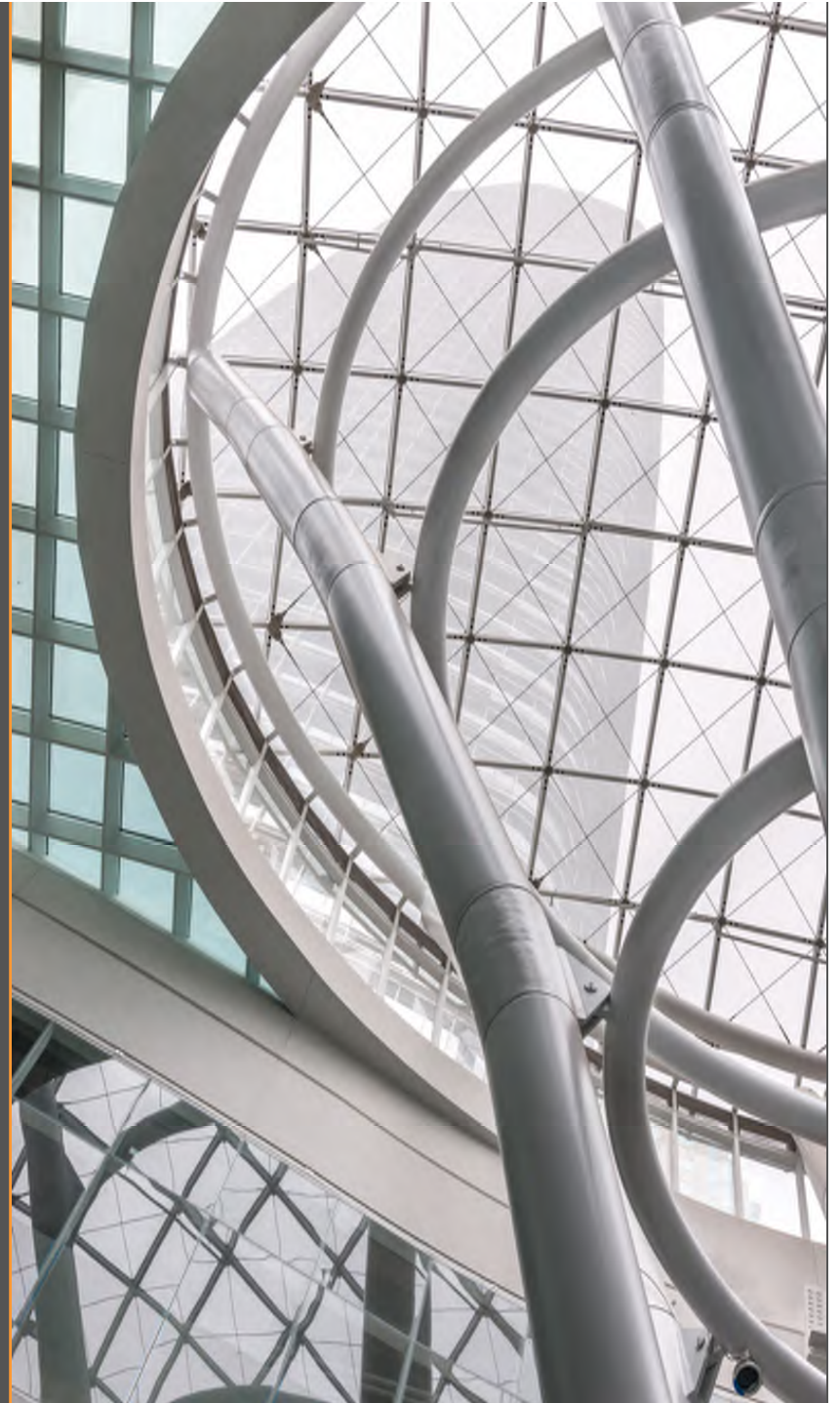


RFP 20-06 Preproposal and Informational Meeting

July 2020



Agenda

- Introductions / TJPA Overview
- Program Overview
- Phase 2 Elements
- Design Constraints and Considerations
- Scope of Services
- DBE/SBE Programs
- Questions





Introductions / TJPA Overview

Transbay Joint Powers Authority (TJPA)

- The TJPA was created under State law in 2001 to design, construct and operate a new transit center after a 1999 ballot initiative was passed to extend Caltrain to downtown San Francisco

TJPA Member Agencies

- City & County of San Francisco
- Alameda-Contra Costa Transit District
- California High Speed Rail Authority
- Peninsula Corridor Joint Powers Board
 - City & County of San Francisco
 - San Mateo County Transit/Caltrain
 - Santa Clara Valley Transportation Authority
- Caltrans, State Department of Transportation



San Francisco Peninsula Rail Program MOU

- Executive Steering Committee (ESC)

TJPA

MTC

SFCTA

Caltrain

CHSRA

CCSF (Mayor's Office)

- Support the TJPA in the development of the DTX
- Makes recommendations directly to the TJPA Board; TJPA Board may accept or reject
- Meets at least monthly
- ESC supported by Integrated Program Management Team (IPMT)
- Chaired by Project Director-TJPA Employee

