOSAL (35%)

RECOMMENDATION

OPERATION COMMITTEE SHOULD PROVIDE COMMENTS ON THE DESIGN BUILD PROGRAM PLAN, AS NEEDED, TO THE AUTHORITY STAFF FOR INCLUSION IN THE DOCUMENT PRIOR TO SUBMISSION TO THE FRA. THE CAHSR PROCUREMENT POLICIES AND PROCEDURES FOR DESIGN BUILD CONTRACTS WILL BE CONSISTENT WITH THE FRA APPROVED DESIGN BUILD PROGRAM PLAN.

STAYING UP TO SPEED

Contact information

California High-Speed Rail Authority

770 L St., Suite 800

Sacramento, CA 95814

916-324-1541

www.cahighspeedrail.ca.gov

