



CALIFORNIA
High-Speed Rail Authority

California High-Speed Rail: Industry Awareness Day

November 15, 2023

Agenda

- Welcome & Event Overview
- California High-Speed Rail Project Overview
- Upcoming Rail Procurements Overview
- Procurement Requirements for Bidders
- **30 Minute Break/Networking Time** -
- Question & Answer Session
- Closing Remarks



Question and Answer Session

- A Question-and-Answer session will be held as part of the event, addressing written questions from both virtual and in-person attendees.
- We accept written questions at the live event, please write out your questions on the forms provided and give them to the Authority staff at the table at the back of the room
- For those joining virtually, please use the Q&A feature of the ZOOM application. Only the host of the ZOOM meeting can see your questions.
- Your questions will be collected and reviewed and then answered by an Authority staff during the Q&A session. Please turn in all questions at the start of the break.
- The Authority will not answer questions regarding specific Organizational Conflict of Interest matters, prior procurements, or other topics it determines are not relevant to the purpose of the event.

Question and Answer Session

- The Authority welcomes questions on the project generally, as well as more specific questions on the anticipated upcoming procurements such as scopes of work, timelines, small business requirements, and general process.
- Please keep in mind that each specific procurement will have pre-bid meetings, small business workshops, and will have a process for getting questions answered.
- For questions that are not answered at the event, the Authority will make its best efforts to respond to them in writing. All written questions regarding the Industry Awareness Day should be submitted by November 22, 2023 to Richard Yost at capitalprocurement@hsr.ca.gov.
- All Authority responses to questions will be posted on the Industry Awareness Day webpage several weeks after the event.
- Please do not use the Q&A session for advertising/promotional purposes. Thank you.



CALIFORNIA
High-Speed Rail Authority

**Industry Awareness Day:
Project Update**

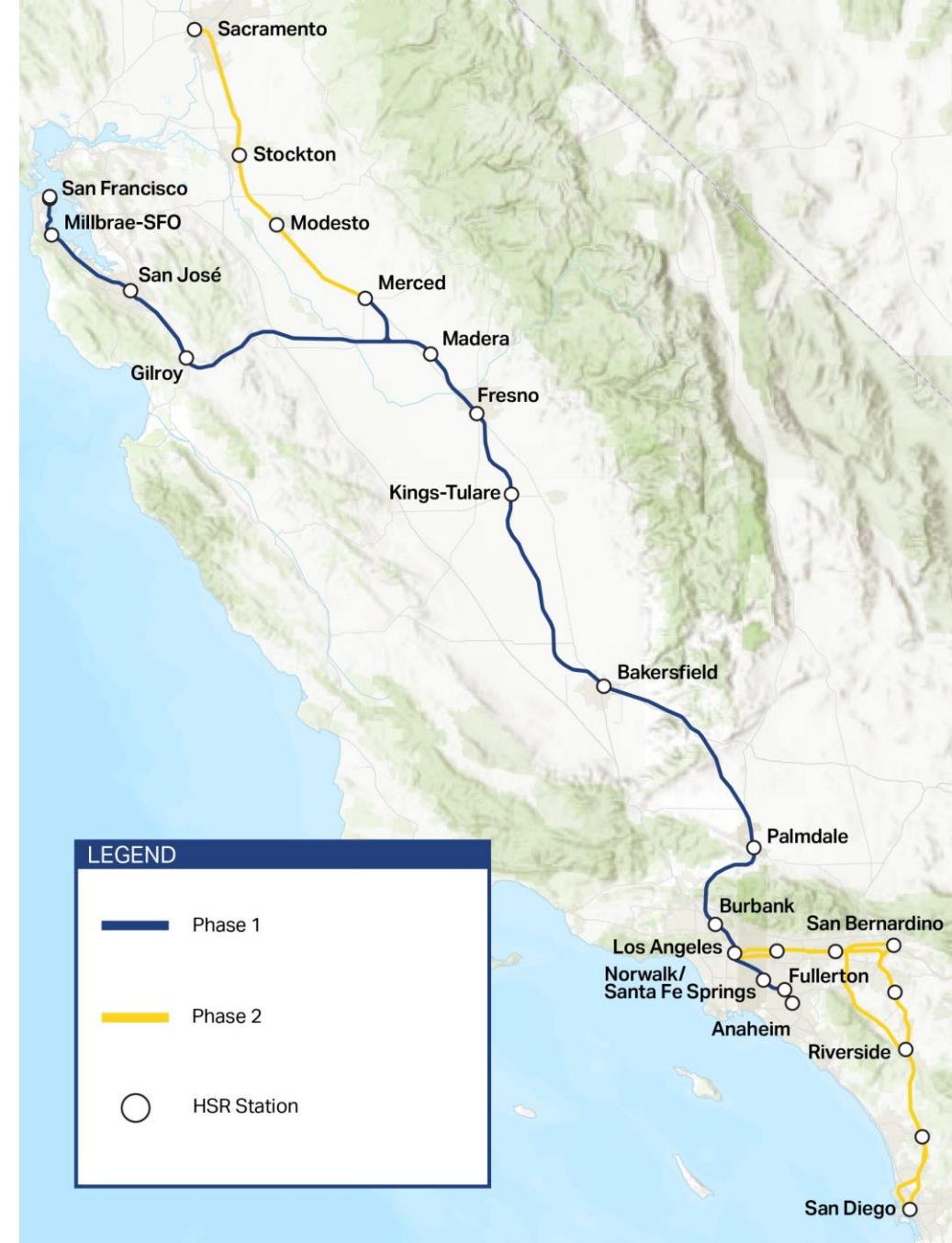
Brian Kelly, Chief Executive Officer

Connecting California

Program Highlights

- **Mission:**
 - To initiate the construction of a high-speed train system that utilizes an alignment and technology capable of sustained speeds of 200 miles per hour or greater.
- **Phase 1**
 - 500 Miles
 - San Francisco to Los Angeles/Anaheim
- **Phase 2**
 - After Phase 1 - Extends 300 Miles
 - Connections to Sacramento and San Diego

