



CALIFORNIA
High-Speed Rail Authority

California High-Speed Rail: Industry Update

May 7, 2024

Agenda

- Project Overview
- Project Funding
- Request for Qualifications and Request for Proposals Schedule
- Trainsets Procurement – Request for Proposals
- Track and Systems – Contracts
- Track and Systems – Construction Management Contracts
 - » Break - 10 minutes
- Merced and Bakersfield Extensions Update
- Central Valley Stations Update
- Organizational Conflicts of Interest
- Small Business Program Overview
- Community Benefits Agreement Overview
 - » Break - 30 minutes
- Question-and-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 attendees.
- Please write out your questions on the forms provided and give them to the Authority staff in the Atrium.
- Your questions will be reviewed and then answered by Authority staff during the Question-and-Answer session or posted online. Please turn in all questions during the breaks.
- 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 Update should be submitted by May 14, 2024 to capitalprocurement@hsr.ca.gov.
- All Authority responses to questions will be posted on the Capital Procurements webpage several weeks after the event.

Question-and-Answer Session continued

- 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.
- As a reminder, each of the anticipated upcoming procurements will have pre-bid meetings, small business workshops, and a process for getting questions answered.
- The Authority will not answer questions regarding specific Organizational Conflict of Interest matters, active or prior procurements, or other topics it determines are not relevant to the purpose of the event.
- Please do not use the Question-and-Answer session for advertising and/or promotional purposes.



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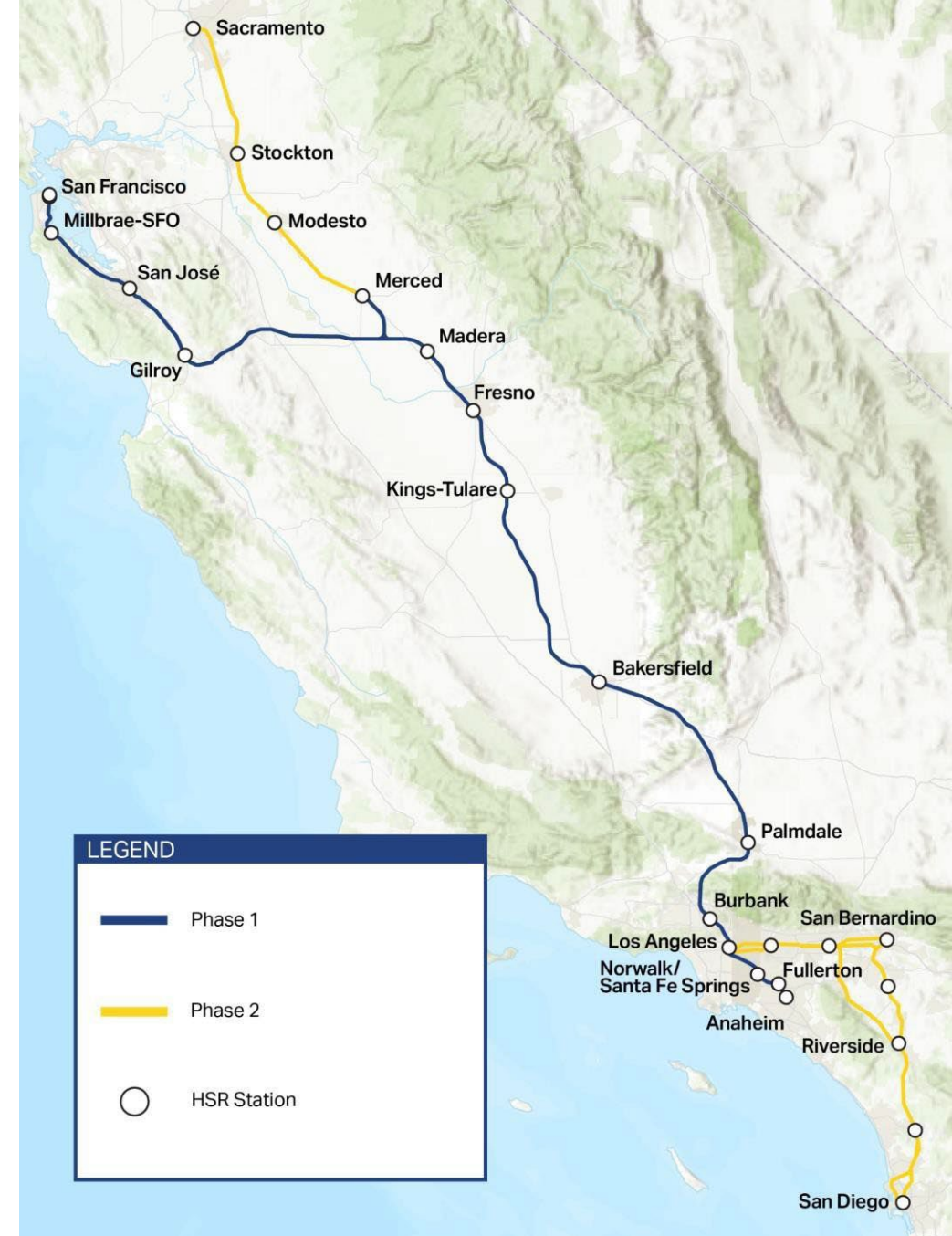
California High-Speed Rail Project Overview

Alice Rodriguez, Deputy Director of External Affairs

Connecting California

Program Highlights

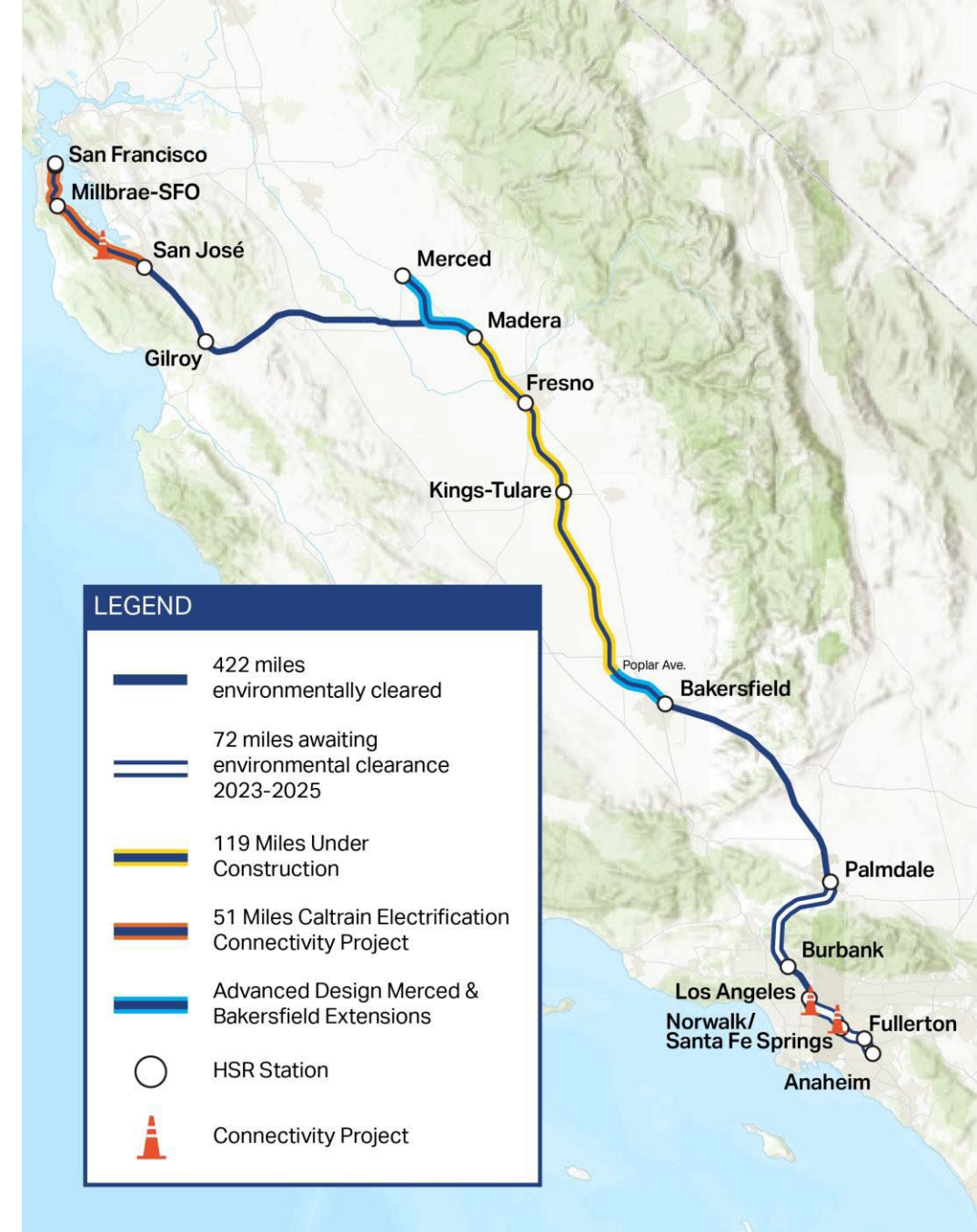
- Phase 1
 - » 494 Miles
 - » San Francisco to Los Angeles/Anaheim
- Phase 2
 - » After Phase 1 - Extends 300 Miles
 - » Connections to Sacramento and San Diego
- Travels at approximately 220 mph
- Up to 24 stations