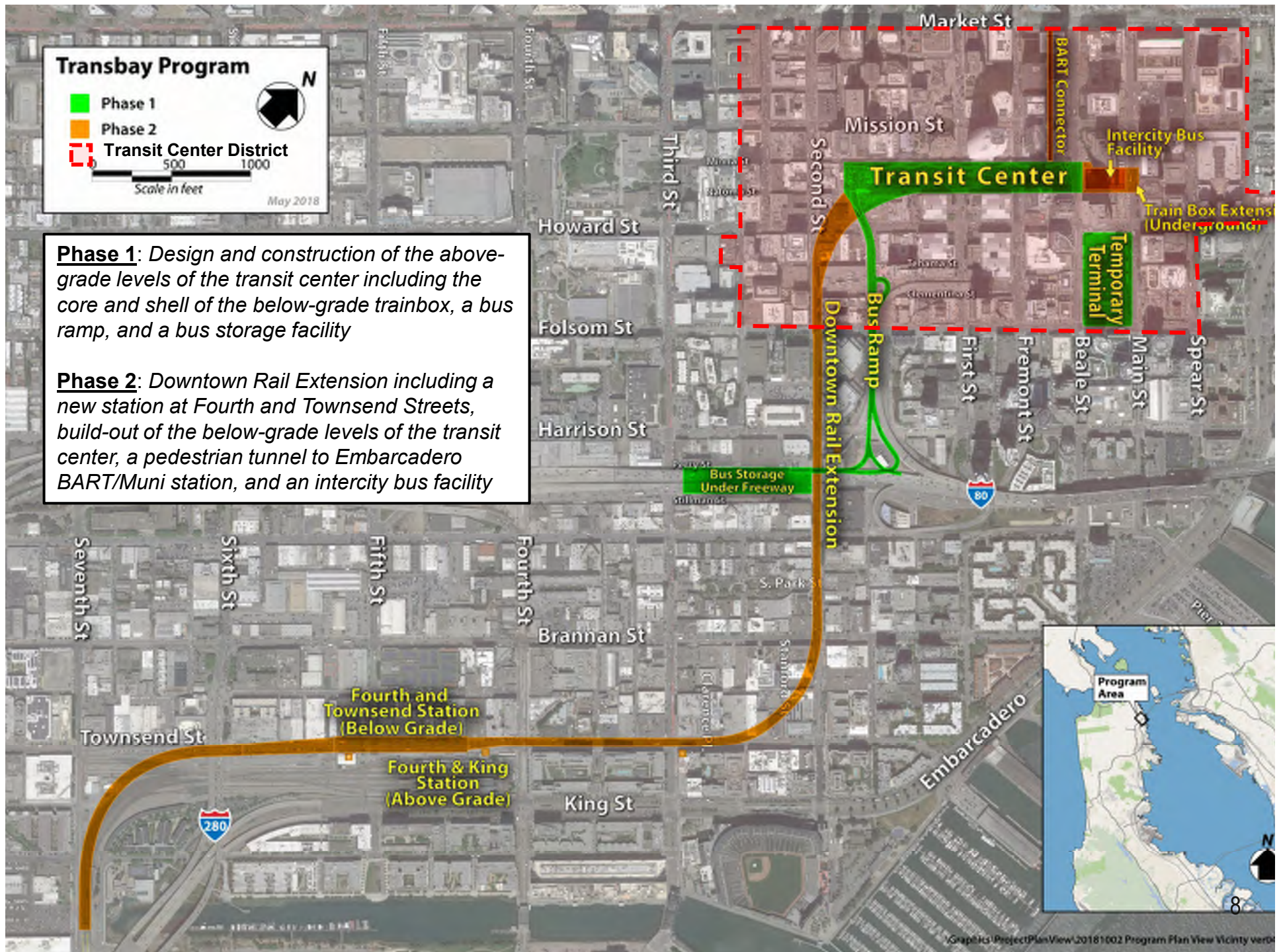


Program Overview



Transbay Program

1. Multi-Modal Transit Center – Phase 1
2. Downtown Extension and facilities for Caltrain and California High Speed Rail – Phase 2
3. New Neighborhood