Travels at approximately 220 mph
Up to 24 Stations



Central Valley

Initial Operating Segment

- 171 Miles
- 100% environmentally cleared
- 119 miles under construction
- 52 miles starting advanced design (pre-construction work)
- Station design for Merced, Fresno, Kings/Tulare and Bakersfield underway
- Track and Systems contract
- Train procurement

Goal: Initial operations by 2030-2033



Program Update

Highlights

- **11,400+ Construction Jobs Created Since Construction Began**
 - 1,400+ Construction Workers Dispatched to Sites Daily
 - 25 Active Construction Sites
 - 70% Workers from Disadvantaged Communities
- **812 Small Businesses Employed**
 - 282 are Disadvantaged Business Enterprises
 - 99 Disabled Veteran Business Enterprises
- **Leading In Sustainability**
 - Run on 100% Renewable Energy
 - Currently Using Tier IV Equipment on Construction
 - Will Reduce VMT by taking 400k cars off the road annually



Bay Area Valley to Valley Segment

- 159 Miles
- 100% environmentally cleared
- Eligible to begin advanced design
- Corridor electrification underway on 51 miles through Caltrain Electrification Project
- Segment construction is unfunded

Goal: Advance design work in 2023; identify “shared corridor” early capital investments, develop funding plan options





Southern California Complete Phase 1

- 164 Miles
- 92 miles (56%) environmentally cleared in 2022 (remainder in 2023/24)
- LA Union Station Phase A fully funded, continuing environmental in 2023
- Segment construction is unfunded

Goal: Complete all environmental; begin advanced design in 2023; identify “shared corridor” early capital investments; develop segment funding plan options

Upcoming Milestones & Procurements

- 2023
 - » CP 4 construction completion
 - » Track and Systems procurements (RFQ released)
 - » Track and Systems support contracts
 - » Trainsets procurement (RFQ released)
- 2024
 - » Caltrain electrification completion (anticipated)
 - » Rosecrans/Marquardt grade separation completion (anticipated)
- 2025/2026
 - » Depots/Facilities procurement
 - » CP 1 and CP 2/3 construction completion
- 2028
 - » Track and Systems completion for 119-mile test track
- 2029/2030
 - » Testing on 119-mile test track
 - » Completion of extensions into Merced and Bakersfield
- 2030/2033
 - » Passenger service begins





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High-Speed Rail Authority

**Industry Awareness Day:
Track, Systems, Trainsets, & Related
Procurements**

Bruce Armistead
Chief of Rail and Operations Delivery
&

Dominique Rulens
Deputy Chief Of Rail and Operations Delivery

BACKGROUND

The Authority will need to advance key procurements in the second half of 2023 and early 2024 to deliver an operation schedule consistent with the timelines in the Project Update Report and our agreements with the Federal Railroad Administration.

Procurements include:

- » The design and installation of track and systems where civil works are completed
- » Trainsets (i.e., rolling stock) for testing, commissioning, and in-service operations
- » Related procurements, including construction management, independent cost estimator, integrator, independent safety assessor, design and construction of depots/ maintenance facilities, and others

These procurements will implement a strategy that incorporates lessons-learned and updated industry input. The strategy includes smaller contracts, increased flexibility, and an emphasis on maximizing qualified bidder pools.

LESSONS LEARNED

These upcoming procurements **will not repeat the past.**

The upcoming Track and Systems procurements follow these **core principles:**

- » Pursue a higher-number of contracts each with a reduced size (initial focus on Construction Package 4). Authority will only authorize further work packages as we are ready for them
- » Procure scope under multiple packages – the prior track and systems procurement sought a single large contract
- » Use innovative, flexible delivery methods, as appropriate for each scope element
 - Minimize risk of change orders that can arise under a lump-sum, fixed price approach
 - Industry is shifting away from traditional fixed price delivery models such as fixed-price design-build
 - Increase flexibility and Authority control of design where appropriate
 - Manage schedule and meet federal grant deadlines
- » Recognize which risks should be retained by Authority to deliver a certified, safe high-speed railroad

AUTHORITY PROCESS

- The recommended procurement strategy approach:
 1. Represents nearly **9 months of intense work by the Authority team** and international high-speed rail experts, with significant input from industry and various peer agencies
 2. Takes into account post-COVID **market conditions**, feedback from prior track and systems debrief meetings, and **market sounding feedback** from a broad group of industry participants
 3. Assures Authority interests are **PARAMOUNT** and risks are minimized
 4. Takes into account **LESSONS LEARNED**, including from:
 - » the current civil construction packages
 - » prior track and systems procurement
 - » other projects/ owners (both US mega-projects and international high-speed rail projects)



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Track and Systems Overview of Packaging

