



California High-Speed Rail **BRIEFING: October 20, 2022, Agenda Item #4**

TO: Chair Richards and Board Members

FROM: Margaret Cederoth, Director of Planning and Sustainability

DATE: October 20, 2022

RE: Request Board Approval to Award the Agreement Resulting from the Design Services for Central Valley Stations Procurement (HSR21-07)

Summary

Staff is recommending that the Board of Directors (Board) authorize the Chief Executive Officer (CEO) to execute an agreement with Foster + Partners / Arup (F+P Arup) resulting from the Design Services for Central Valley Stations Procurement in an amount not-to-exceed \$35,350,000 (Agreement). If approved, this consultant will provide design and support services regarding the four Central Valley stations located in Merced, Fresno, Kings/Tulare and Bakersfield (Central Valley Stations).

The Scope of Work for this Agreement will be delivered with two separately funded Notices to Proceed (NTP). F+P Arup has been qualified to undertake the services in both NTPs. However, the Agreement would only include NTP 1 which includes all work required to define a Configuration Footprint for each of the Central Valley Stations through Activity 3 Task 2: Design Development. NTP 1 may also include additional work on select components necessary to establish Configuration Footprint

The Authority will have the sole discretion to progress the design to final design and construction ready documents, construction support, and commissioning (NTP 2). Prior to exercising its NTP 2 option, Authority staff will request and obtain Board approval for funding.

Background

Stations have been included in the business model for the high-speed rail system since its inception. Stations are the access point for customers to the high-speed rail system. Requirements as to number and provisions regarding station locations are specified in the Streets and Highways Code [Division 3, Chapter 20, 2704.09]. The Federal Grant Agreement (California High-Speed Train Program ARRA Grant) also includes the provision that the Authority should treat stations “as a new city gateway – consider the station’s form and spaces, both primary and secondary (backside, underside); the station’s place-making effects and iconic and readily identifiable design.”

Prior Related Board Action

Release of this Procurement. On April 27, 2022, the Board approved the issuance of a Request for Qualifications (RFQ) for Design Services for the Central Valley Stations to procure an architectural and engineering (A&E) design services agreement valued up to \$35.3 million for NTP 1 work through Resolution #HSRA 22-08.

Business Plans. Both the 2020 Business Plan and 2022 Business Plan state that advancing design on the Central Valley Stations is a key activity to advancing toward electrified high-speed rail passenger service by the end of the decade. The 2020 Business Plan was adopted by the Board on Thursday, March 25, 2021, and submitted to the state legislature on Monday, April 12, 2021. This proposed station procurement is consistent with the 2020 Business Plan priority of expanding the 119-mile segment in the Central Valley to develop 171 miles of electrified high-speed rail service by advancing design of the four stations. The 2022 Business Plan includes the same priority and notes: “[a]dvancing station designs will clarify a number of issues with local stakeholders including station site boundaries and station access projects across all modes—bikes, pedestrian and transit.”

Underlying Environmental Clearance. The proposed Agreement contains station sites located in the following Project Section environmental documents: Merced to Fresno, Fresno to Bakersfield, and Fresno to Bakersfield Supplement for the Locally Generated Alternative (LGA). The Authority Board certified the Final EIR/EIS for Merced to Fresno on May 3, 2012 and filed a Notice of Determination (NOD) with the State Clearinghouse on May 4, 2012. FRA issued the Record of Decision (ROD) on September 18, 2012. The Authority Board certified the Final EIR/EIS for Fresno to Bakersfield on May 7, 2014 and filed a NOD with the State Clearinghouse on May 8, 2014. FRA issued its ROD on June 27, 2014. Additionally, the Final Supplemental EIR for the LGA was certified by the Authority Board on October 6, 2018, and a NOD was filed with the State Clearinghouse on October 7, 2018. The Combined ROD and Final Supplemental EIS for the LGA was issued on November 8, 2019.

Other Central Valley Design Agreements. On August 17, 2022, the Board approved awarding the Contract for Design Services for the Merced to Madera Project and Fresno to Bakersfield Locally Generated Alternative.

Discussion

Authority staff seeks approval to award a contract for the Design Services for Central Valley Stations and authorize the CEO, or designee of the CEO, to execute a contract with F+P Arup for a not-to-exceed amount of \$35,350,000 for the NTP 1 work. This A&E contract will be managed by the Authority’s Planning and Sustainability Branch, in collaboration with multiple functional branches, to support the delivery of a comprehensive design package for the Central Valley Stations on the initial operating segment. The work will be managed using the Authority’s Staged Project Delivery process. Work on a Madera station is being led by the San Joaquin Joint Powers Authority.