Where We Are Today

2024 Progress

- Today:
 - » 119 Miles Under Construction
 - » 52 miles Under Advanced Design (north 34 miles into Merced and 18 miles south into Bakersfield)
 - » Environmentally Clearing Full 494 Miles Between San Francisco and Los Angeles Basin
 - Approximately 422 Miles Environmentally Cleared To-Date
 - Anticipating 463 Miles Environmentally Cleared in 2024
 - » Statewide Bookend Projects
 - » Station Design for four Central Valley Stations
 - Merced, Fresno, Kings/Tulare and Bakersfield



Program Update – Highlights

- 13,000+ Construction Jobs Created Since Construction Began
 - » In 2024, Record Number of Workers Dispatched Daily
 - » 25 Active Construction Sites in the Central Valley
 - » Average 70% Workers from Disadvantaged Communities
- 840 Small Businesses Employed
 - » 291 are Disadvantaged Business Enterprises
 - » 103 Disabled Veteran Business Enterprises
 - » Wealth Creation for Residents of Disadvantaged Communities
- Leading In Sustainability
 - » Currently Using Tier IV Equipment on Construction
 - » Will Run on 100% Renewable Energy
 - » Recognized as a Platinum Sustainable Infrastructure Project



Central Valley Construction



Bay Area Valley to Valley Segment 159 Miles

- Status
 - » 100% environmentally cleared
 - » Eligible to begin advanced design
 - » Corridor electrification underway on 51 miles through Caltrain electrification projects
 - » Segment construction unfunded
- Goals
 - » Advance design work in 2024
 - » Continue to engage with partners on “shared corridor” early capital investments
 - » Develop segment funding plan options



Central Valley Early Operating Segment 171 Miles

- Status
 - » 100% environmentally cleared
 - » 119 miles under construction
 - » 52 miles starting advanced design (pre-construction work)
 - » 30% station design for Merced, Fresno, Kings/Tulare and Bakersfield
- Goals
 - » Initial operations by 2030-2033
 - » Advancing track and systems contracts by 2024
 - » Train procurement by 2024



Southern California Complete Phase 1 164 Miles

- Status

- » Continuing Environmental Clearance in 2024
- » Eligible to begin advanced design where environmentally cleared
- » Bookend projects advancing
 - Rosecrans/Marquardt Grade Separation (anticipated completion in 2025)
 - LinkUS Project
- » Segment construction unfunded

- Goals

- » Complete environmental review
- » Identify “shared corridor” early capital investments
- » Develop segment funding plan options
- » Establish connection point with emerging Brightline service





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California High-Speed Rail Project Funding

Brian Annis, Chief Financial Officer

Funded Program

- The Authority’s Board adopts and amends the Funded Program (or Expenditure Authorization) as funding is secured through federal grant awards and state revenue.
- The current Funded Program approved by the Board is \$26.1 billion, and includes most scope for the 119-mile Central Valley Segment, and portions of the Merced and Bakersfield extensions.

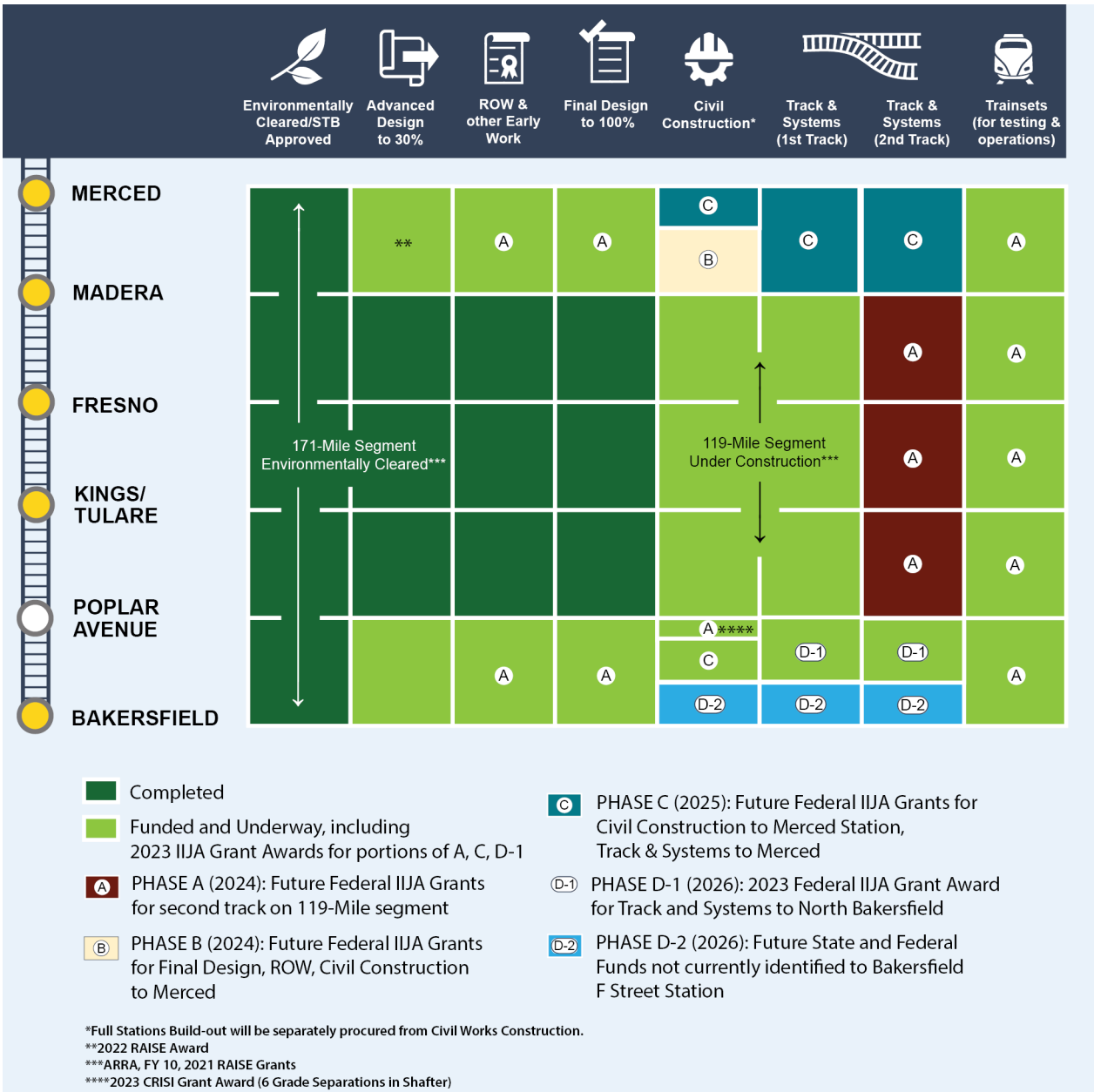
Table 3.0: Program Baseline Budget (\$ in Millions)

Scope	Amount	Notes
Central Valley Segment (CVS) Civil Construction: CP 1, CP 2-3, and CP 4	12,455	Civil works for 119 miles from Madera to Poplar Avenue, including SR-99 and SR-46 projects
CVS Track and Systems, Trainset Certification Facility, and Fresno Historic Depot	3,813	Single track and related systems on 119 miles from Madera to Poplar Avenue, high-speed rail trainset certification facility, and Fresno Historic Depot
Project Development and Advance Design	1,043	Phase 1 environmental clearance and advance design
Program Management & Support	2,732	Program management support for planning and construction activities
Bookend Investments	1,298	Caltrain electrification, San Mateo grade separation, Rosecrans/Marquardt grade separation, Union station
Program Contingencies and Reserves	618	Unallocated contingency, interim use, project reserve
Subtotal with 2023 PUR Adjustments	21,960	Subtotal Without New Federal Grants Scopes
Federal-State Partnership for Intercity Rail Grant Award Scope	3,842	Scope of \$3.074B FSP-National grant award (high-speed rail trainsets, trainset facilities construction, Fresno station construction, Merced and Bakersfield extensions final design and ROW acquisition, and Bakersfield interim extension civil works and track and systems construction)
CRISI Grant Award Scope	292	Scope of \$202M CRISI grant award for Shafter grade separation projects
RAISE Grant for Fresno Historic Depot	0	No net budget change, but reflect award of \$20M grant
Corridor ID Grant	0	No net budget change, but reflect award of \$500K grant
Grant Total	26,094	New Program Baseline Budget