OVERVIEW OF PACKAGING AND ANTICIPATED DATES

Package	Scope	Description	Indicative Timing
Package 1 <i>(broken up into two separate contracts)</i>	Track and Overhead Contact System (OCS) <i>(Track Civil Works, Track Bed, Track, and OCS)</i>	Package 1A: Design <i>Architectural & Engineering contract</i>	Nov 03, 2023
		Package 1B: Construction Manager/General Contractor (CM/GC) <i>CM/GC contract</i>	Q2 2024
Package 2	Systems <i>(Signaling, train control, core communications and traction power system, Supervisory Control and Data Acquisition)</i>	Package 2: Systems <i>Progressive Design-Build contract</i>	Q2 2024
Package 3	Trainsets	Package 3: Trainsets <i>Supply-Maintain contract</i>	RFQ: Q3 2023 RFP: Q1 2024
Package 4	Depots/Facilities	Package 4: Depots/facilities <i>[Packaging and scope of depots/facilities subject to ongoing discussion]</i>	Q3 2024 (Design) 2026 construction
Additional Contracts	Program-wide support for Track and Systems	Independent Safety Assessor (ISA)	Q4 2023
		Integration Support	Q1 2024
		Independent Cost Estimator (ICE)	Q2 2024
		Construction Manager	Q2 2024

PACKAGE 1 – FURTHER DETAIL

Package	Scope	Description	
Package 1	Track and Overhead Contact System (OCS) (Track Civil Works, Track Bed, Track, and OCS)	1A Design contract	<ul style="list-style-type: none"> • Single design contract for 171-miles • Allows Authority to maintain design control and to align phasing to construction schedules
		1B Construction Manager/General Contractor (CM/GC) contract	<ul style="list-style-type: none"> • Focus on constructability reviews of design and delivery of Construction Package 4, with a framework to continue with the CM/GC through negotiation of further packages and notices-to-proceed for construction and installation for the 119-miles (i.e. to obtain certification) • Clear hold point at end of Construction Package 4, with potential to off-ramp and procure future works under separate procurements (design-bid-build) • Provides framework to add further extensions to Merced and Bakersfield (171-miles) • Long-lead materials either Authority-furnished or under CM/GC as an early works package

Procurement of a separate Designer and Construction Manager/General Contractor for Track and OCS works allows Authority to:

- » Own and control design
- » Start small with Construction Package 4 and long lead items
- » Only progress to authorize future sections when Authority is ready and if Contractor is performing
- » Ensure early collaboration between the designer and the contractor that will be responsible for construction and installation
- » Manage interfaces and integration between contract packages

PACKAGE 2 – FURTHER DETAIL

Package	Scope	Description
Package 2	Systems (Signaling, train control, core communications and traction power system, Supervisory Control and Data Acquisition)	<ul style="list-style-type: none">• Single contract with progressive delivery for technically complex elements for 119-miles, with progressive authorization of work packages and notices to proceed• Provides framework to add further extensions to Merced and Bakersfield (171-miles)• Includes relevant design work for Package 2

Single contract for systems design and installation with progressive delivery allows Authority to:

- » Manage progress of work within our program’s capacity and based on availability of Construction Packages
 - Negotiate work packages progressively (instead of an upfront lump sum price)
- » Manage interfaces and integration between contract packages
- » Be involved in design decisions and maintain flexibility to make changes
- » Combine design with supply/ installation/ construction to better mitigate integration, commissioning, and certification risk
 - Necessary given technically complex and proprietary nature of systems scope

PACKAGE 3 – FURTHER DETAIL

Package	Scope	Description
Package 3	Trainsets	<ul style="list-style-type: none">• Single supply-maintain contract• Includes relevant design work for Package 3• 6 trainsets, with options for more

- The Authority plans to procure high-speed trainsets capable of operating at 220 mph that will be Buy America and FRA Tier III compliant
- The order will include two prototype trainsets scheduled to be delivered by 2028 to support static/ dynamic testing and trial running, followed by delivery of four additional trainsets by the end of 2030 to support revenue operations
- The Authority will need the trainset designs and prototypes to progress together with the design and installation of track and systems to mitigate issues with critical interfaces. This means that the trainset procurement will need to align with the track and systems procurements

PACKAGE 4 – FURTHER DETAIL

Package 4	Depots/Facilities	Package 4: Depots/facilities <i>[Packaging and scope of depots/facilities subject to ongoing discussion]</i>
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Multiple contracts for design then construction of Civil works and Buildings for the project facilities (i.e. Maintenance of Way, Heavy rolling stock Maintenance facility, Authority offices and training center) with progressive delivery allows Authority to:

- » Manage progress of work within our program’s capacity and based on availability of Construction Packages
 - Negotiate work packages progressively (instead of an upfront lump sum price)
- » Manage interfaces and integration between contract packages(i.e. with Rolling stock Manufacturer and track and OCS contractors)
- » Be involved in design decisions and maintain flexibility to make changes
- » Combine design with supply/ installation/ construction to better mitigate integration, commissioning, and certification risk
 - Necessary given technically complex and proprietary nature of systems scope

ADDITIONAL CONTRACTS – FURTHER DETAIL

Additional Contracts	Program-wide support for Track and Systems	Independent Safety Assessor (ISA)
		Integration Support
		Independent Cost Estimator (ICE)
		Construction Manager

- **Independent Safety Assessor:** The Authority will hire a qualified High Speed Railway Systems safety professional to independently assess to the Federal Railway Agency (FRA) that the system is safe and secure to be operated. This consultant will asset all the safety cases submitted by each subsystem contractors and provide an independent (from the Authority) assessment to FRA
- **Integration Support:** This consultant will support the development of the system engineering strategy to collect the necessary objective evidences to support the certification process with support of all contractors. Under the Authority policies and control, The Consultant will have to develop and coordinates the interfaces management, the requirements management and the RAM requirements and documentation aspects under a strict Configuration management.
- **Independent Cost Estimator:** Due to the progressive approach the Authority choses for its Railway systems packages, the Authority will hire an ICE to assist in determining the reasonableness or unreasonableness of the cost proposal provided by the contractors. The ICE will produce an independent cost estimate which is to be used in the evaluation of the contractor's cost proposal including any change order.
- **Construction Manager:** The Consultant Will be the Representative of the Authority on sites to manage safety, Security, road Access and railway traffic. The CM will be the guarantor of the Quality of the work by organizing inspection and testing as well as audits. The Consultant will also be the single point of contact for contractor document submittal, Invoicing and schedule control.



