

# Design Services for Central Valley Stations

*Margaret Cederoth*  
Director of Planning and Sustainability  
*April 27-28, 2022*



# ITEM FOR ACTION

- Request is for approval to release a Request for Qualifications (RFQ) for Design Services for Central Valley Stations
  - » This RFQ would result in selection of architectural and engineering consultant services qualified to progress design for all four stations through a commissioned facility.
  - » The first Notice To Proceed (NTP 1) will progress design work for all four stations to configuration footprint and will include value engineering, cost refinements, materials and physical scope refinements, right-of-way confirmation, and utility relocation requirements.

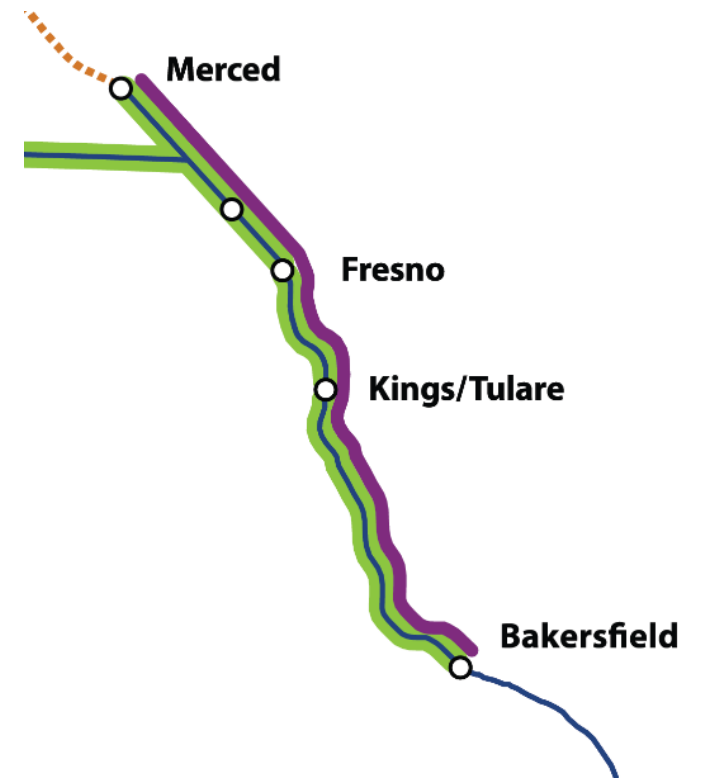


# 4 CENTRAL VALLEY STATIONS

Stations and Footprints

New contract would be for Architectural and Engineering (AE) Design services for four (4) Central Valley Stations