Note: Totals may not sum due to independent rounding

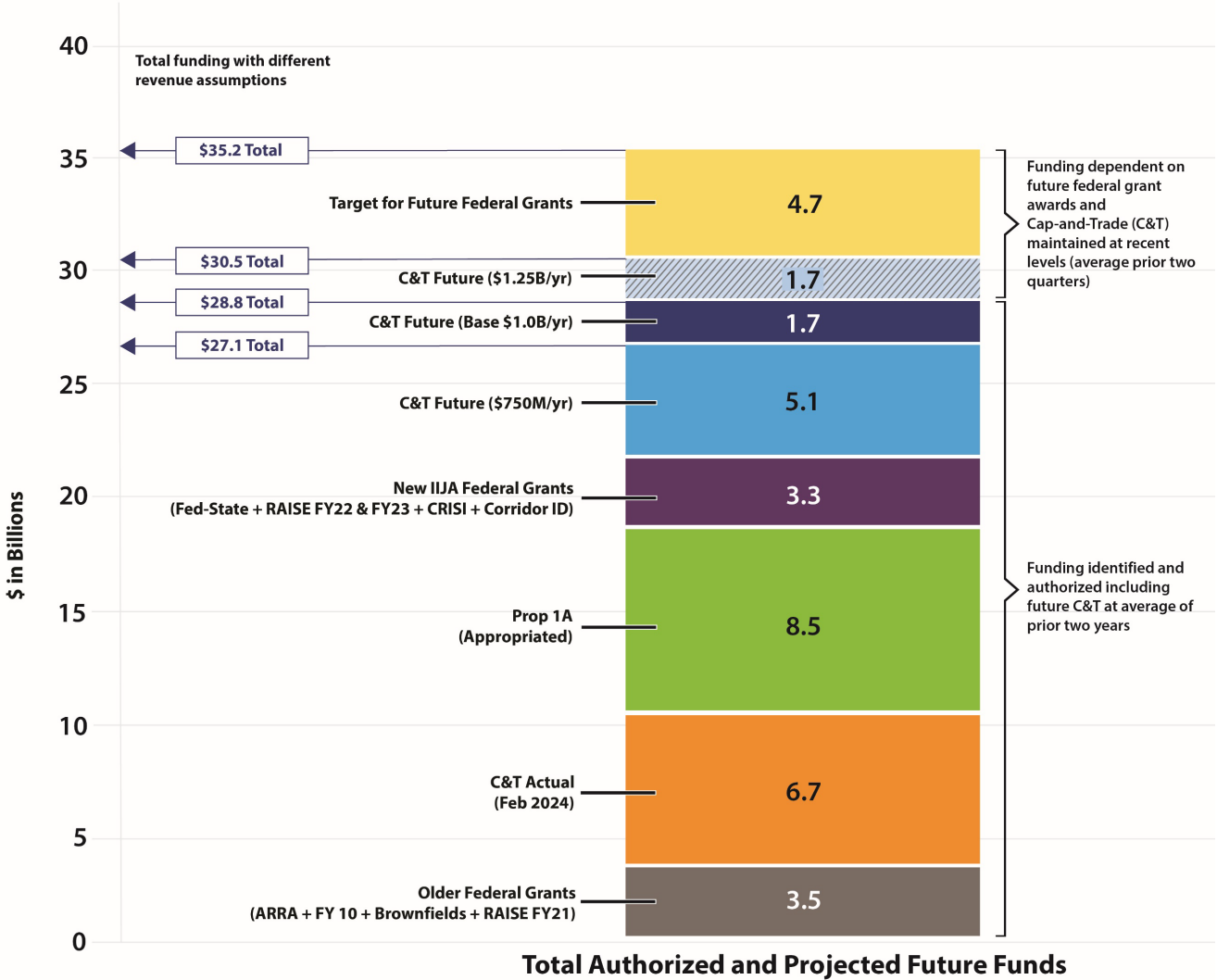
Completing Funding for Merced to Bakersfield

- The Authority was awarded \$3.3 billion in new federal grants in 2023.
- The Authority continues to seek new federal grants and will work with the Legislature to stabilize state funding, to close the funding gap of approximately \$7 billion for Merced to Bakersfield.



Funding Secured and Funding Targets

- The Authority has secured approximately \$28.8 billion in current and projected future funding.
- Funding beyond \$28.8 billion would come from future federal grant awards and the State’s Cap-and-Trade Program.



*Totals may not sum due to independent rounding
 **Portion of future C&T revenues may be used to fund admin support activities
 ***Portion of Prop 1A may be used to fund admin support activities



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Request for Qualifications and Request for Proposals Schedule

Bill Casey, Chief Operating Officer

Delivery Team



Bruce Armistead
Chief of Rail and Operations



Margaret Cederoth
Director of Planning and Sustainability



Christine Inouye
Chief Engineer of Strategic Delivery



Ben Ruiz
Director of Infrastructure Delivery

Procurements – Track and Systems

Scope	Estimate (\$M)	Description	RFQ/RFP/ADV
Rail Systems Engineering	\$73	Professional Services and Technical Expertise Related to Rail Systems Engineering Services (RSES)	Awarded
Track and Overhead Contact System (OCS) (Track Civil Works, Track Bed, Track, and OCS)	\$131	Design - Design Services for Track and OCS	SOQs Received 04/04/2024
	\$2,021	Construction Manager/General Contractor (CM/GC) - CM/GC Contract	Q1 2025
Systems (Signaling, Train Control, Core Comm, and SCADA)	\$1,487	Signaling and Train Control - Progressive Design-Build (PDB) Contract	Q4 2024
Systems (Traction Power System)	\$1,229	Traction Power - Progressive Design-Build (PDB) Contract	Q3 2024
Trainsets and Driving Simulator	\$534	Trainsets and Driving Simulator - Supply-Maintain Contract	Released RFP 4/16/2024
Depots and Facilities	\$43	Depots and Facilities (Train Certification Facility, Integrated Test Facility, Maintenance of Way Facility, Operation Control Center)	Design Q3 2024
	\$572		Multiple Construction Contracts Q3 2025 & Varies
Program-wide Support for Track and Systems	\$10	Independent Cost Estimator (ICE)	Q4 2024
	\$283	Construction Manager Track and OCS	Q2 2025
	\$208	Construction Manager for Signaling and Train Control PDB	Q1 2026
	\$172	Construction Manager Traction Power PDB	Q1 2026
	\$78	Multiple Construction Manager Facilities	Q3 2025 & Varies
	\$40	Integration Support	Q4 2024
	\$9	Independent Safety Assessor Services	Released RFQ 3/11/2024

Procurements – Stations and Fresno Historic Depot

Scope	Estimate (\$M)	Description	RFQ/RFP/ADV	
Stations	\$35	Design - Arup/Fosters JV	Awarded	
	\$888	Construction	Merced	Q3 2027
			Fresno	Q2 2025
			Kings Tulare	Q3 2027
			Bakersfield	Q3 2027
\$133		Multiple CM Contracts	Q2 2025 & Varies	
Fresno Historic Depot	\$3	Design - Page & Turnbull, Inc	Awarded	
	\$24	Construction	Construction Contract	Q1 2025
	\$4		CM Contract	Q1 2025

Procurements – Merced and Bakersfield Extensions

Scope	Estimate (\$M)	Description	RFQ/RFP/ADV
Merced Extension	\$151	Design - Stantec	Awarded
	\$2,925	Construction	Multiple Construction Contracts
	\$439		Multiple CM Contracts
Bakersfield Extension	\$45	Design - HNTB	Awarded
	\$2,060	Construction	Multiple Construction Contracts
	\$309		Multiple CM Contracts



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Trainsets Procurement Requests for Proposals

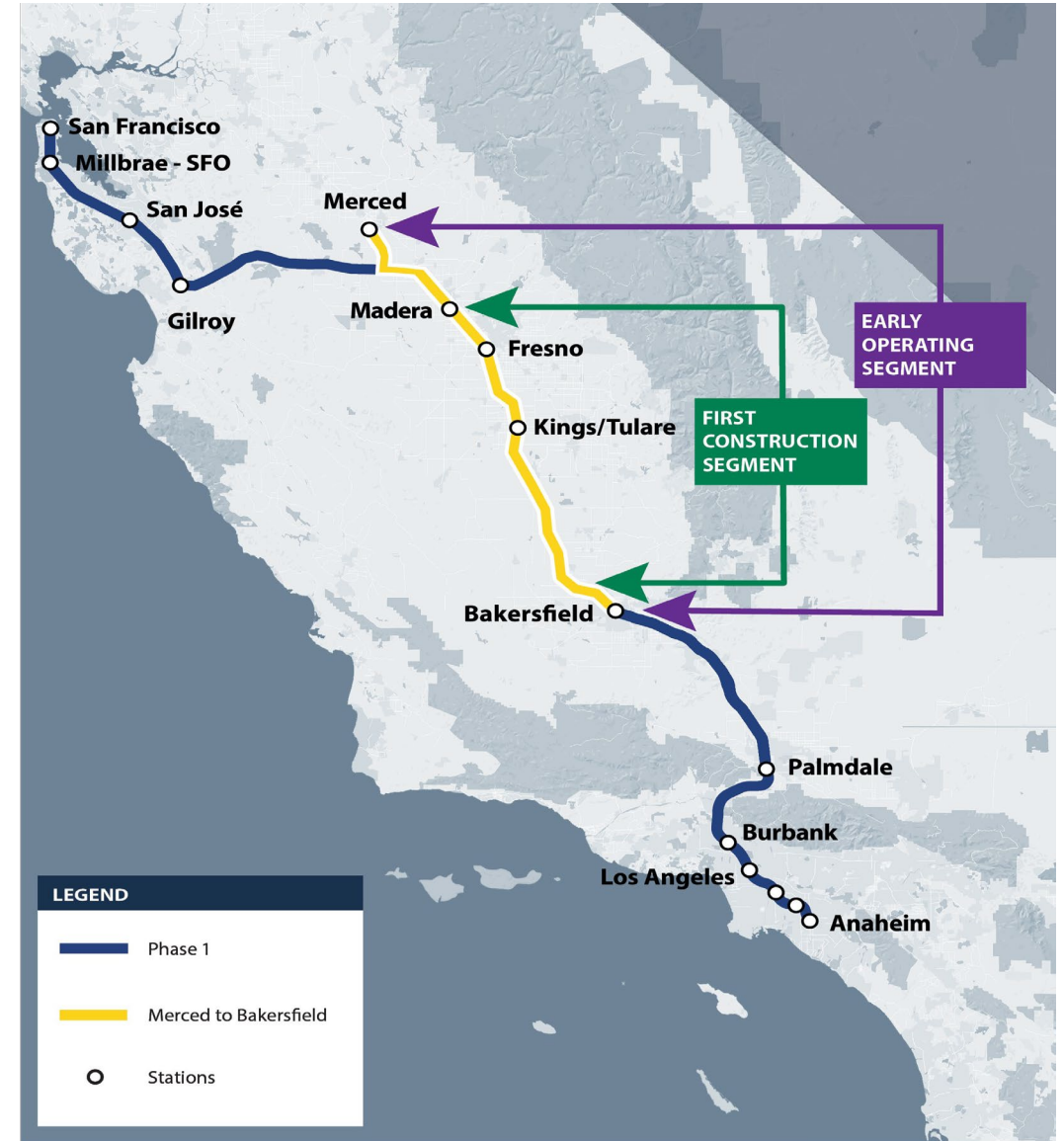
Dominique Rulens, Deputy Chief of Rail and Operations