CALIFORNIA
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Resilient and Renewable Power using Solar Power and Battery Storage

California High Speed Rail

Overview of Traction Power Substations and Associated Stations

Central Valley Operation (35.602847, -119.33252)

TPSS 7 – Merced

Merced, CA

(37.263373, -120.428699)

TPSS 9 – Fresno

Fresno, CA

(36.59489, -119.75065)

TPSS 10 – Kings

Hanford, CA

(36.251941, -119.592965)

TPSS 12 – Bakersfield

Wasco, CA

Valley to Valley Operation

TPSS 8 – Madera

Madera, CA

(36.59044, -120.01488)

TPSS 11 – Tulare

Angiola, CA

(35.57290, -119.27217)

HSR_LAYERS

Station

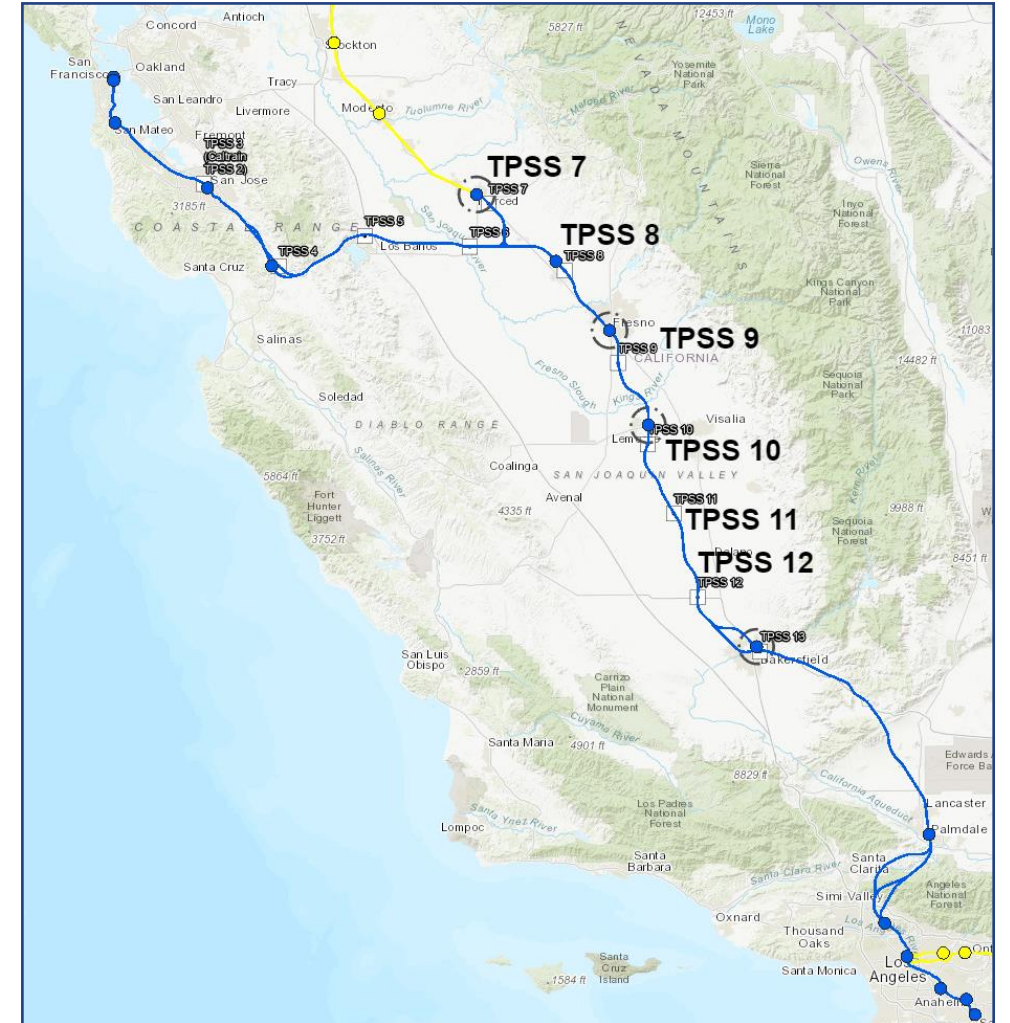
● Phase 1

● Phase 2

Alignment

— Phase 1

— Phase 2



Technical and policy considerations are the foundation for a renewable power supply behind-the-meter.