Transbay Service Providers





Phase 2 Elements

**The Downtown Rail
Extension (DTX) extends rail
service to
downtown San Francisco
(1.95 miles of construction)**

Transit Center

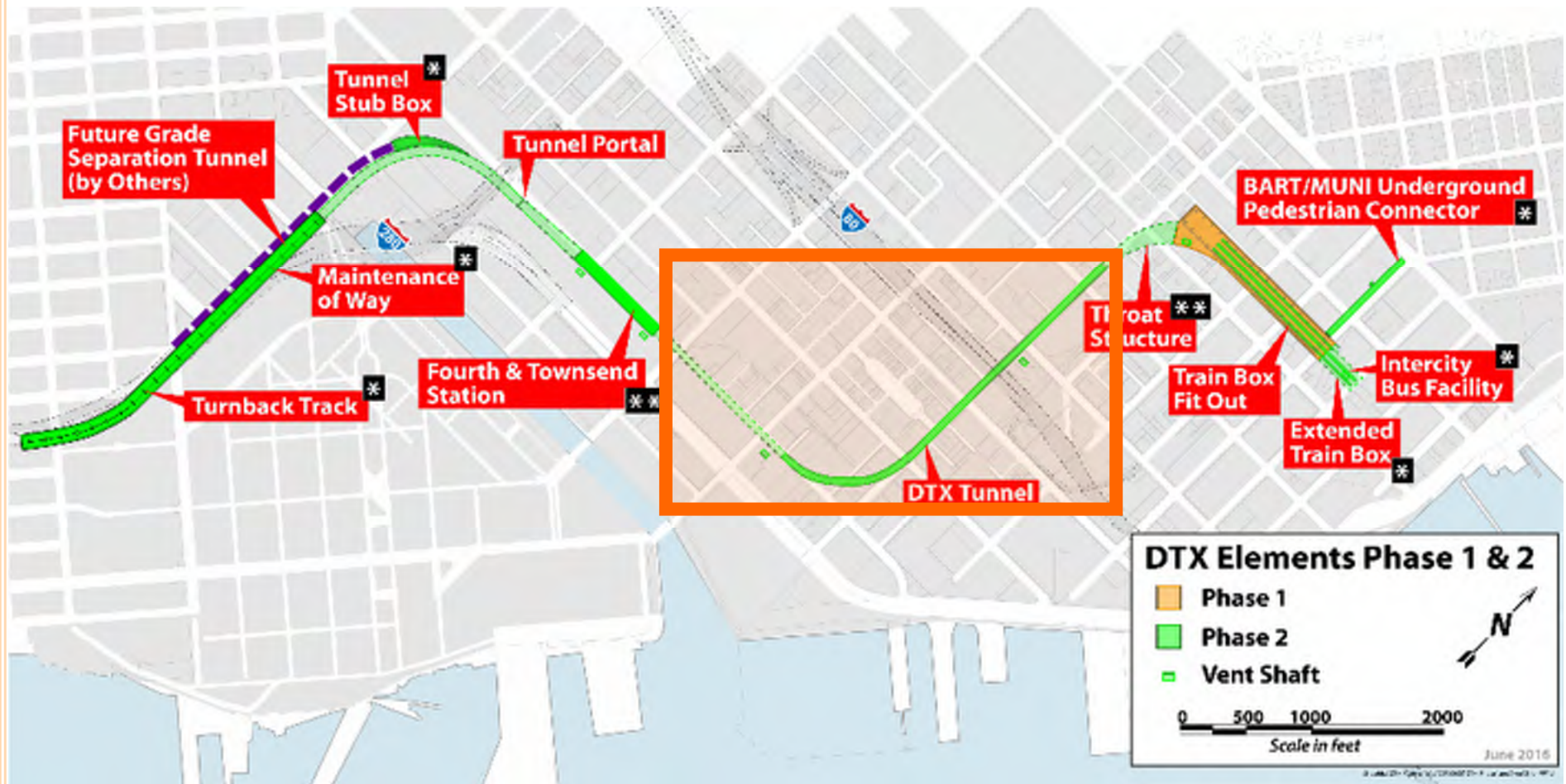
**New Fourth &
Townsend Station**

**Downtown
Rail Extension**

Current Caltrain Station

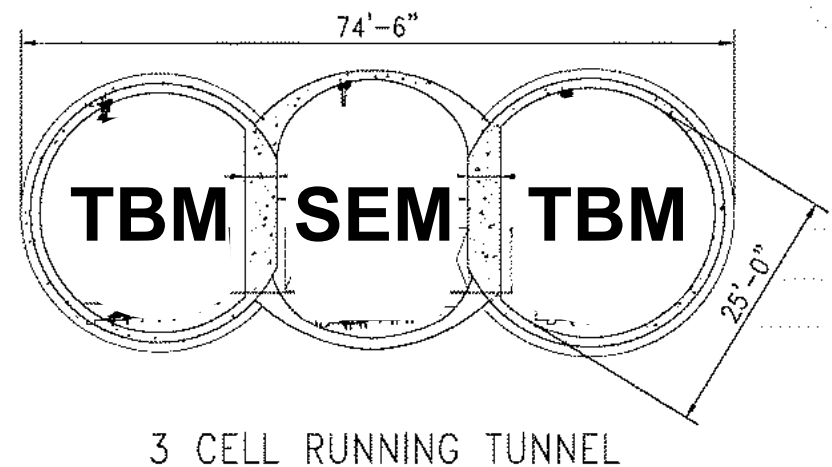
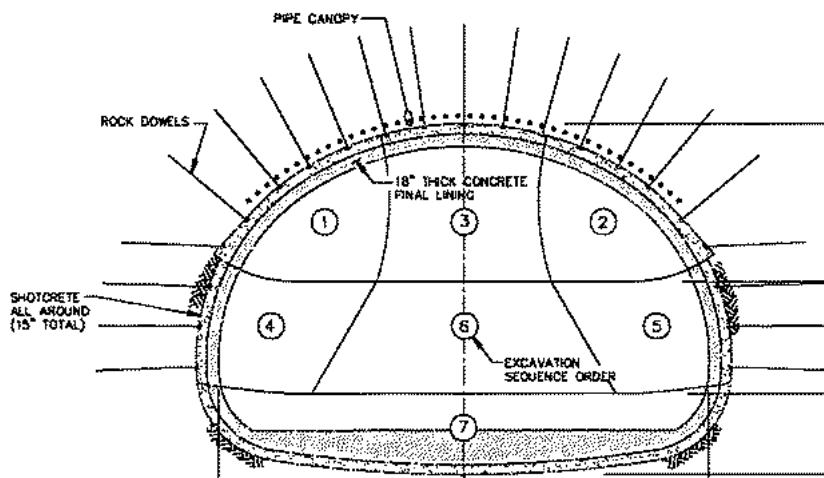


DTX Mined Tunnel



Mined Tunnel

- Baseline SEM Concept in Preliminary Engineering drawings
- Twin bore Tunnel Boring Machine (TBM) with SEM mining between bores