The RFQ, issued April 29, included a sample agreement and scope of work, and is publicly available on the California State Contracts Register:

www.caleprocure.ca.gov/event/2665/000023121, and the Authority’s website: <https://hsr.ca.gov/business-opportunities/contractors/design-services-for-central-valley-stations/>

Stations are a critical element of the high-speed rail system, enabling passenger access to the system. The Authority has long-established performance criteria for the passenger stations,

including that they be easy to maintain, universally accessible, seamlessly integrate a range of transportation modes (including buses, bicycles, pedestrian pathways, other rail systems, and automobiles), and feature design characteristics that make them readily identifiable as high-speed rail stations. Their sustainability performance is a requirement and a part of minimizing operations costs through design that maximizes natural ventilation, achieves zero-net energy performance through onsite energy generation, and maximizes the efficient use and reuse of water resources. NTP 1 and NTP 2 contract activities include the following:

1. Contract Administration and Project Management
2. Pre-Design/Planning Services (Preliminary design concepts, cost estimate and schedule)
3. Design Services (Schematic, Design Development, 50%, 100%, Regulatory Approvals, Ready to Bid)
4. Bid Support
5. Construction Administration Support
6. Commissioning Support

NTP 1 comprises the design work necessary to define the Configuration Footprint for each station site. The Configuration Footprint defines the physical extent of the station footprint to serve as a baseline for any right-of-way acquisition beyond the ROD footprint as well as utility requirements, the selection and refinement of materials for station components, and additional work on select components. The work in NTP 1 shall not exceed \$35,350,000 and includes the following deliverables and tasks:

1. Configured footprint for the station sites
2. Cost estimate updates
3. Value engineering
4. Building information modelling and asset management
5. Sustainability and climate analyses
6. Facilities programming
7. Updated project risk assessment and schedule
8. Site Investigation, survey, and analysis
9. Schematic Design

NTP 2 comprises the remaining work, including final design, bid support, construction support, and commissioning support, through completion of commissioning for the station facilities, for each station. The estimated amount for NTP 2 is \$36 million and would bring the total not-to-exceed amount for this Agreement to approximately \$71 million.

Executing NTP 2 to complete activities post-Configuration Footprint will require additional funding and Board approval.

The delivery method selected for the Central Valley Stations is design-bid-build (DBB). The DBB method was selected because it provides the Authority with a process and tools to directly manage design quality and certainty, cost control, stakeholder relationships, and mitigate cost uncertainty.

Building out the stations in a phased manner

Station Building Blocks are scaled to system phases (Initial Operating Segment, Valley to Valley, Phase 1) and comprise the physical scope required for passenger facilities in a given station to accommodate that operating phase. Building Block 1 includes those elements

required for the Initial Operating Segment, both landside and trackside, and represents the minimum necessary for a functional passenger station.

The selected designer will advance detailed design for Building Block 1 for all four stations. The designer will produce cost estimates and carry out value engineering exercises targeted to available funds. Given that some components of the stations must be scaled to accommodate future ridership levels, the selected designer will also advance design to Configuration Footprint on Building Blocks 2 and 3 for the purposes of future proofing the Building Block 1 final design. The objective is to avoid rework, throw-away costs and to further refine cost estimates.

Building Blocks

Building Block 1 Elements required for safe, comfortable passenger service that present risk if built later	Building Block 2 Additional elements to accommodate ridership increases with Valley to Valley	Building Block 3 Any additional space
<ol style="list-style-type: none"> 1. Platforms 2. Canopies 3. Vertical Circulation & Concourse 4. Functional and operations spaces, including crew space 5. Site: Parking (ADA, Bike, Automobile) 6. Site: Transit facilities (bus stops) 7. Site: Pick-up and drop-off 8. Station access, particularly roadways 	<ol style="list-style-type: none"> 1. Station Headhouse 2. Functional spaces (crew space, other) 3. Structured parking 4. Transit facilities 5. Additional roadway access 	Additional spaces to accommodate Phase 1 ridership

Procurement Process

The procurement process for this design services contract was managed directly by Authority staff as a qualifications-based contract governed by the state's A&E requirements. The Authority proceeded in accordance with Article XXII of the California Constitution, Government Code § 4525 et seq., the Authority's A&E regulations (Cal. Code Regs., tit. 21, § 10000 et seq.), and Board-adopted policy, Contract Award Procedures for Request for Qualifications. The RFQ was released on April 29, 2022, and Statements of Qualifications (SOQs) were received on or before August 3, 2022.

RFQ Evaluation Criteria and Results

A total of two SOQs were submitted by the following Offeror Teams:

- (1) F+P Arup, a joint venture between F+P Architects New York Inc. (Foster + Partners) and Arup US, Inc.
- (2) M. Arthur Gensler Jr. & Associates, Inc. (Gensler).