Renewable power supply strategy is informed by:

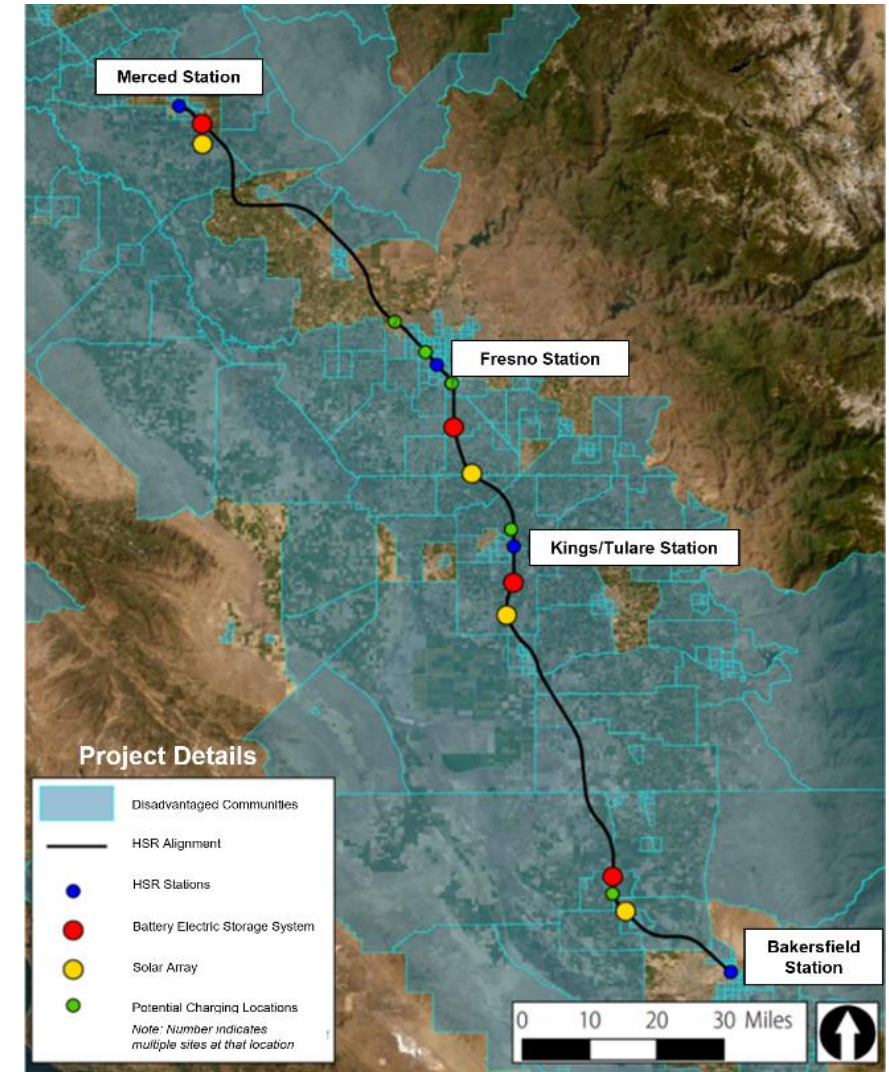
1. **Preliminary energy demand modeling**
2. **Authority-owned land for solar**
 - Right-of-way analysis
3. **Grid interconnection strategies**
4. **Resilience and reliability planning**
5. **Commitment to 100% clean energy**
6. **Reducing operating costs**

Renewable Resources Behind-the-Meter: Solar, storage, and additional renewable resources will be connected via TPSS to support renewable policy goals and resilient train operations.

A behind-the-meter strategy localizes solar and storage at the traction power substations.

Renewable power supply project is informed by:

1. Existing traction power substation locations
2. Preliminary energy demand modeling
3. Authority-owned land suitably sized for solar generation
4. Grid interconnection design
5. Resilience and reliability planning
6. Commitment to 100% clean energy





CALIFORNIA
High-Speed Rail Authority

**Industry Awareness Day:
Organizational Conflicts of Interest
Overview**

**Katherine Cook
Attorney IV**

ORGANIZATIONAL CONFLICTS OF INTEREST

- All entities desiring to enter into an Authority contract must comply with its Organizational Conflict of Interest (OCOI) Policy (Policy).
- Why is the OCOI Policy necessary?
 - Our federal grants require it;
 - Ensures a fair and transparent procurement process, maximizing competition and minimizing exposure to bid protests; and
 - Ensures compliance with state and federal procurement laws and regs.

OCOI POLICY DEFINITION

An “Organizational Conflict of Interest” is defined as:

“...a circumstance arising out of a Contractor’s existing or past activities, business or financial interests, familial relationships, contractual relationships, and/or organizational structure (i.e., parent entities, subsidiaries, Affiliates, etc.) that results or would result in:

- **impairment or potential impairment of a Contractor’s ability to render impartial assistance or advice to the Authority or of its objectivity in performing work for Authority**
- **an unfair competitive advantage for any Contractor bidding or proposing on an Authority procurement, or**
- **a perception or appearance of impropriety with respect to any of the Authority’s procurements or contracts or a perception or appearance of unfair competitive advantage with respect to a procurement by the Authority (regardless of whether any such perception is accurate).”**

ORGANIZATIONAL CONFLICTS OF INTEREST

- Two general situations in which an organizational conflict of interest will be found to exist for a contractor:
 - » **1. A contractor has an unfair competitive advantage**
 - *Example: A contractor has inside or non-public information about a procurement*
 - *Example: A contractor provides services related to a procurement and then bids on it*
 - » **2. A contractor's objectivity in performing its contractual obligations for the Authority would be compromised such that it could not provide impartial assistance**
 - *Example: A contractor on Contract A is in a position to oversee its own work on Contract B and mitigation is not possible*

OCOI POLICY FLEXIBILITY

- A common misperception is that Contractors are generally “conflicted” out simply because of prior work on the Project.
- The vast majority of OCOI determinations find that a contractor may participate in the desired procurement and/or contract.
- The Policy states that “the Authority recognizes that its goals must be balanced against the need to not unnecessarily restrict the pool of potential proposers or bidders available to participate in Authority procurements and contracts.”
- If a potential conflict is recognized, the Policy requires consideration of numerous factors to determine whether the contractor may participate in the contract and whether mitigation or safeguards may be implemented to permit participation.
- Such safeguards are commonly applied to allow participation and include measures like ethical walls and release of work product.