Trainsets Request for Qualifications – Overview

- The Trainset Request for Qualifications released on August 25, 2023.
- Two Offerors submitted Statements of Qualifications by November 14, 2023.
- Authority completed evaluations on December 21, 2023.
- The Authority's evaluation team found both Statement of Qualifications fully responsive.
- Both Offerors were shortlisted and are eligible to participate in the second step of the Request for Proposals. The shortlisted teams are:
 - » Alstom Transportation Inc.
 - » Siemens Mobility Inc.

Trainset Request for Proposals – Overview

- Procurement of 6 trainsets capable of operating at 220 mph, and tested to 242 mph.
- Two prototypes to support static and dynamic testing and trial running.
 - » Delivery to Authority four years from Notice to Proceed.
- Four production trainsets to support revenue operations of the Early Operating Segment (Merced to Bakersfield).
 - » Ready for revenue service by 2030 – 2033.



Trainset Request for Proposals – Overview

- Contract will be a supply-maintain agreement.
- Trainsets will be designed to meet performance-based requirements.
- Scope of work includes the following:
 - » Design, manufacture, delivery, integration, testing, and commissioning of the trainsets, and the provision of the driving simulator;
 - » Maintenance of each trainset for 30 years, including a mid-life overhaul, and provision of all spares (i.e., interchangeable parts of a trainset) for such trainsets; as well as the operation and maintenance of the equipment needed to maintain the trainsets within the maintenance facility;
 - » Development and provision of interface design criteria with core systems, and support testing and commissioning of the facilities, track, systems, and stations.

Trainset Request for Proposals – Schedule

- Shortlist announced: January 5, 2024
- Request for Proposals released: April 16, 2024
- Proposals due: August 15, 2024
- Notice of Proposed Award: September 2024
- Anticipated Contract Execution and Notice to Proceed: November 2024



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Track and Systems Contracts

Dominique Rulens, Deputy Chief of Rail and Operations

Procurements – Track and Systems

Scope	Description		RFQ/RFP/ADV
Track and Overhead Contact System (OCS) (Track Civil Works, Track Bed, Track, and OCS)	Design - Design Services for Track and OCS		SOQs Received 04/04/2024
	Construction Manager/General Contractor (CM/GC) - CM/GC Contract		Q1 2025
Systems (Signaling, Train Control, Core Comm, and SCADA)	Signaling and Train Control - Progressive Design-Build (PDB) Contract		Q4 2024
Systems (Traction Power System)	Traction Power - Progressive Design-Build (PDB) Contract		Q3 2024
Trainsets and Simulator	Trainsets and Driving Simulator - Supply-Maintain Contract		Released RFP 4/16/2024
Depots/Facilities	Depots/Facilities (Train Certification Facility, Integrated Test Facility, Maintenance of Way Facility, Operation Control Center)	Design	Q3 2024
		Multiple Construction Contracts	Q3 2025 & Varies
Program-wide Support for Track and Systems	Independent Cost Estimator (ICE)		Q4 2024
	Integration Support		Q4 2024
	Independent Safety Assessor Services		Released RFQ 3/11/2024

Track and Overhead Contact System (OCS) – Construction Manager/General Contractor

- Construction, Testing and Initial Maintenance of Track
 - » Install either ballasted track, direct fixed (slab) track or a combination of both based on design and constructability requirements
 - » Approximately 171 route miles with station tracks and intermediate crossovers
 - Approximately 721 miles of rail
 - Approximately 850,000 ties (or equivalent)
 - Approximately 2.7 million tons (if ballasted track)
 - Approximately 80 switch units
 - » Fences, cable trough routes, sound barriers, drainage, access roads, etc.

Track and Overhead Contact System (OCS) – Construction Manager/General Contractor continued

- Construction, Testing and Initial Maintenance of Overhead Contact System
 - » 25 kV OCS system with double rail return
 - » Approximately 9,000 OCS poles
 - » Approximately 800 miles of copper conductor for OCS system
 - » Remotely operated lineside OCS switches
 - » Training facility for OCS installation and maintenance

Systems (Traction Power System) – Progressive Design- Build (PDB)

- Design, Construction, Testing, Commissioning and Initial Maintenance of Traction Power
 - » 6 traction power substations
 - » 6 mid-point switching stations
 - » 24 paralleling stations
 - Static frequency converter at traction power substations
 - Gas insulated switchgear, protection relays and transformers
 - Supervisory Control and Data Acquisition system
 - Fences, equipment foundations and enclosures, oil containment, access roads, etc.

Systems (Traction Power System) – Progressive Design- Build (PDB) continued

- Design, Construction, Testing, Commissioning and Initial Maintenance of Distributed Energy Resource System
 - » 4 traction power substation sites
 - » Single Axis Tracking Solar photovoltaic - at remote sites along rail right-of-way to power trains
 - Approximately 35 megawatts of solar photovoltaic and 140 megawatts hours over 4 sites
 - » DC-AC Inverters, transformers, and cables in duct banks along the right-of-way to connect PV to 34.5 kV distributed energy resource network
 - » Battery energy storage system and battery management system to mitigate traction power electric demand peaks.
 - » High Voltage utility connections (up to point of common connection – PG&E work to be done by others)

Systems (Train Control and Telecommunications) – Progressive Design- Build (PDB)

- Design, Construction, Testing, Commissioning and Initial Maintenance of Train Control
 - » ETCS Level 2 System without lineside signals
 - » Train Detection System
 - » Balises
 - » Approximately 80 wayside train control locations
 - » Traffic Management System
 - » Automatic Train Protection, Automatic Train Supervision and Automatic Train Operation hardware and software
- Design, Construction, Testing, Commissioning and Initial Maintenance of Medium Voltage Power Distribution System
 - » Approx 170 miles 34 kV power cable connecting substations, stations, wayside buildings
 - » Motorized switches for OCS System

Systems (Train Control and Telecommunications) – Progressive Design- Build (PDB) continued

- Design, Construction, Testing, Commissioning and Initial Maintenance of Systems
 - » Hazard Detection Early Warning Systems including Earthquake Early Detection System
 - » Station Management Systems
 - » Infrastructure Control
 - » Closed Circuit Television and Public Address and Customer Information System
 - » Remote Condition Monitoring
- Design, Construction, Testing, Commissioning and initial Maintenance of Telecoms
 - » IP Mutli-Protocol Layer Switching Digital Communications Network
 - » Approx 750,000 meters fiber optic cable
 - » Wireless Communication Systems (voice/data comms) – Approximately 50 radio sites
 - » Network Telephony System including all wayside and building telephony, consoles and management.



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Track and Systems Construction Management Contracts

Ben Ruiz, Director of Infrastructure Delivery

Procurements – Construction Management for Track and Systems

Scope	Description		RFQ/RFP/ADV
Track and Overhead Contact System (OCS) (Track Civil Works, Track Bed, Track, and OCS)	Design - Design Services for Track and OCS		SOQs Received 04/04/2024
	Construction Manager/General Contractor (CM/GC) - CM/GC Contract		Q1 2025
Systems (Signaling, Train Control, Core Comm, and SCADA)	Signaling and Train Control - Progressive Design-Build (PDB) Contract		Q4 2024
Systems (Traction Power System)	Traction Power - Progressive Design-Build (PDB) Contract		Q3 2024
Trainsets and Simulator	Trainsets and Driving Simulator - Supply-Maintain Contract		Released RFP 4/16/2024
Depots/Facilities	Depots/Facilities (Train Certification Facility, Integrated Test Facility, Maintenance of Way Facility, Operation Control Center)	Design	Q3 2024
		Multiple Construction Contracts	Q3 2025 & Varies
Program-wide Support for Track and Systems	Construction Manager Track and OCS		Q2 2025
	Construction Manager for Signaling and Train Control PDB		Q1 2026
	Construction Manager Traction Power PDB		Q1 2026
	Multiple Construction Manager Facilities		Q3 2025 & Varies

Construction Management for Track and Systems

- The scope of work represents the range of professional services and may provide support in areas such as:
 - » Project management and administration
 - » Quality, Verification & Validation, and self-certification oversight
 - » Safety and security oversight
 - » Project controls oversight and risk management
 - » Engineering oversight
 - » Construction oversight and inspection
 - » Environmental oversight
 - » Third-party and utility oversight and
 - » Public outreach