The SOQs submitted by the two offerors were reviewed to ensure that all technical, requisite qualifications, and other RFQ requirements are met. The offerors were evaluated and qualified for the entire scope of work, including all NTPs, but the current request is to award NTP 1 only. The SOQs were then evaluated and scored by the Evaluation Selection Committee (ESC) pursuant to established criteria in the RFQ, which included the following:

1. PAST PERFORMANCE AND EXPERIENCE

- Has the Offeror successfully delivered on past projects of similar scope and complexity?
- Has the Offeror demonstrated sufficient experience on past projects performing the tasks required under the Scope of Work?
- Has the Offeror demonstrated successful partnering and collaboration in a team environment on past projects of similar scope and complexity?

2. ORGANIZATION AND PROPOSED TEAM

- Does the proposed project organization present a clear and logical framework?
- Is the management approach responsive to the RFQ requirements and does it address the full expanse of potential tasks in the scope?
- Does the management approach convey the proper level of response for the Work?

3. KEY PERSONNEL AND ROLES

- Does the Project Manager have the individual qualifications and sufficient experience to effectively lead and manage the project?
- Are the individual qualifications and professional skills of the remaining Key Personnel nominees appropriate for the roles assigned?
- Is the past experience of the remaining Key Personnel nominees applicable and indicative of success on this project?

4. UNDERSTANDING OF PROJECT REQUIREMENTS

- Has the Offeror demonstrated a thorough knowledge of the project?
- Is there sufficient evidence of analysis to lend credibility to the commitments made?
- Has the Offeror given clear evidence through narratives and examples of prior work that it has the capability to carry out the Work for a project of this complexity and magnitude with innovation and autonomy?

5. SMALL BUSINESS PARTICIPATION

- Does the Offeror commit to meeting the Authority's SB goal?
- Does the Offeror's SB narrative clearly identify how the Offeror will utilize SBs to achieve the Authority's SB goal?

At the conclusion of the SOQ evaluations, the ESC ranked the offerors based on their SOQ scores. The Authority then invited both offerors to participate in Discussions, which were evaluated and scored by the ESC pursuant to the established criteria in the RFQ as follows:

1. PRESENTATION

- Quality and appropriateness of the presentation
- Logic of the chosen speakers relative to project challenges
- Project Manager control over the team

2. PROJECT MANAGER PARTICIPATION

- Clear and responsive answers to questions
- Understanding of Project challenges and requirements
- Perceived level of involvement with SOQ structure, content, and presentation plan

3. KEY PERSONNEL AND STAFF PARTICIPATION

- Clear and responsive answers to questions
- Understanding of assignment challenges and requirements
- Perceived level of involvement with SOQs preparation
- Demonstration of an integrated team displaying awareness and understanding of the design process

4. UNDERSTANDING OF PROJECT

- The Offeror conveys an understanding of the critical project success factors
- The Offeror provides evidence of successful SB utilization for this Project
- The Offeror provides evidence of prior project experience, including lessons learned or challenges with projects of this magnitude and complexity

The final scores were computed from weighted combinations of SOQ (60%) and Discussion (40%) scores, in accordance with the RFQ requirements. Each offeror's ranking is shown below, with the highest final score shown as Rank 1:

Offeror	Total Weighted SOQ Score	Total Weighted Discussion Score	Final Score	Rank
F+P Arup	56.82	39.44	96.26	1
Gensler	50.10	27.12	77.22	2

Based upon the scoring, the offeror with the highest final score F+P Arup, was ranked number one. The Notice of Proposed Award (NOPA) was released by the Authority on September 6, 2022, and no protests were received. Following the NOPA, a pre-award review was conducted by the Authority audit team.

In addition, Authority staff engaged in successful negotiations with F+P Arup regarding the terms of the Agreement, including the actual cost and fee structure. During the negotiation process, the Authority recognized the volatility of the labor market (high inflation and staff retention issues) and made a reasonable adjustment to the annual escalated labor rates under the contract. We do not anticipate any impediments to executing the Agreement, if approved by the Board.

Once approved, the agreement between the Authority and the design services consultant includes the Board's adopted 30 percent Small Business (SB) utilization goal, which includes a

ten percent race-neutral Disadvantaged Business Enterprise (DBE) participation goal and a three percent Disabled Veteran Business Enterprise (DVBE) goal. As provided above, F+P Arup has identified 17 SB/DBE/DVBE subconsultant firms as a part of its team.