OCOI REVIEW PROCESS

- Interested Contractors should review the Authority's Organizational Conflict of Interest Policy: <https://hsr.ca.gov/business-opportunities/general-info/organizational-conflict-of-interest-policy/>
- If the interested Contractor has any concerns that it may have an actual or perceived OCOI, it should request a determination from the Authority (instructions on next slide).
- Advanced or pre-clearance is not necessary if there are no concerns regarding an actual or perceived OCOI.
 - » *Example: a Contractor has never worked on the CAHSR project nor a related project and has no financial affiliations with CAHSR Contractors*
- In conjunction with its participation in the SOQ or RFP submission, all interested Contractors will submit Form F: Organizational Conflicts of Interest Disclosure Statement in which it will either disclose potential OCOIs or indicate that it has none to disclose.
 - » *Current HSR contracts should be disclosed on this form*

HOW TO REQUEST AN OCOI DETERMINATION

- Requests for Organizational Conflict of Interest determinations should be submitted to the Authority's Chief Counsel, Alicia Fowler, at Legal@hsr.ca.gov, referencing the RFQ(s) or RFP of interest.
- The Authority's OCOI determination process includes the following steps:
 - After the request is received, an investigation and analysis, including potential mitigation options, is performed by the attorneys.
 - The requestor will often be asked for additional information and/or documents necessary for the OCOI determination.
 - The Chief Counsel makes the final determination and informs the requestor by letter, which discusses the relevant facts and applicable Policy provisions.
 - A requestor who does not agree with an OCOI determination may contact the Chief Counsel to raise additional relevant facts and information.



CALIFORNIA
High-Speed Rail Authority

**Industry Awareness Day:
SB, DVBE and DBE Program Overview**

Catrina Blair

Catrina Blair, Process and Program Development Branch Chief

Small Business By the Numbers



Small Business Participation

(as of August 31, 2023)

812 Certified Small businesses working on the high-speed rail program statewide

282 Certified Disadvantaged Business Enterprises (DBE)

99 Certified Disabled Veteran Business Enterprises (DVBE)

▲ NORTHERN CALIFORNIA **■** OUTSIDE OF CALIFORNIA

285 Certified Small Businesses

28 Certified Small Businesses

● CENTRAL VALLEY

219 Certified Small Businesses

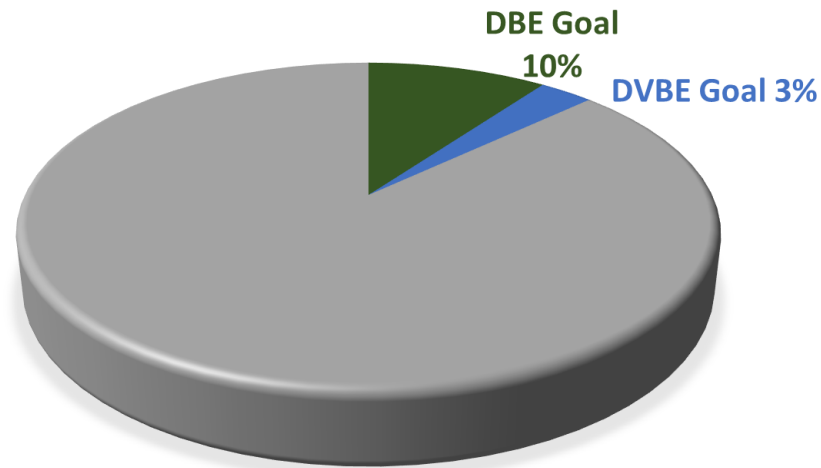
■ SOUTHERN CALIFORNIA

280 Certified Small Businesses



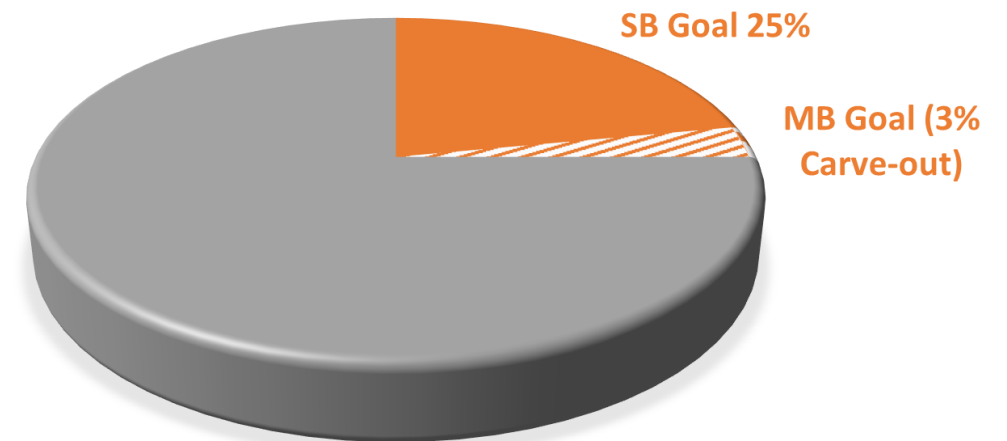
SB/DVBE/DBE Contract Goals: Blended Contracts