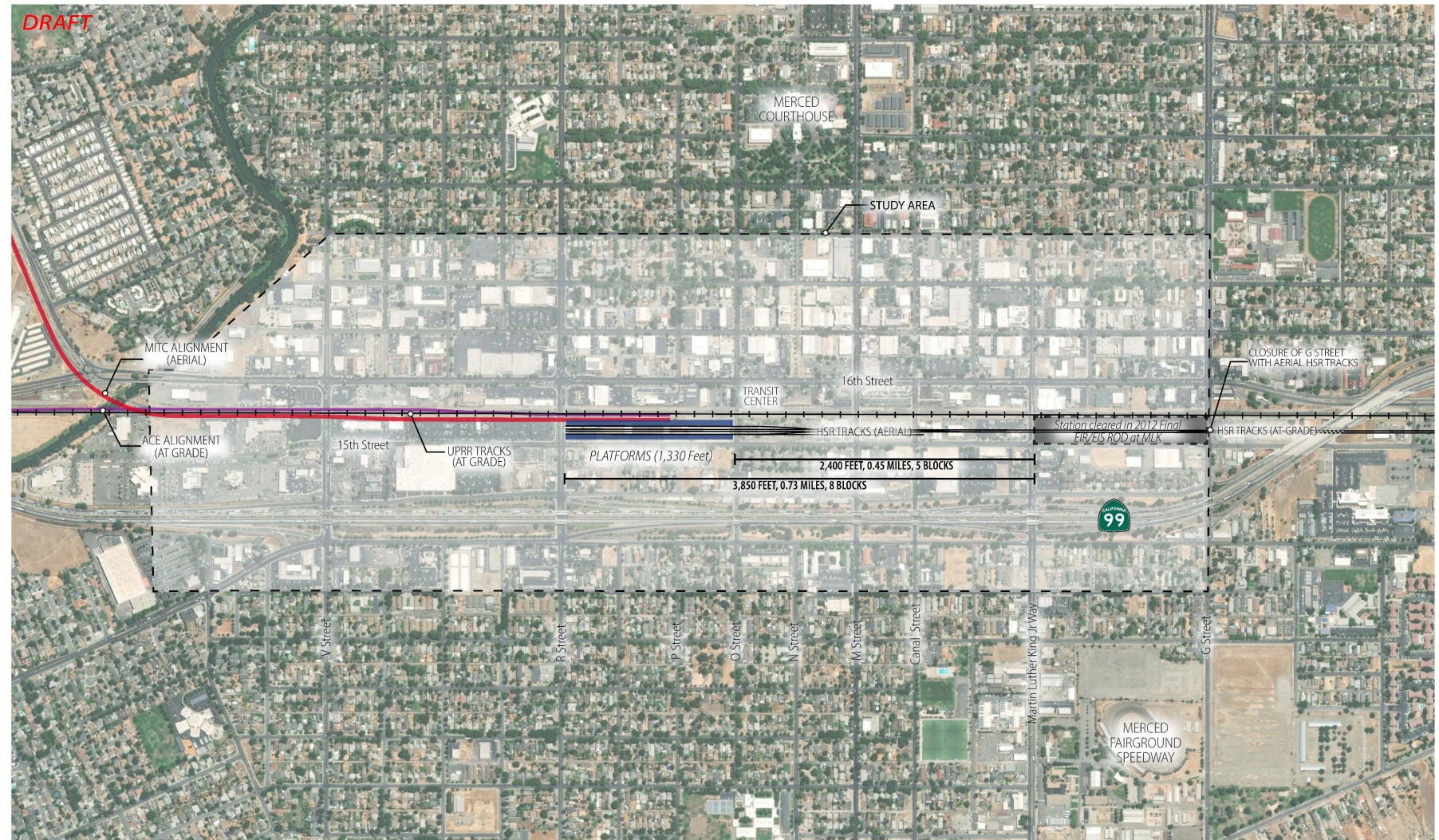
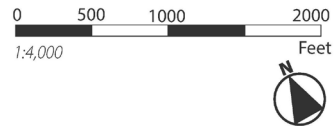
- Merced
- Fresno
- Kings/Tulare
- Bakersfield



# MERCED

Advance site and area planning work and then advance station design when location study is complete.