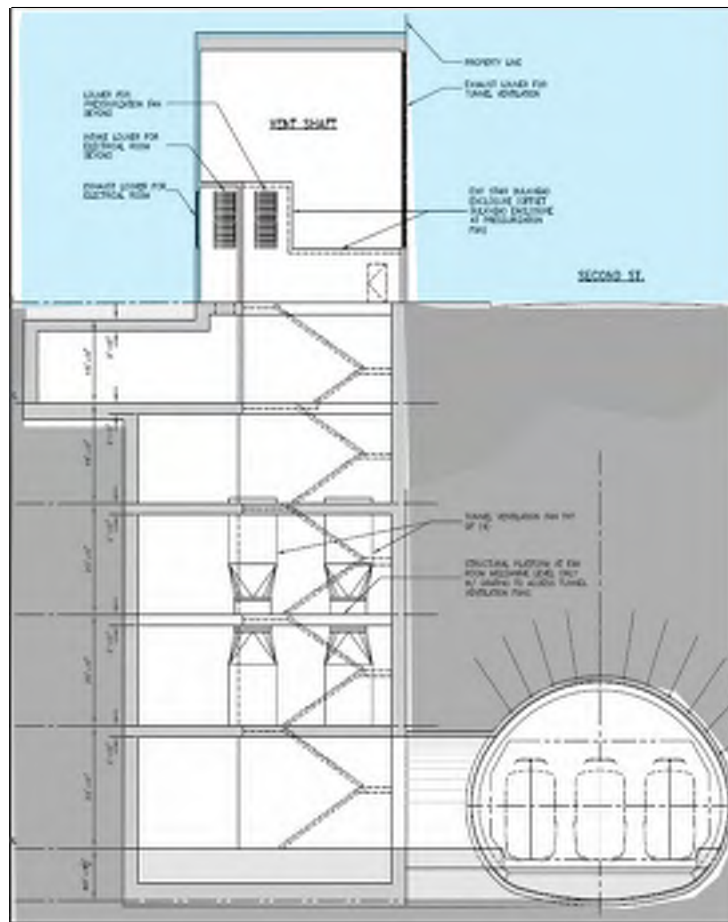


DTX Ventilation/Emergency Exiting Structures

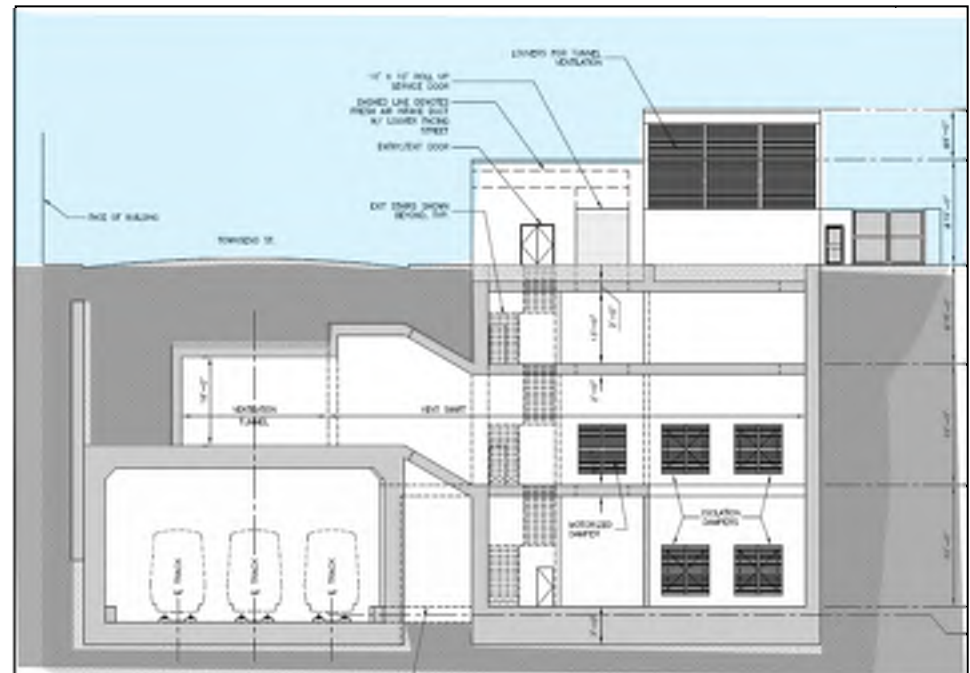


Emergency Exit/Ventilation Structures

Vent Structure at Second & Harrison



Vent Structure at Third & Townsend



- *Final Third & Townsend Vent Location to be relocated*
- *Additional Vent Shafts at the Transit Center and Fourth & Townsend Station*

