

# **California High-Speed Rail Authority**



**Industry Awareness Day  
May 7, 2024**

**Questions and Responses  
May 7 – May 14 2024**

## Industry Awareness Day Questions and Responses

No.	Offeror Question	Authority Response
1	<p>When will draft procurement documents be issued?                      What will the procurement process be for progressive design build contracts? Two-steps RFQ/RFP? Award Criteria?</p>	<p>Draft CM/GC and Progressive Design-Build procurement documents will be issued approximately two months before a procurement is released. Additional information will be made available on the Authority's website.                      The CM/GC and PDB procurements will use a one-step RFP process and the award criteria will be available when the procurement is officially released.</p>
2	<p>Program scheduling integration - considering the amount of contracts assigned and in process could the Authority develop the methods, governance and responsibility over that?                      Program implementation integration - the amount and diversity of contracts and implementation types will require a high effort and wide knowledge. Could the Authority develop the methods, governance, tools, and responsibility?</p>	<p>The Authority is developing the necessary processes and procedures for the governance and integration of the various contracts (through the existing RSES and PDS contracts).</p>
3	<p>Can a Signalling/Core Comm and SCADA manufacturer bid for the Traction Power?</p>	<p>Yes, it is possible to bid and be awarded both the Train Control and Telecommunications and Traction Power contracts. As with all potential contractors, however, the Authority must review all other relevant contracts and relationships when determining whether any organizational conflict of interest may exist and/or require mitigation.</p>
4	<p>Who or what contract includes the Grounding and Bonding?                      Who or what contract includes the OCC?                      Who or what contact includes the OCC operations?</p>	<p>Each Systems contract will be responsible for the grounding and bonding of their systems components, interfacing with grounding and bonding provisions built into the civil infrastructure by Interfacing Contractors and based on the policy provided by the Authority. Provision of the OCC building will be included within the Facilities Contract. Design, manufacture, installation, and testing of operational systems located in the OCC (Train Control, Communications, SCADA, etc.) will be via the relevant Systems PDB contractor. OCC Operations are still to be determined.</p>
5	<p>In areas of the rail systems scope, there may be innovations that would provide better cost or performance advantages vs those solutions suggested/currently required by the Authority. Will</p>	<p>The Authority's choice to contract through Progressive Design Build will allow the selected consultant/contractor to provide value engineering during the design process.</p>

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	compliant but alternative solutions be allowed and if so how will such alternative solutions be handled during the bid phase?	
6	Which scope addresses renewable energy supply and battery storage? "BESS" "Traction Power"?	The Traction Power contract includes the Solar Farms and Battery Storage.
7	Will HSRA procure energy directly or through Department of Water Resources (DWR)? Other entity?	The Authority is working with the regulated utilities in the relevant service areas to procure energy. For the Merced to Bakersfield services this energy will be procured from PG&E
8	Have electrical Interconnection Requests already been submitted for Traction Power Substations?	Discussions with PG&E have been ongoing with regards electrical Interconnection requests.
9	For Track/System procurements, will the A&E design opportunities for the Depots & Facilities be combined into one single design contract, or multiple contracts? If multiple contracts, will all be advertised in the 3rd Quarter of 2024?	The current approach is one design contract for the depot and facilities design and it is anticipated this contract will advertise in Quarter 3 of this year.
10	We understand the Authority desires to split the Power from Signals and Comms Systems procurement to increase competition. Would Authority consider an A&B procurement where by bidders could submit proposals for both and let the Authority decide which combination is the most effective? Our concern is that under current COI rules, it may be prohibited to bid on both. And we believe the Authority may be best secured by a combined team that reduce a major contractual interface risk.	The Authority will consider all industry feedback related to the procurement and packaging strategy. The current approach, however, is to separate the traction power, solar, BESS work into one contract and have the telecoms and signaling in another systems contract. The Authority does not anticipate that a contractor would be conflicted out of either systems package simply because it works on the other. All relevant facts would need to be reviewed, however, to ensure no organizational conflict of interest exists.
11	Will this be one contract or five separate contracts for the OCC, MOW facility, MOW siding, HMF, and LMF? If the latter, on what schedule will the RFPs be released?	See response to Question 9.
12	Where will the HMF, LMFs and MOW facility be located. Officially, multiple locations were being considered as recently as a few months ago.	Multiple locations are still in consideration for the HMF/LMF as part of the Authority's EIR/EIS process. MOWF main site in Fresno and the MOWF sidings along the guideway are already known and cleared by the civil contractors.
13	What is the cost estimate for depots/facilities total and OCC separately?	The estimated facilities design cost for the train certification facility, integrated testing facility, light maintenance facility, heavy maintenance facility, maintenance of way facility,