GOALS CALCULATED AGAINST
TOTAL CONTRACT DOLLARS



Combined Total: 13%

GOALS CALCULATED AGAINST
STATE CONTRACT DOLLARS ONLY

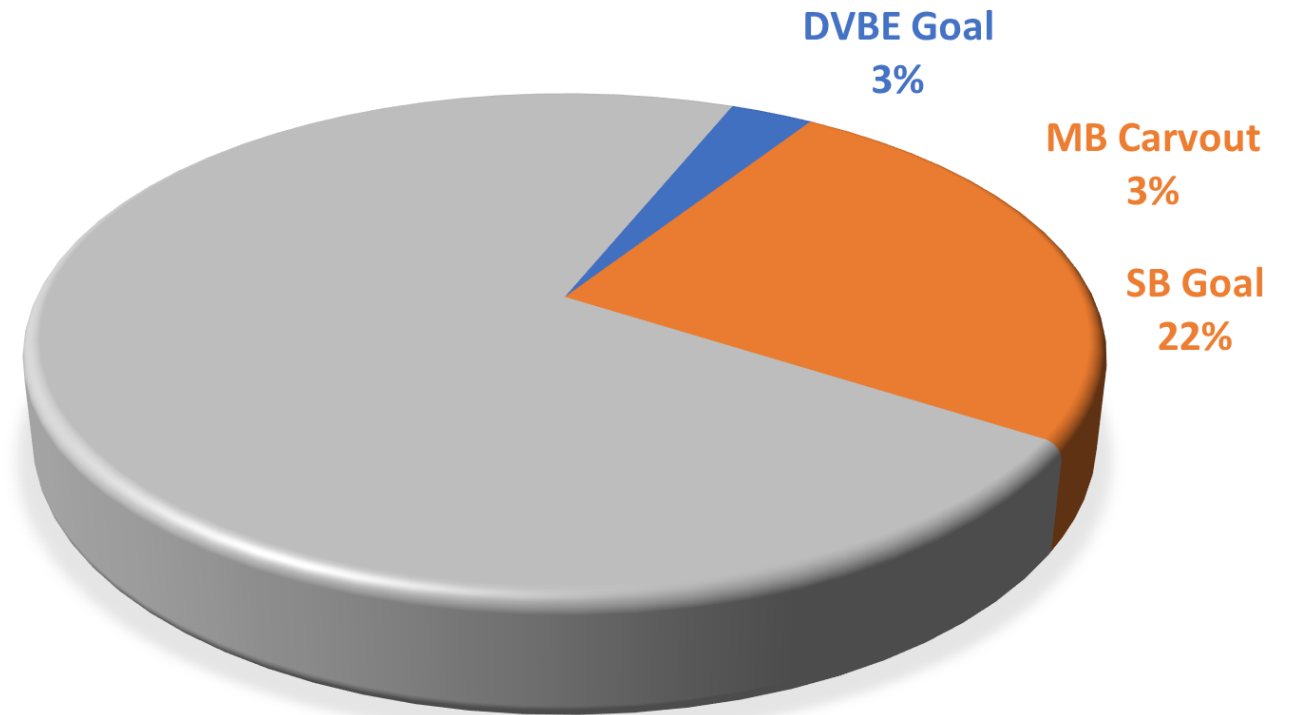


Total: 25%

SB/DVBE Contract Goals: State Funded Contracts

- 3 percent DVBE Goal
- 25 percent SB Goal
 - » 3 percent MB carveout

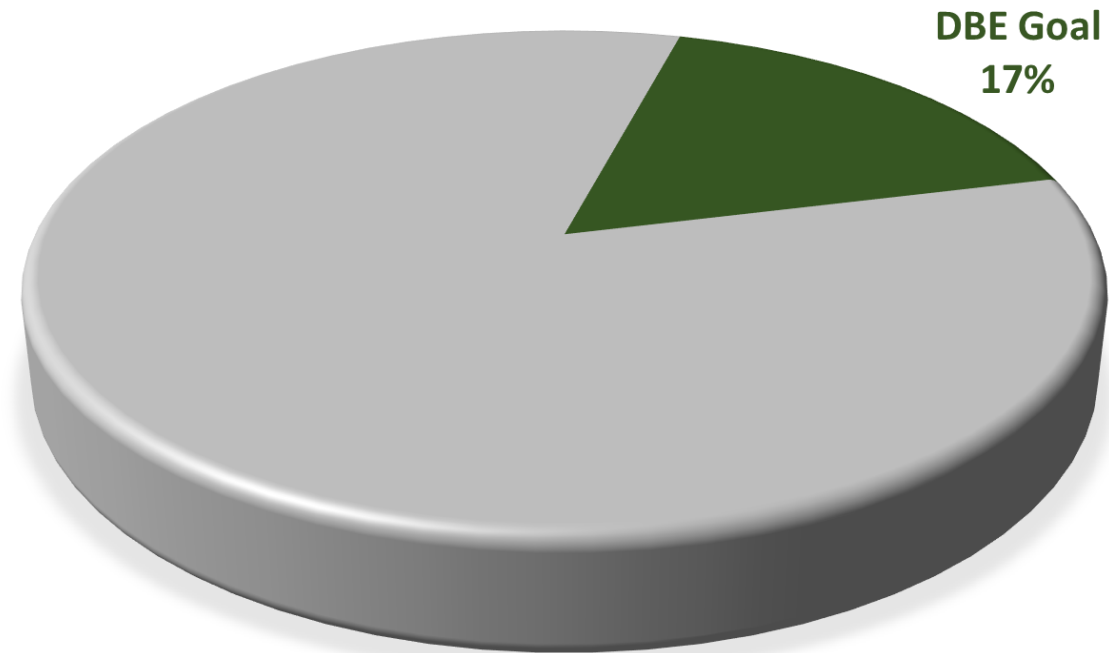
STATE FUNDED CONTRACTS



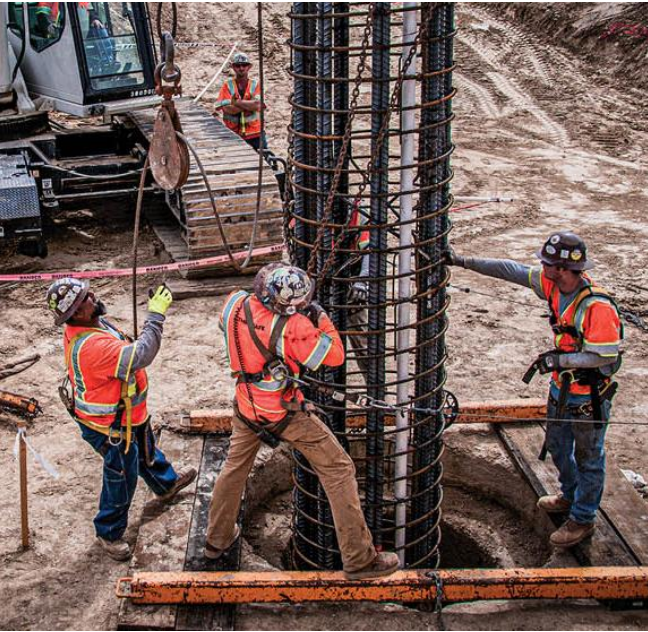
DBE Contract Goals: Federally Funded Contracts

17 percent
DBE Goal

FEDERALLY FUNDED CONTRACTS



Commitment to Diversity



Certifications That Count Toward the Overall Goal:

- **California Department of General Services**

- Small & Micro Businesses (SB / MB)
- Disabled Veteran Business Enterprises (DVBE)
- Small Business for Public Works (SB-PW)

state

- **California Unified Certification Program**

- Disadvantaged Business Enterprises (DBE)

federal

Small Business Teams

Exclusivity

- » **There is no prohibition against Subconsultants/Subcontractors being exclusive to one Offeror, however, exclusivity is strongly discouraged for SB/DBE/DVBE Subconsultants/Subcontractors**

CONNECT HSR – Vendor Registry

Free Online Tool to Connect with Business Opportunities

Open to All Businesses, Large & Small



- **List Your Business:**
 - Type of Business
 - Services Offered or Supplies Sold
 - Service Counties
 - Certifications
- **Learn About:**
 - Future Contracting Opportunities
 - Trainings/Workshops
- **Register At:**
 - www.connecthsr.com



CALIFORNIA
High-Speed Rail Authority

**Industry Awareness Day
Community Benefits Agreement Overview**

Isidro Sanchez
Contract Compliance Branch

What is the Community Benefits Agreement (CBA)?

- A cooperative partnership between the High-Speed Rail Authority, skilled craft unions, and contractors with the primary goal to ensure that the High-Speed-Rail Project benefits the communities it traverses.
- **Community Benefits Agreement Purpose:**
 - » Designed to assist small business and job seekers in finding or obtaining construction contracts, jobs, and training opportunities for residents who live in economically-disadvantaged areas.