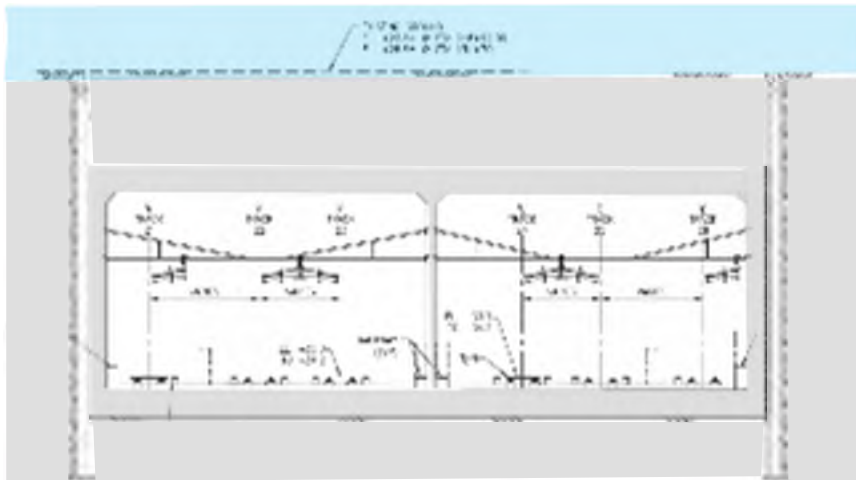
Required by code: NFPA 130

DTX Throat Structure

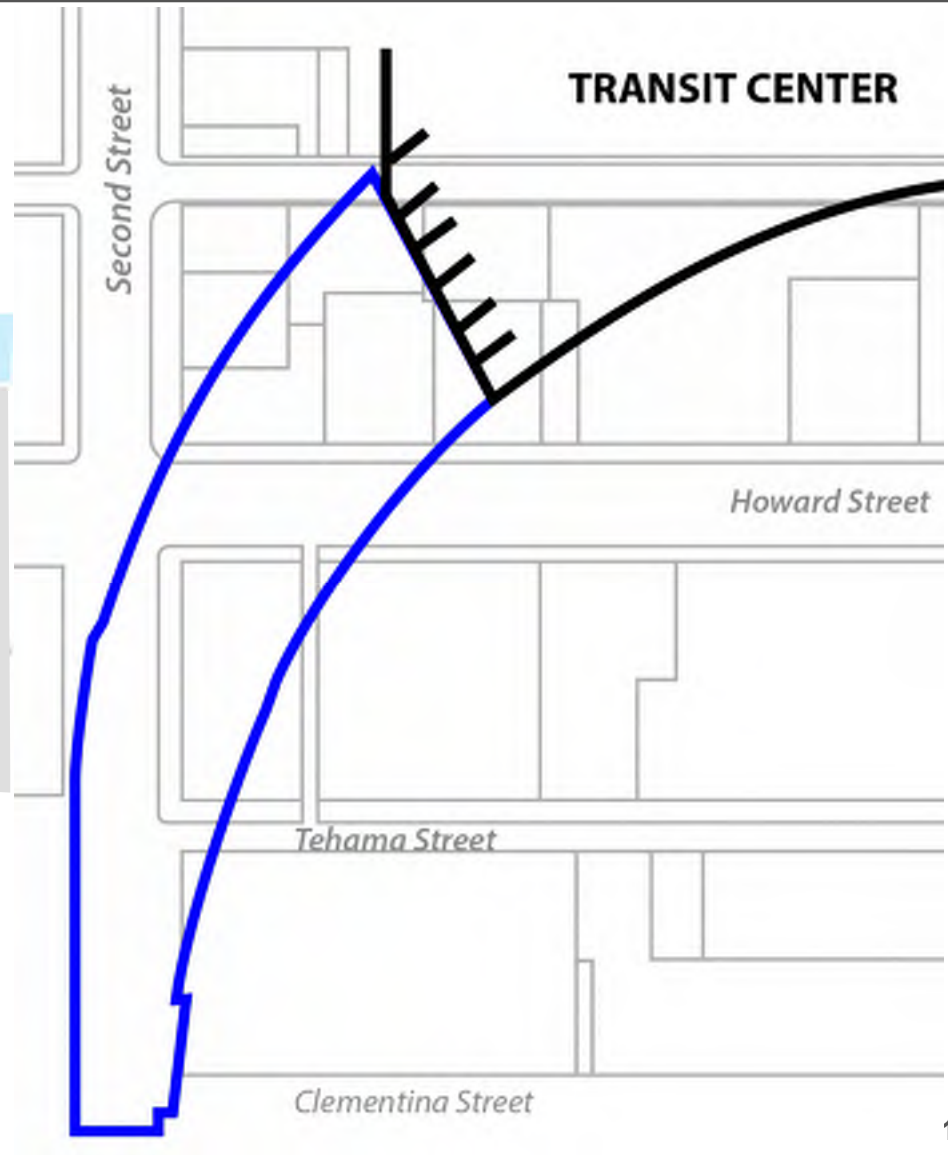