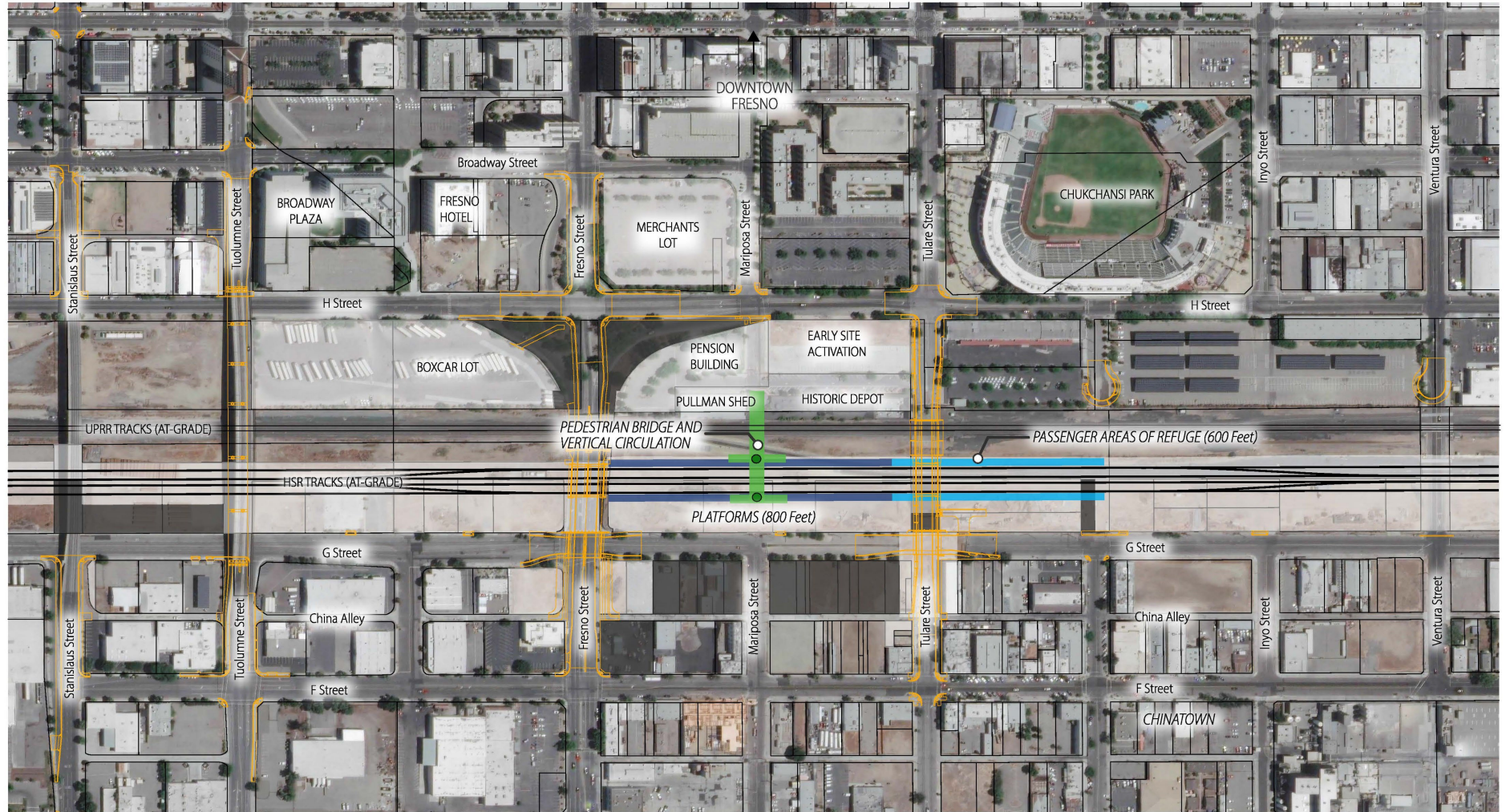
Merced Station  
April 2022



# FRESNO

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

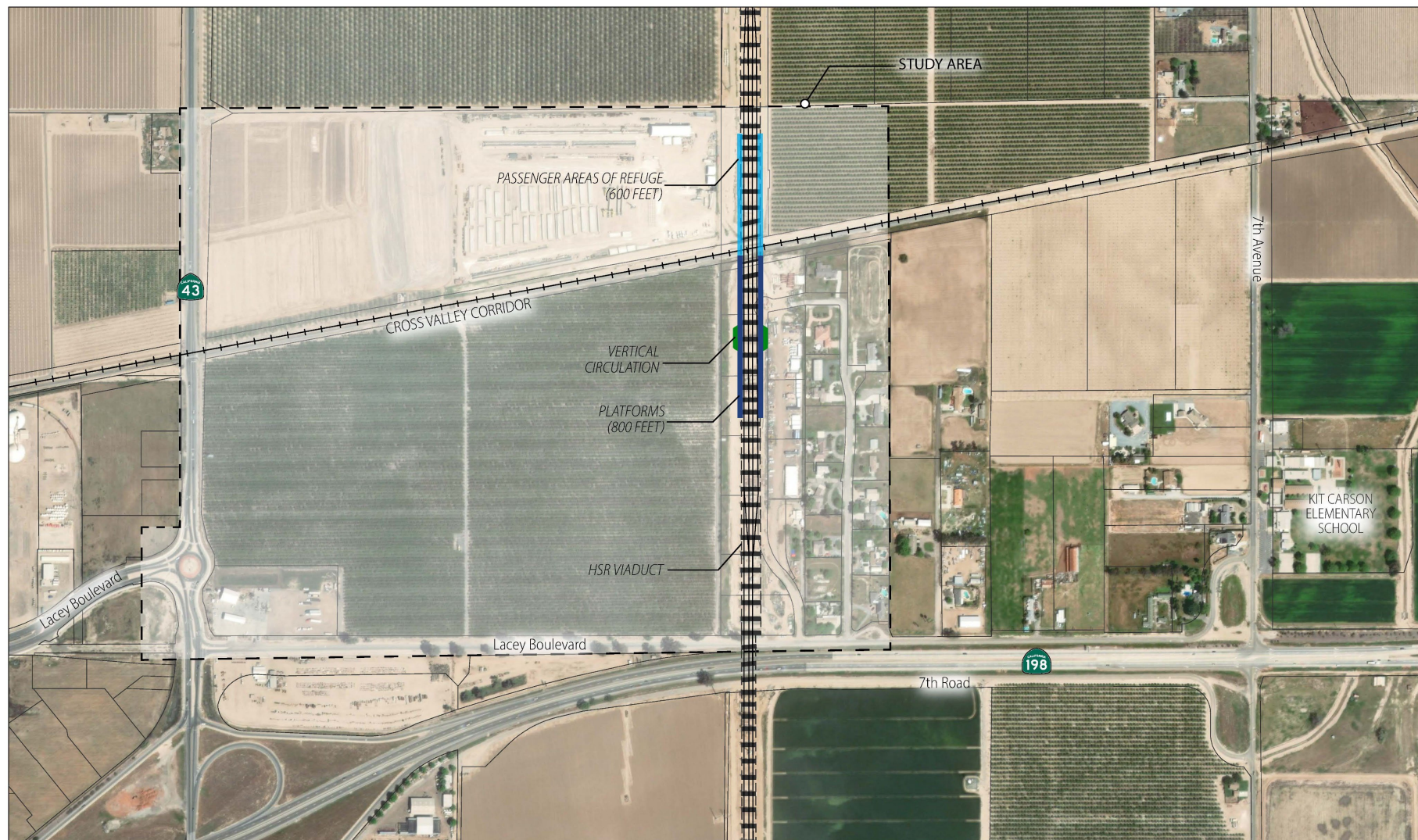
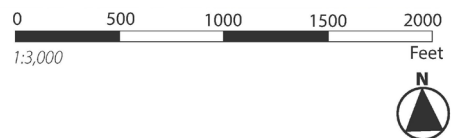
Fresno Station  
March 2022