10 Minute Break



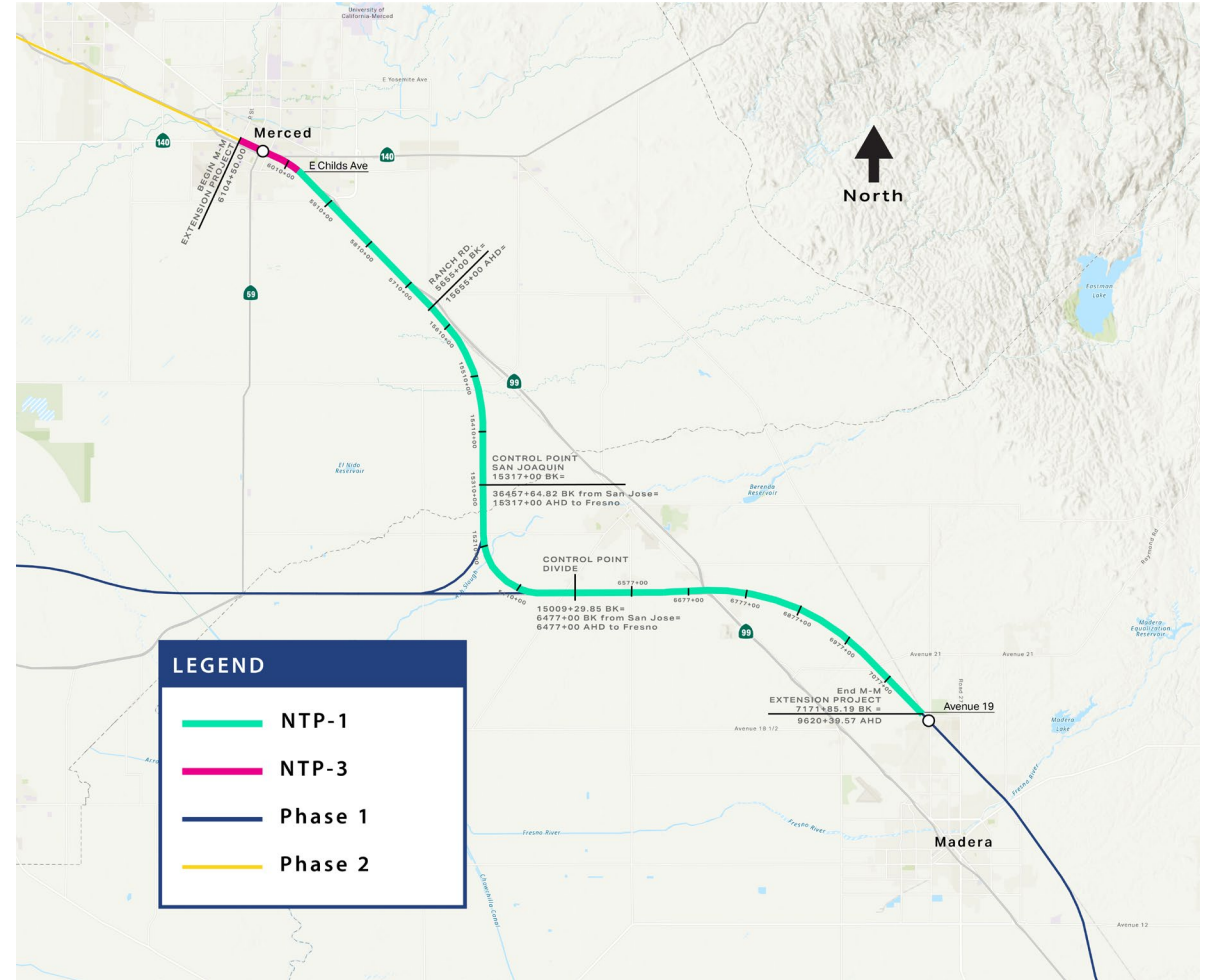
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Merced and Bakersfield Extensions Project Update

Christine Inouye, Chief Engineer of Strategic Delivery

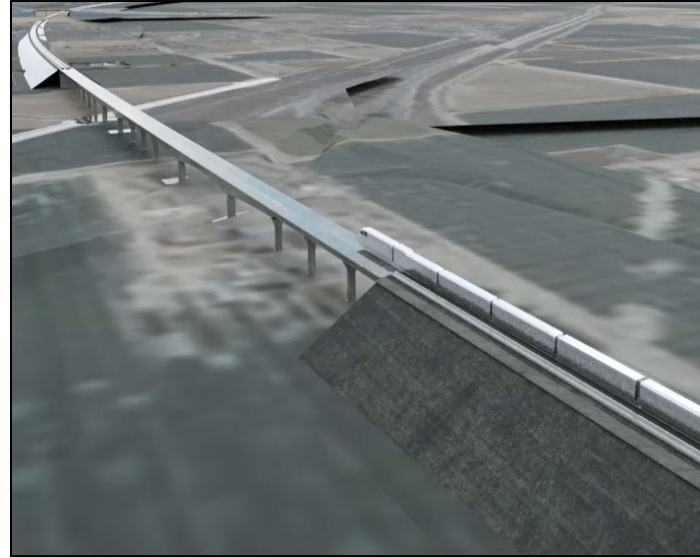
Merced Extension – Project Section Overview

- Total length is approximately 33.9 miles
- Located within the counties of Merced in the north and Madera in the south
- Begins at R Street in Downtown Merced and concludes at Avenue 19 in Madera
- Includes 40 structures with three long viaducts, 29.9 miles of embankment
- Includes eastern portion of the Central Valley Wye



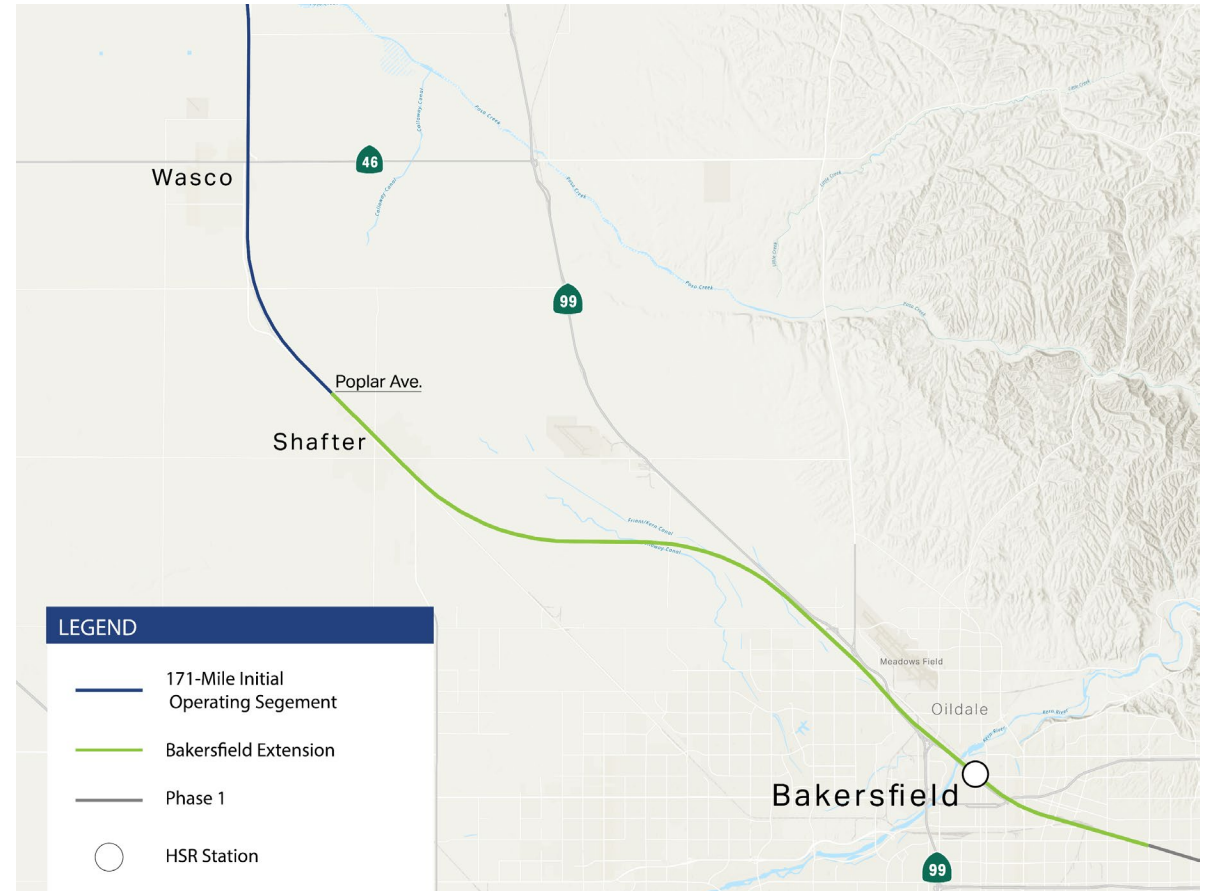
Merced Extension – Progress Update

- Completed Draft Configuration Footprint in December 2023
- Identified utility conflicts and started relocation designs
- Value engineering and value analysis workshops completed
- Right-of-Way mapping underway and acquisition activities have begun
- Design and right-of-way activities funded with RAISE grant, and Federal-State Partnership for Intercity Rail grant