DTX Throat Structure: Cut-and-Cover Approach

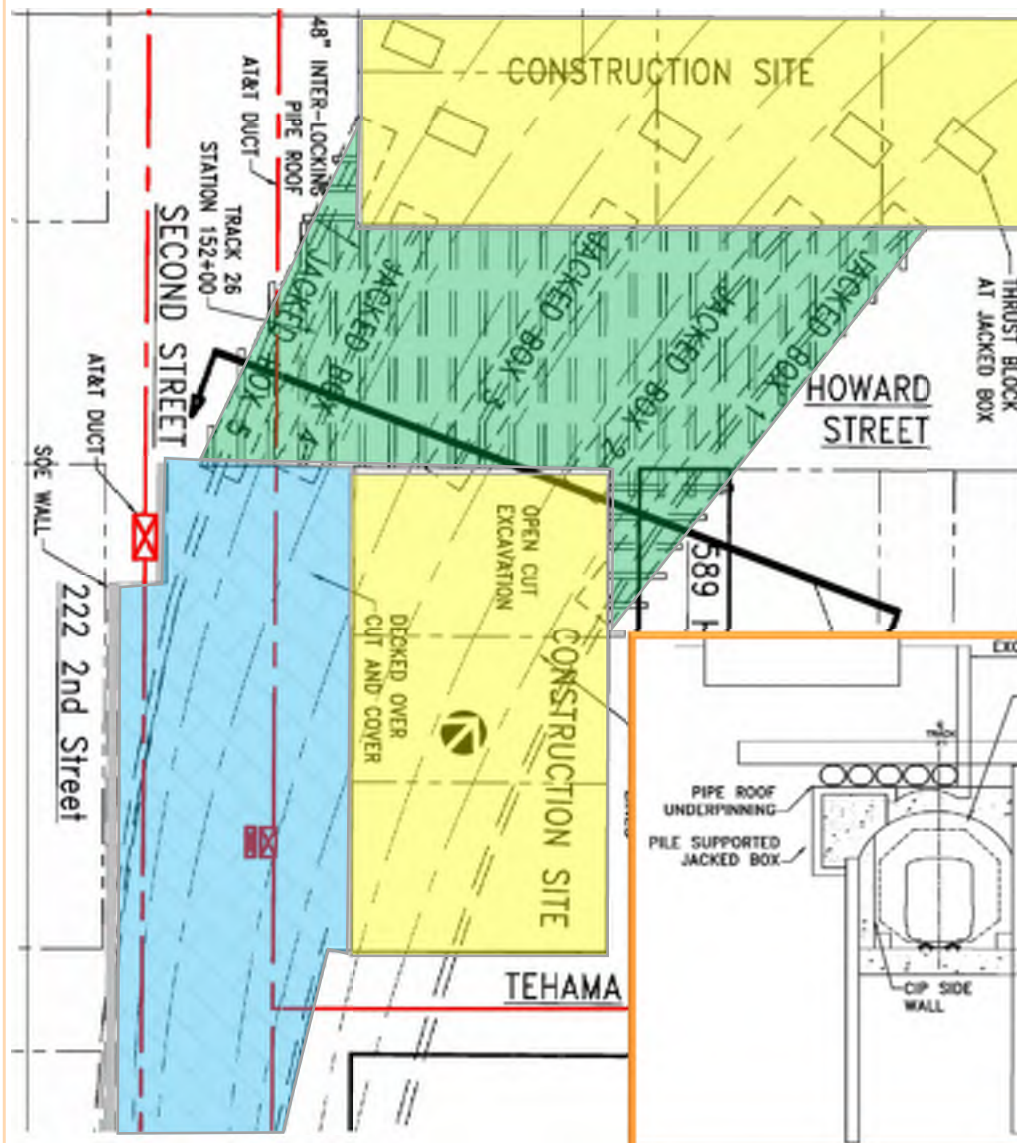
Expands from three to six tracks



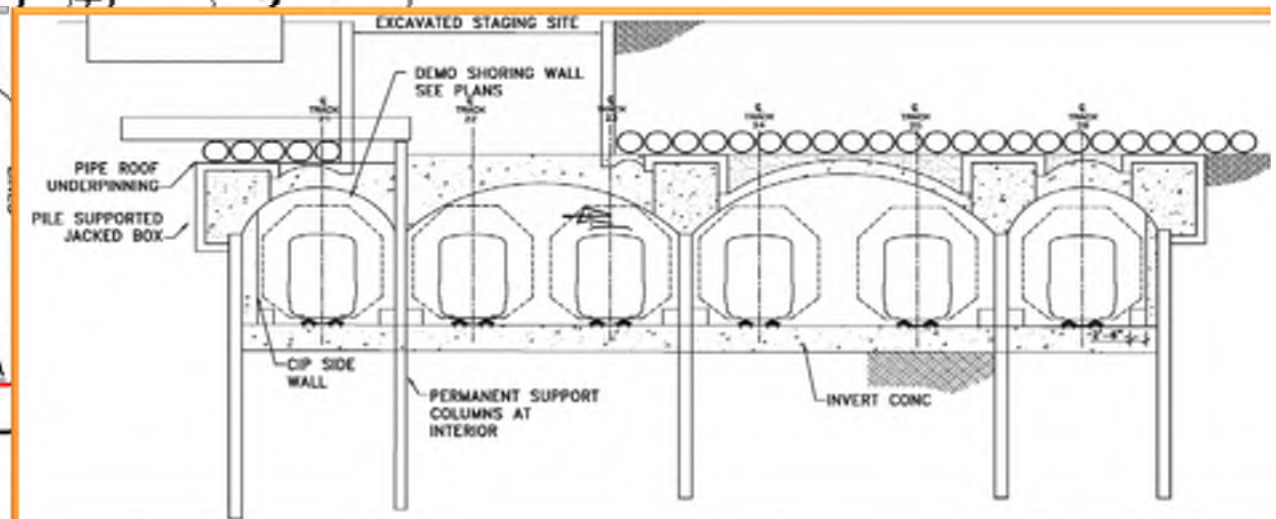
~155'