# KINGS-TULARE

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

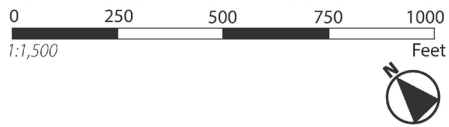
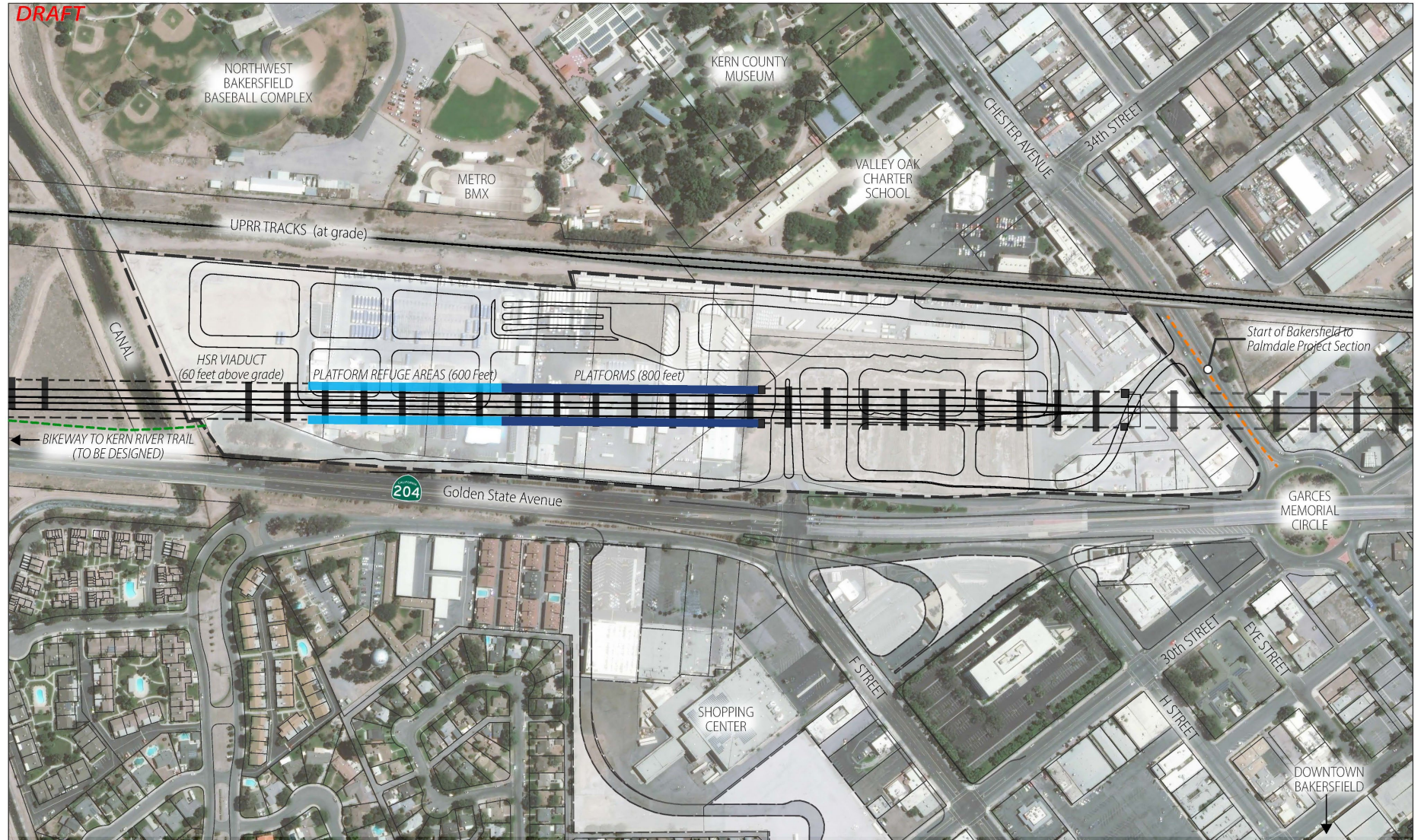
Kings/Tulare Station  
March 2022