Bakersfield Extension – Project Section Overview

- Total length is approximately 18.5 miles
- Located in Kern County within Cities of Shafter and Bakersfield
- Begins at southern limit of CP 4 at Poplar Avenue in Shafter and ends at the Bakersfield Station at F Street
- Includes 31 structures with two long viaducts, 12 miles of embankment
- Grade separations in Shafter include BNSF shoofly, BNSF grade separations, and high-speed rail structures



Bakersfield Extension – Progress Update

- Completed Draft Configuration Footprint in January 2024
- Identified utility conflicts and started relocation designs
- Value engineering and value analysis workshops completed
- Right-of-Way mapping underway and acquisition activities have begun
- Design, right-of-way, construction (partial) funded with state funds, CRISI grant, and Federal-State Partnership for Intercity Rail grant



Final Design and Construction Packages

- Advancing project into Stage 4, Early Works and Right-of-Way
 - » Final design (100%) and construction ready documents
 - » Construction staging plans and constructability reviews
- Initial evaluation of future construction packages underway
 - » Design-bid-build and alternative delivery methods like CMGC
 - » Multiple, smaller construction packages to provide more bidding opportunities and facilitate broader industry participation
 - » Early works packages for utility relocations, roadway improvements, and environmental mitigations

Procurements – Merced and Bakersfield Extensions

Scope	Description		RFQ/RFP/ADV
Merced Extension	Design - Stantec		Awarded (NTP 1 & 2)
	Construction	Multiple Construction Contracts	Q1 2026 & Varies
		Multiple CM Contracts	Q1 2026 & Varies
Bakersfield Extension	Design - HNTB		Awarded (NTP 1)
	Construction	Multiple Construction Contracts	Q2 2026 & Varies
		Multiple CM Contracts	Q2 2026 & Varies

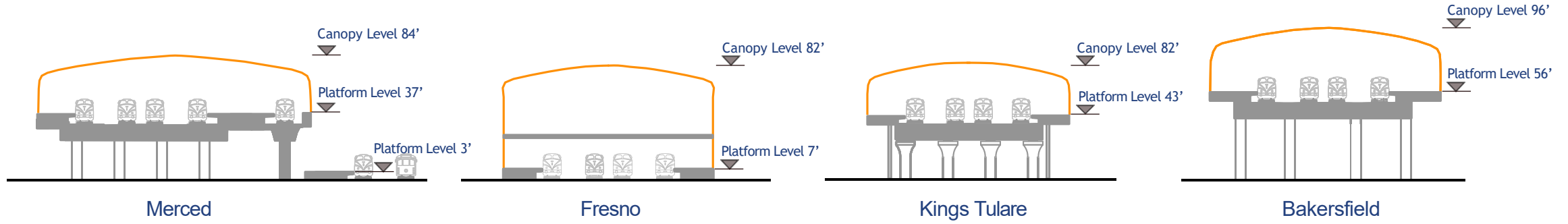


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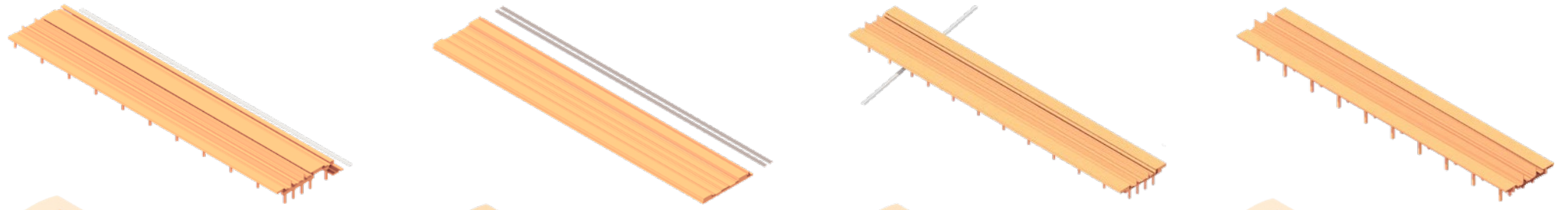
Central Valley Stations Update

Margaret Cederoth, Director of Planning and Sustainability

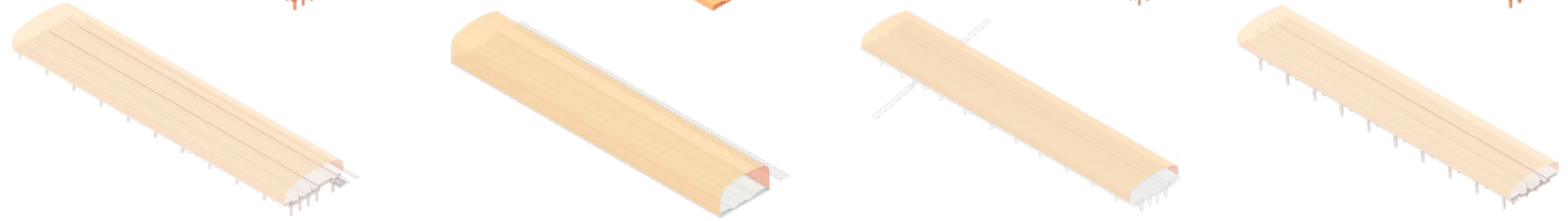
Kit of Parts



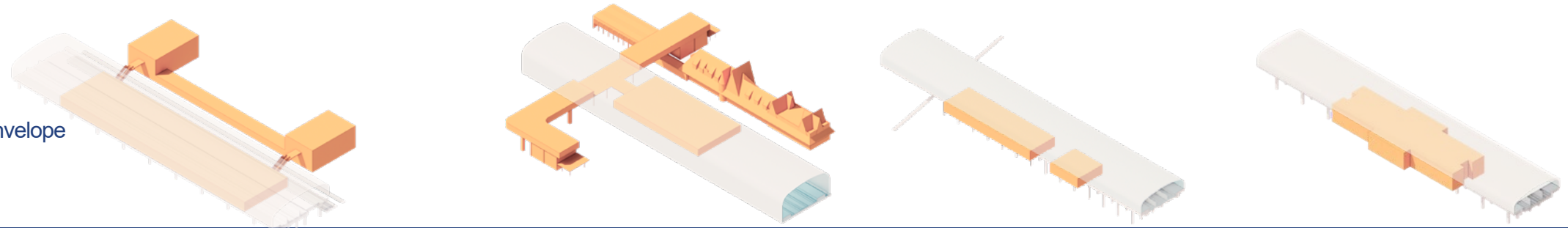
Superstructure



Canopy



Station, VT, Envelope



The Canopy



Viaduct





FRESNO

Cross Section



▼ Canopy Roof + 82'-2"

▼ Concourse Level + 37'-9"

▼ Platform Level + 0'-0"

Chinatown Entrance

G Street

Mariposa Street
Pedestrian Bridge

SB Platform

CHSR

Fare Gates

NB Platform

Pullman Shed

UPRR

Downtown Entrance

Historic Depot

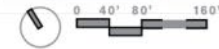
Downtown Plaza

H Street

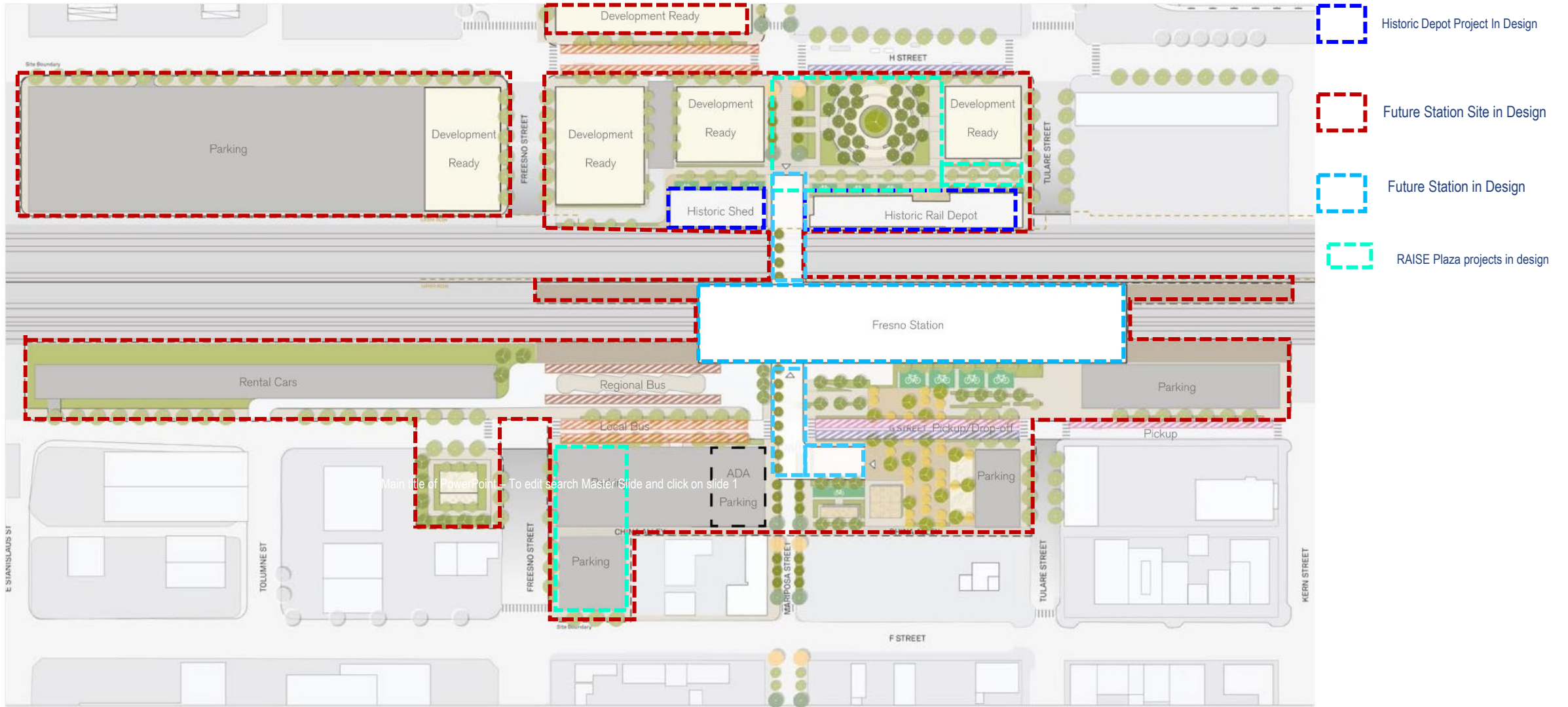
Site Plan



Building Areas (Approx.)
 HSR Station: 165ksf
 Ped. Bridge: 32ksf
 Historic Depot: 26ksf
 Pullman Shed: 13ksf