DTX Throat Structure: Mined and Cut-and-Cover Approach



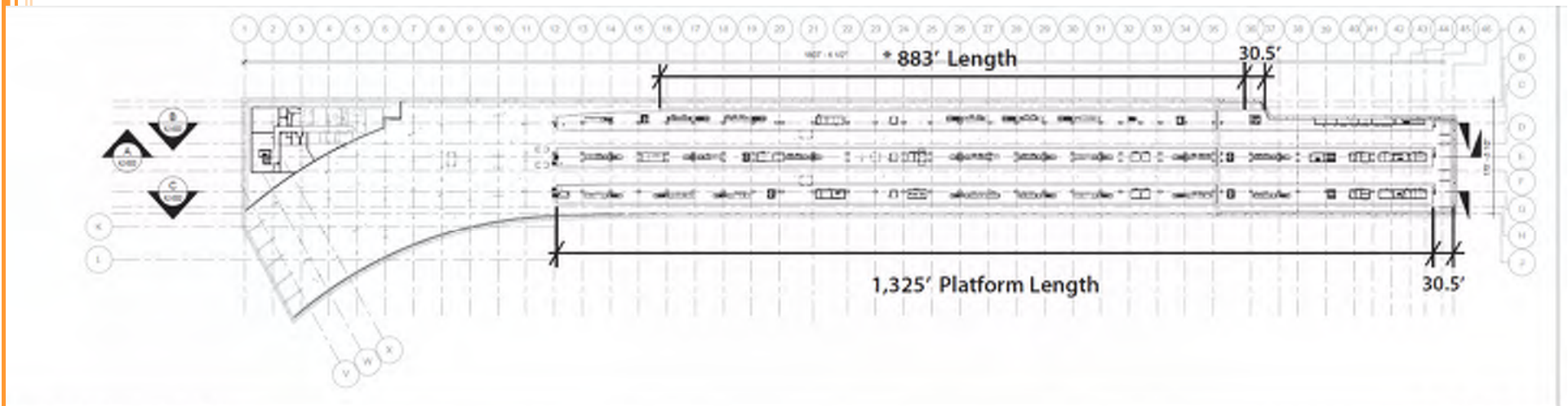
- Open Excavation
- Decked Cut-and-Cover
- Mined (as below)