# BAKERSFIELD

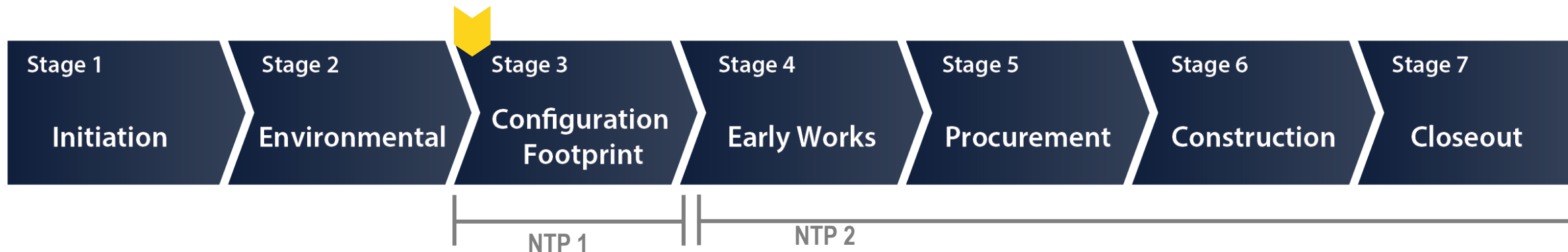
Advance and refine design focusing on LGA environmental footprint; key objective is multimodal access and permeability.

Bakersfield Station  
February 2022



# STATIONS AND STAGED DELIVERY STRUCTURE

Design-Bid-Build delivery within staged delivery



## Key Milestones

- » Programmatic Environmental Impact Statement
- » Establish Basis of Design
- » Phase 1 station footprint Record of Design (ROD)
- » Post-ROD / pre-design planning coordination
- » Initiate detailed design on station site footprint
- » Begin **station** right-of-way (ROW)
- » Resolve site utility needs
- » Perform additional environmental clearance (if necessary)
- » **Confirm Configuration Footprint**
- » Complete ROW
- » Relocate utilities
- » Approve third party agreements
- » Initiate environmental permits
- » **Procure Contractor**
- » **Complete construction**
- » Complete testing & commissioning
- » Close out contracts
- » Complete as-builds and documentation
- » Project handover to Authority





# CONTRACT STRUCTURE & WORK OVERVIEW

Design Services for Central Valley Stations

- **Given the decision to use a Design-Bid-Build delivery, the procurement will be for comprehensive design services.**
- **Request for Qualifications (RFQ) for a comprehensive set of design services**
  - Maintain maximum flexibility for the Authority
  - Reduce design rework

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



# 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)

Stage 3

Configuration  
Footprint

- **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

Stage 4-7

Early Works  
to Close Out

- **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: Three years, 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 minimum physical components of the station required for a functional passenger station: safe access to the system and sufficient for commercial operations.



# SCOPE OF WORK

Building Block 1: 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





Platform

Vertical Circulation

Pedestrian concourse

Functional areas

Canopy

Bus Stops

Pick up / Drop off

ADA Parking

Multimodal access

Conceptual Illustration of Building Block 1

# 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).



# SITE ADAPTION OF PROTOTYPE CONCEPTS

Canopy and Ped Bridge Concept: Site Adapt the Authority's Kit of Parts



**This designer will take the kit of parts work on canopies (30% design), pedestrian bridges, and site elements and adapt it to specific station locations.**



# CANOPY DESIGN ILLUSTRATION BY SITUATION

The canopy concept is modelled into each of the 4 CV station locations to assist with planning discussions



# 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 audits 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.





# 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:

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



Questions?