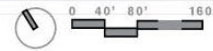


Station Elements in Design Process



Legend

- Local Bus Depot
- Regional Bus Depot
- Pickup
- Drop-off



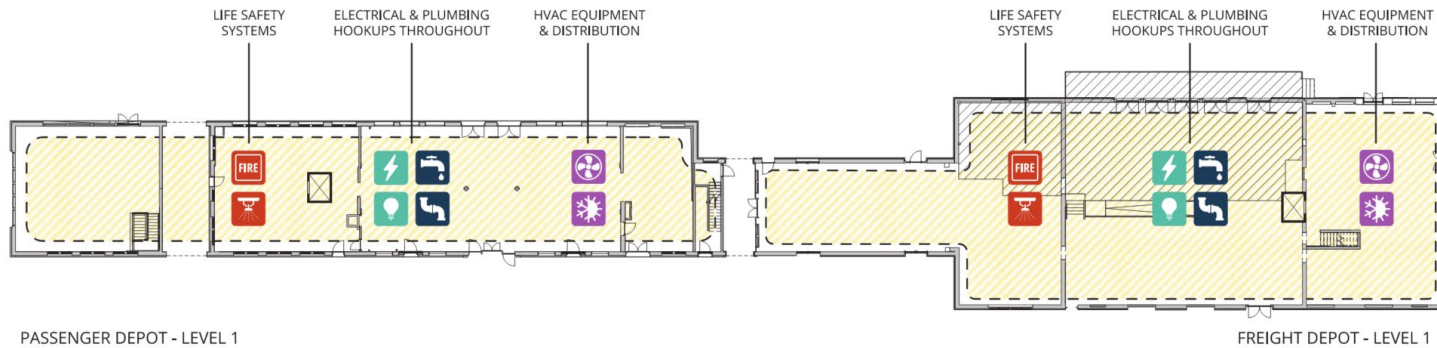
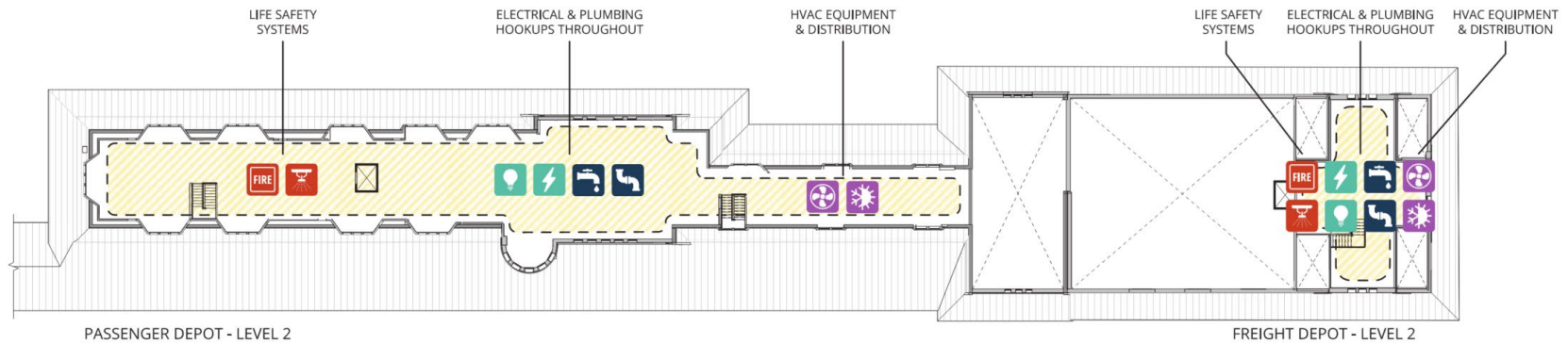
Historic Depot Floor Plans

PASSENGER & FREIGHT DEPOTS

WARM SHELL



WARM SHELL

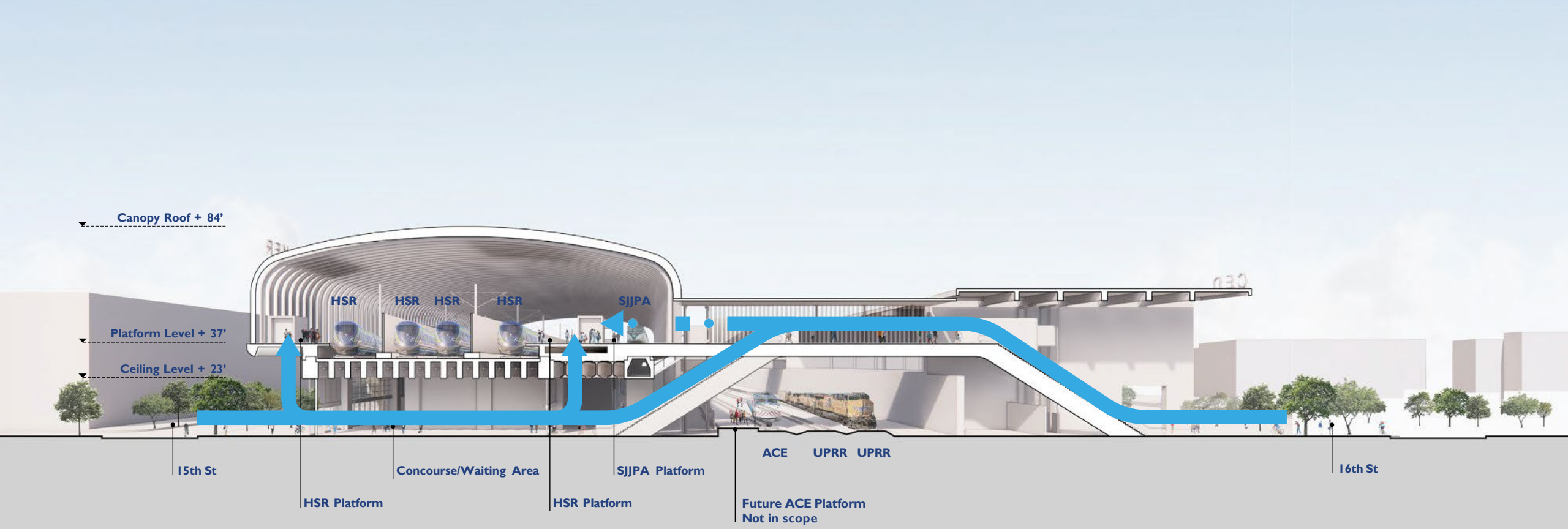


Fresno Historic Depot Timeline

- \$20 million Federal RAISE grant for Early Site Activation
 - » Historic depot renovation
 - » New Depot Plaza
 - » Chinatown Mobility Hub
- Design is underway, construction is scheduled to begin in 2026



Merced Cross Section



Station Site Plan

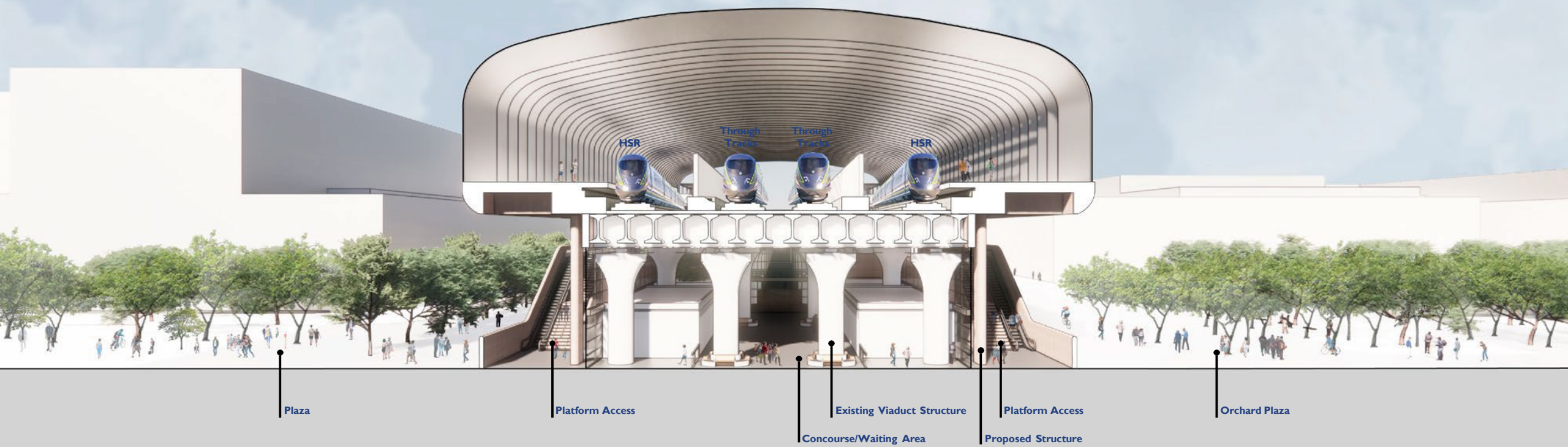


Legend

- Local Bus Depot
- Regional Bus Depot
- Pickup
- Drop-off
- *Indicates Potential Future TOD