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		<p>maintenance of way siding, and operation control center is \$43 million and is expected to be released in one contract. The construction estimate for these depots and facilities is estimated at \$521 million. Information is not available for the separate cost for the OCC.</p>
14	<p>Has the executive team (or anyone in CA HSR org) gone on any best practice visits to Europe or Asia to experience high speed rail in person?</p>	<p>The Authority team includes several high-speed rail experts from Europe and Asia with great experience in designing and building high-speed rail lines around the world. The Authority is also cooperating with existing projects to share lessons learned, such as HS2 in UK and Rail Baltica. Authority executives have travelled to countries with operating high-speed rail to discuss funding, project management and project benefits with political and projects executives representatives (including U.K., France, and Germany).</p>
15	<p>Which, if any, of the larger procurements coming out will have a draft RFP released for industry review? If a draft RFP is released, does that trigger blackout restrictions?</p>	<p>The Authority anticipates making draft procurement documents available for the Train Control and Telecommunications, Traction Power, and Track and OCS construction contracts. Prohibitions on communications begin upon official advertisement of the procurement.</p>
16	<p>As a follow-up to the Industry Update on May 7, 2024, I have this question. Regarding the Communications System, including Telecoms and especially Information Technology networking, there was only a brief mention of an “IP Multi-Protocol Layer Switching Digital Communications Network” and a fiber optic cable network infrastructure. Who particularly at HSR, or among the primes, is focused on building the computer network of the HSR effort, including at stations, substations, outbuildings, and onboard trains? Both the components to provide the network, as well as the cyber security plans to protect same? How can interested parties learn more about this particular aspect? Thanks.</p>	<p>The IP Multi-Protocol Layer Switching Digital Communications Network and the fibre optic cable network infrastructure is included within the scope of the Systems (Train Control and Telecommunications) Progressive Design Build package. The scope will provide a comprehensive communications network to support all data transmissions between Rail Systems components located wayside, at Facilities, Stations, onboard trainsets, traction power sites, and all other locations supporting the operation of the High Speed Rail System. More information will be made available on the scope of work during the industry draft review that will occur two months prior to release of the procurement. In addition, a list of interested firms will be posted following the pre-bid meeting</p>

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		that occurs a few weeks after the release of the procurement.
17	<p>Is the Authority really proposing to handle most of the scope that was defined as part of that contract in November 2023? If so, how does it propose to accomplish that?</p> <p>The discussion at the event indicated that the scope of this contract had significantly shifted from the information presented at the November 2023 Industry Day. The scope shared at the November 2023 Industry Day was:</p> <p>“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.”</p> <p>The May 2024 Industry Day discussion was:</p> <p>“We will also request an Integration Support Contract. The difference according to what I presented to the industry last year in July – the integration contract will be limited to the requirements management. Because after discussions internally in the Authority - managing the interface, managing the configuration management was a part that we wanted to manage by ourself due to the difficulty that is involved by numerous contracts that we will have. When the requirements management is a more monolithic thing, and we already have our requirements for how this RM is done through IBM software DOORS, so it's only a matter to continue what is already started in the Authority, and to provide the workforce for the</p>	<p>The California High Speed Rail Authority is aware of the importance of integration, interface management, and coordination with multiple contractors to develop several sub-systems merging in the overall High Speed Rail System. As shown on the integrated organization chart dated 4/26/2024 page 13 on the CHSRA web page, the Integration team includes 20 staff today and will continue to be developed concurrently with the award of future contracts. The Rail System Engineering Support (RSES) consultant is leading that effort in developing mega rail projects and integrating their sub-systems. The RSES organization includes 42 positions in the Integration section (not including Requirement Management). The Authority intends to advertise a qualification-based procurement to hire a Requirement Integration Support Services consultant to support RSES in managing all requirements. The Authority has been clear from the start of the Track and Systems re-evaluation that integration is a critical function and will be supported by multiple contracts.</p>

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	<p>Authority. Because the requirements management is a task that is the most staff consuming.”</p> <p>This was the discussion provided at around 45 minutes into the Industry Day video, here:  <a href="https://www.youtube.com/watch?v=uOglxk2QZKg">https://www.youtube.com/watch?v=uOglxk2QZKg</a>.</p> <p>It is assumed that the Rail and Operations Delivery (ROD) Branch that is responsible for requirements and integration management under Dominique Rulens would address the parts of scope shown in blue above.</p> <p>Per the Authority Integrated Org Chart dated 08/11/23, the part of the Rail and Operations Delivery (ROD) Branch reporting under Dominique Rulens had only one Authority staff person, and two Vacant Authority positions. The rest were RDP staff who are ending (or have ended) their contract.</p> <p>I’m concerned with the Authority strategy for taking on this very large and very significant scope of work with basically no staff. Even if the Authority had the budget to staff up to handle this critical scope, it would take significant time to do so, especially in this tight job market. It’s been 4 years since the Authority’s FY20/21 “form to function” response (attached) to the State Auditor’s report from 2018, and some key positions are still not filled.</p>	
18	<p>Is the Authority really only planning to allocate \$40M to this contract?</p> <p>The historical estimates for work on the Program, going back decades, is that the initial estimates, even for professional services, are at best about 50% of the contract’s actual costs. For this contract, the description currently shows \$40M allocated for 6 years. That comes to \$6.7M/year. This isn’t much money for the work being assigned. The Authority will be challenged to find qualified teams that want to</p>	<p>The number that was submitted during the presentation is the Authority’s evaluation for the sole Requirement Integration Support services limited to the Requirement management and Requirement management tool administration. The Authority has other consultants and internal staff that support other integration functions, including experts in achieving high-speed rail safety certifications.</p>

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	bid on what's basically now just a staff augmentation contract and for such a small amount of funding.	