The F+P Arup team is comprised of the following subconsultant members which includes 17 SB/DBE/DVBE firms:

- Auriga Corporation
- BioStudio LLC
- Blackburn Consulting
- Cornerstone Structural Engineering Group, Inc
- Environmental Review Partners (ERP) Inc.
- FMG + Company (Finger + Moy, Inc.)
- HMM Engineers
- ICF Jones & Stokes, Inc.
- JMA Civil, Inc.
- Leland Saylor Associates, Inc.
- MLA Green, Inc. (dba Studio-MLA) (previously Mia Lehrer + Associates)
- Novus Design Studio (NDS) Inc.
- O'Dell Engineering, Inc.
- SiteLab Urban Studio (RC Design Collaborative, LLC)
- Soar Environmental Consulting, Inc.
- VRPA Technologies, Inc.
- Wilson Ihrig
- Zack Urban Solutions, Inc.

Legal Approval

This RFQ procurement process was conducted with the assistance of, and under the review of, the Authority Legal Office. The Legal Office has reviewed this contract and the relevant laws, regulations, and policies, and deems this contract to be legally sufficient for execution.

Budget and Fiscal Impact

This request is to enter into a new A&E contract in an initial not-to-exceed amount of \$35,350,000 to complete the Configuration Footprint design work (NTP 1). The procurement and resulting contract include an option related to completing final design, construction ready documents, and commissioning for all four stations (NTP 2). When the Authority seeks to exercise the NTP 2 option, which is estimated at an additional \$36 million, staff will return to the Board for approval to fund the option to progress to final design, construction support and commissioning.

Capital Outlay Costs

The funds associated with this request include state and federal sources, including State Cap and Trade funds. The request for NTP 1 is consistent with the Expenditure Authorization approved at the December 2021 Board meeting. Upon approval, this request will allocate budget reserved for this work within the 2022 Expenditure Authorization to the Design Services for Central Valley Stations Agreement in an amount no to exceed \$35,350,000.

2022/23 Fiscal Year Budget

Contract Name	Contract Number	Current FY Contract Budget	Budget Change	Funding Source
Merced Station SG3	SLPP0452-001	\$2,675,621	-\$2,675,621	State and Federal
Fresno Station SG3	SLPP0450-001	\$2,675,621	-\$2,675,621	State and Federal
Kings/Tulare Station SG3	SLPP0451-001	\$2,675,621	-\$2,675,621	State and Federal
Bakersfield Station SG3	SLPP0453-001	\$2,675,621	-\$2,675,621	State and Federal
Merced Station SG3 Cont	CONT0452-001	\$588,879	-\$588,879	State and Federal
Fresno Station SG3 Cont	CONT0450-001	\$588,879	-\$588,879	State and Federal
Kings/Tulare Station SG3 Cont	CONT0451-001	\$588,879	-\$588,879	State and Federal
Bakersfield Station SG3 Cont	CONT0453-001	\$588,879	-\$588,879	State and Federal
Central Valley Station Design	TBD	\$0	\$13,058,000	State and Federal
Total			\$0	

Total Program Budget

Contract Name	Contract Number/Budget Allocation	Current Total Program Contract	Budget Change	Funding Source
Merced Station SG3	SLPP0452-001	\$7,243,598	-\$7,243,598	State and Federal
Fresno Station SG3	SLPP0450-001	\$7,243,598	-\$7,243,598	State and Federal
Kings/Tulare Station SG3	SLPP0451-001	\$7,243,598	-\$7,243,598	State and Federal
Bakersfield Station SG3	SLPP0453-001	\$7,243,598	-\$7,243,598	State and Federal
Merced Station SG3 Cont	CONT0452-001	\$1,594,246	-\$1,594,246	State and Federal
Fresno Station SG3 Cont	CONT0450-001	\$1,594,246	-\$1,594,246	State and Federal
Kings/Tulare Station SG3 Cont	CONT0451-001	\$1,594,246	-\$1,594,246	State and Federal
Bakersfield Station SG3 Cont	CONT0453-001	\$1,594,246	-\$1,594,246	State and Federal
Central Valley Station Design	TBD	\$0	\$35,351,378	State and Federal
Total			\$0	

REVIEWER INFORMATION	SIGNATURE
Reviewer Name and Title: Brian Annis Chief Financial Officer	Signature verifying budget analysis: Signed October 13, 2022
Reviewer Name and Title: Alicia Fowler Chief Counsel	Signature verifying legal analysis: Signed October 13, 2022

Recommendations

Staff is requesting Board approval to award the contract for Design Services for the Central Valley Stations (HSR21-07), and authorize the CEO, or designee of the CEO, to execute a 30-month contract with F+P Arup for a not-to-exceed dollar value of \$35,350,000 (NTP 1).

Attachments

- Resolution #HSRA 22-24 Approval to Award Contract for Design Services for the Central Valley Stations