Kings Tulare Cross Section



Kings Tulare Station - Plaza View



Bakersfield Site Plan



Legend

-  Local Bus Depot
-  Regional Bus Depot
-  Pickup
-  Drop-off







BAKERSFIELD

Upcoming Activities: 2025-2027

- Fresno Chinatown ZEV Plaza Construction
- Fresno Downtown Plaza Construction
- Seismic retrofit of Fresno Historic Depot Construction
- Early works for Station Sites
- Station Construction
 - » Fresno
 - » Kings-Tulare
 - » Merced
 - » Bakersfield

Procurements – Stations and Fresno Historic Depot

Scope	Description		RFQ/RFP/ADV
Stations	Design - Arup/Fosters JV		Awarded (NTP 1)
	Construction	Merced	Q3 2027
		Fresno	Q2 2025
		Kings Tulare	Q3 2027
		Bakersfield	Q3 2027
		Multiple CM Contracts	Varies
Fresno Historic Depot	Design - Page & Turnbull, Inc		Awarded
	Construction	Construction Contract	Q1 2025
		CM Contract	Q1 2025



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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.
- 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

Organizational Conflicts of Interest – 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

Organizational Conflicts of Interest – 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 OCOI 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.”

Organizational Conflicts of Interest Policy Flexibility continued

- 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.

Organizational Conflicts of Interest 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.
- 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.

How to Request an Organizational Conflicts of Interest 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

Small Business Program Overview

Chardena Valley, Small Business Advocate

Small Business By the Numbers



SMALL BUSINESS PARTICIPATION (as of January 2024)

840 Certified Small Businesses working on the high-speed rail program statewide

291 Certified Disadvantaged Business Enterprises
103 Certified Disabled Veteran Business Enterprises





NORTHERN CALIFORNIA:
302 Certified Small Businesses

CENTRAL VALLEY:
223 Certified Small Businesses

SOUTHERN CALIFORNIA:
286 Certified Small Businesses

OUTSIDE OF CALIFORNIA:
29 Certified Small Businesses

Small Business Participation Goal Breakdown

 Blended State and Federal 	 100% State Funded	 100% Federal Funded (including grants)
<p align="center">3%</p> <p>Disabled Veteran Business Enterprise (DVBE) goal, which will be applied across the total contract value.</p>	<p align="center">3%</p> <p>DVBE goal</p>	<p align="center">17%</p> <p>Disadvantaged Business Enterprise (DBE) goal</p>
<p align="center">10%</p> <p>DBE goal, which will also be applied across the total contract value.</p>	<p align="center">25%</p> <p>Small Business goal using all categories that qualify under the state standard, which includes certified Small Business and SB-PW.</p> <ul style="list-style-type: none"> Of that 25% we will designate 3% microbusiness 	
<p align="center">25%</p> <p>Small Business goal using all categories that qualify under the state standard, which includes certified Small Business and SB-PW.</p> <ul style="list-style-type: none"> Of that 25% we will designate 3% microbusiness 		

Small Business Certification Overview



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)
- **California Unified Certification Program**
 - Disadvantaged Business Enterprises (DBE)

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- High-speed Rail 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

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Community Benefits Agreement Overview

Monica George, Assistant Contract Compliance Administrator

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.

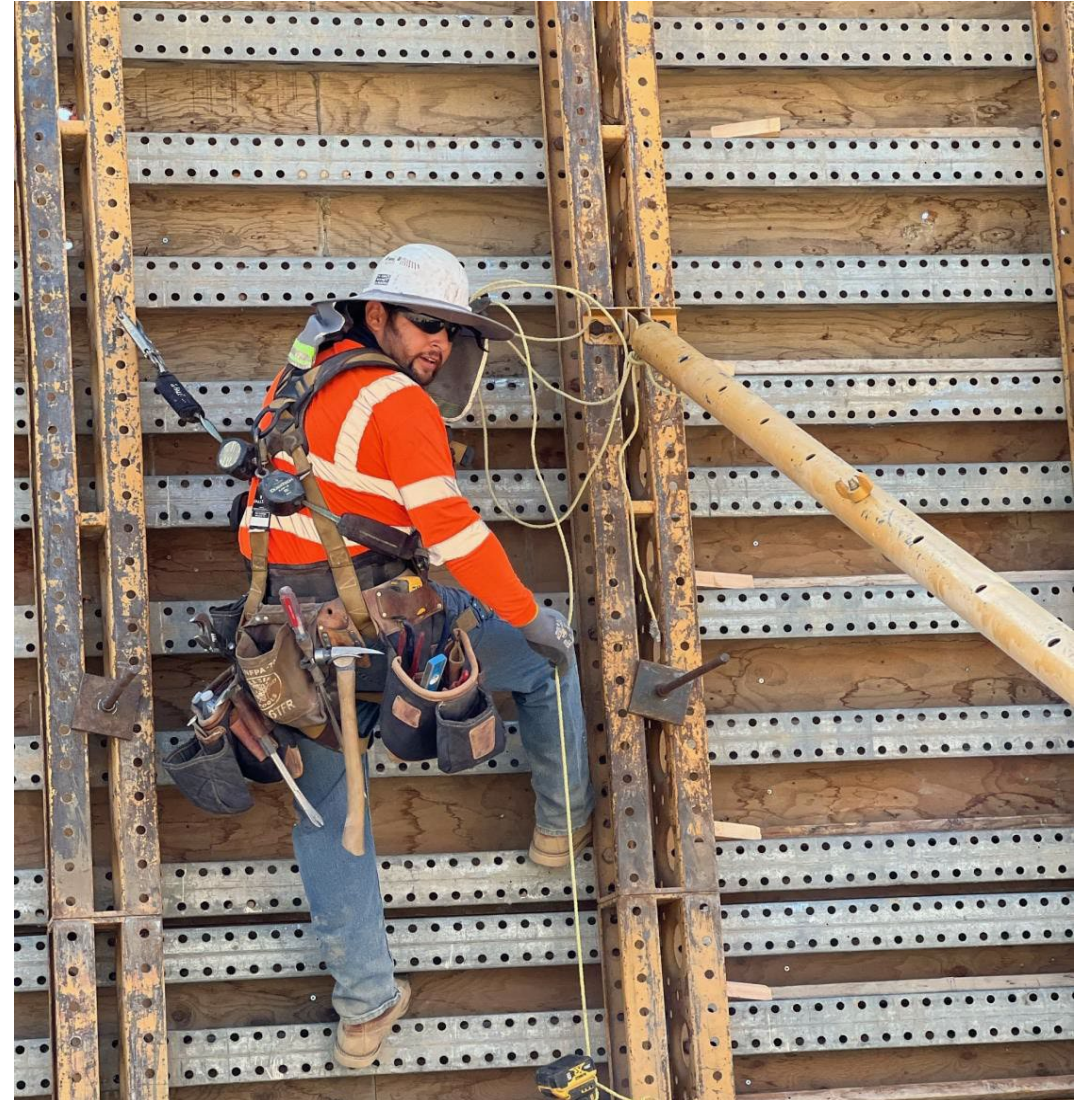
Community Benefit Agreement – Goals

- 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 construction 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

For questions about the Community Benefits Agreement contact:

Contract Compliance Unit-High Speed Rail Authority

1111 H St

Fresno, CA 93721

Email: ccucpr@hsr.ca.gov

Website: www.hsr.ca.gov

Question-and-Answer Session

- A Question-and-Answer session will be held as part of the event, addressing written questions from attendees.
- Please write out your questions on the forms provided and give them to the Authority staff in the Atrium.
- Your questions will be collected and reviewed and then answered by Authority staff during the Question-and-Answer session or posted online. Please turn in all questions during the breaks.
- 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 Update should be submitted by May 14, 2024 to capitalprocurement@hsr.ca.gov.
- All Authority responses to questions will be posted on the Capital Procurements webpage several weeks after the event.

Question-and-Answer Session continued

- 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.
- As a reminder, each of the anticipated upcoming procurements will have pre-bid meetings, small business workshops, and a process for getting questions answered.
- The Authority will not answer questions regarding specific Organizational Conflict of Interest matters, active or prior procurements, or other topics it determines are not relevant to the purpose of the event.
- Please do not use the Question-and-Answer session for advertising and/or promotional purposes.

30 Minute Break



CALIFORNIA
High-Speed Rail Authority

Question and Answer Session

Contact Us

- All Authority responses to questions as well as the Upcoming Contract Opportunities will be posted on the Capital Procurements webpage after the event at hsr.ca.gov/procurements
- Questions regarding the Industry Update should be submitted to capitalprocurement@hsr.ca.gov