 - » Support employment of individuals who are designated as targeted workers and those designated as ‘disadvantaged workers,’ including veterans;
 - » Helps remove potential barriers for small businesses participation

Community Benefit Agreement Goals

- National Targeted Worker Program (NTHI) ensures that 30% of all project work hours are performed by National Targeted workers
 - » 10% of those hours will be performed by those classified as disadvantaged workers
- Identification and retention of a skilled workforce
 - » Monitor compliance of both DIR and DOL apprentice requirements
- Boost access to employment opportunities offering prevailing wage
- Timely, safe and economical execution of construction contracts



How Does the CBA apply to Contractors /Subcontractors?

- All Design- Build Contractors working on the program must agree to the CBA and designate a jobs coordinator who will implement a National Targeted Hiring Program
- All qualified contractors and subcontractors can bid for and obtain work on the high-speed- rail program whether they are parties to collective bargaining agreements
- Workers are not required to join a union organization to be hired or dispatched to work on construction projects
- Provides a single set of work rules and standards which provides guarantees against work stoppages, provides for expeditious and peaceful dispute resolutions



Contact Contract Compliance Unit

Contract Compliance Unit-High Speed Rail Authority

1111 H St

Fresno, CA 93721

Email: ccucpr@hsr.ca.gov

Website: www.hsr.ca.gov

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- Please do not use the Q&A session for advertising/promotional purposes. Thank you.

Contact Us

- All Authority responses to questions will be posted on the Industry Awareness Day webpage several weeks after the event. Website link below:

<https://hsr.ca.gov/2023/10/15/industry-awareness-day-upcoming-rail-procurements/>

- The Look Ahead Report (LAR) will be posted on the Track and Systems webpage. Website link below:

<https://hsr.ca.gov/business-opportunities/contract-opportunities/track-systems/>

- Questions regarding the Industry Awareness Day should be submitted to Richard Yost at capitalprocurement@hsr.ca.gov or (916) 324-1541.