Extended Trainbox, Intercity Bus Facility, and BART/Muni Pedestrian Connector

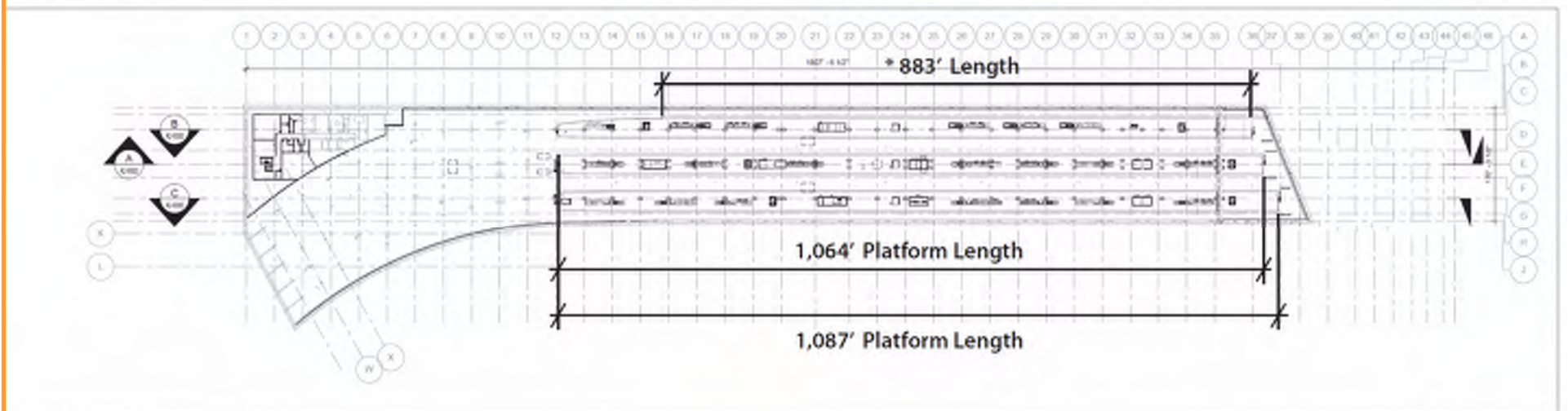


Trainbox Extension



PHASE II PLANNED TRAINBOX

0 32 64 128 192
SCALE IN FEET



TRAINBOX ENDING AT PROPERTY LINE

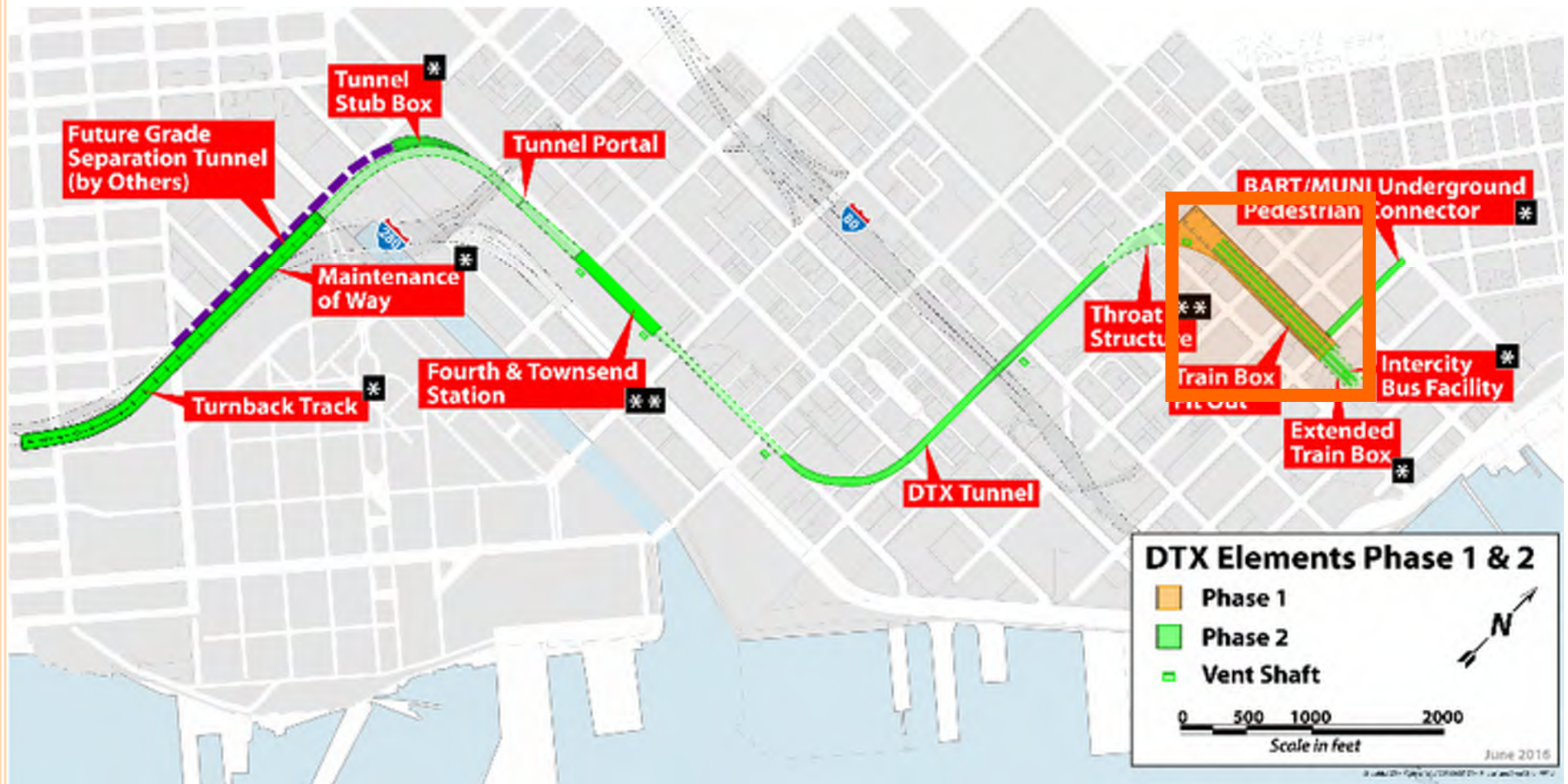
0 32 64 128 192
SCALE IN FEET

BART/Muni Pedestrian Connector and Intercity Bus Facility

- Plan & estimate development
- Pedestrian circulation
- Fire & life safety coordination with SFFD and BART



Trainbox Fitout



Trainbox Fitout

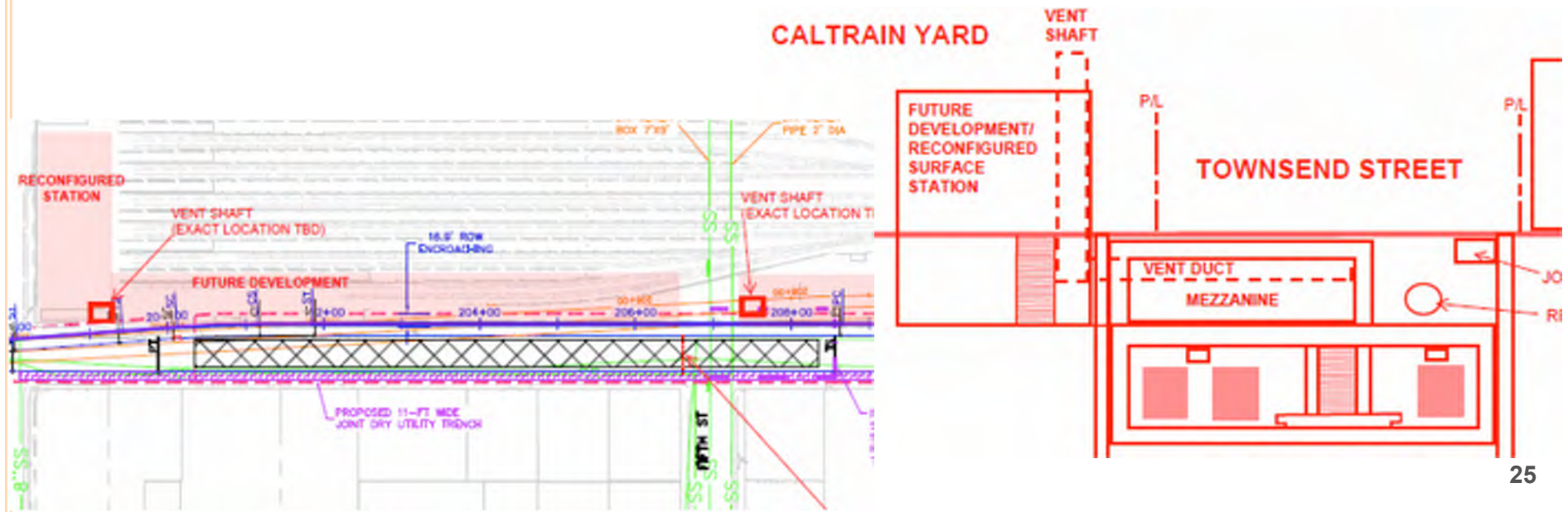


Fourth and Townsend Street Station



Fourth and Townsend Street Station

- Center platform between two northernmost tracks
- Station aligned within Townsend Street
- Developable frontage property in Caltrain Yard
- Mezzanine would connect with surface station/development



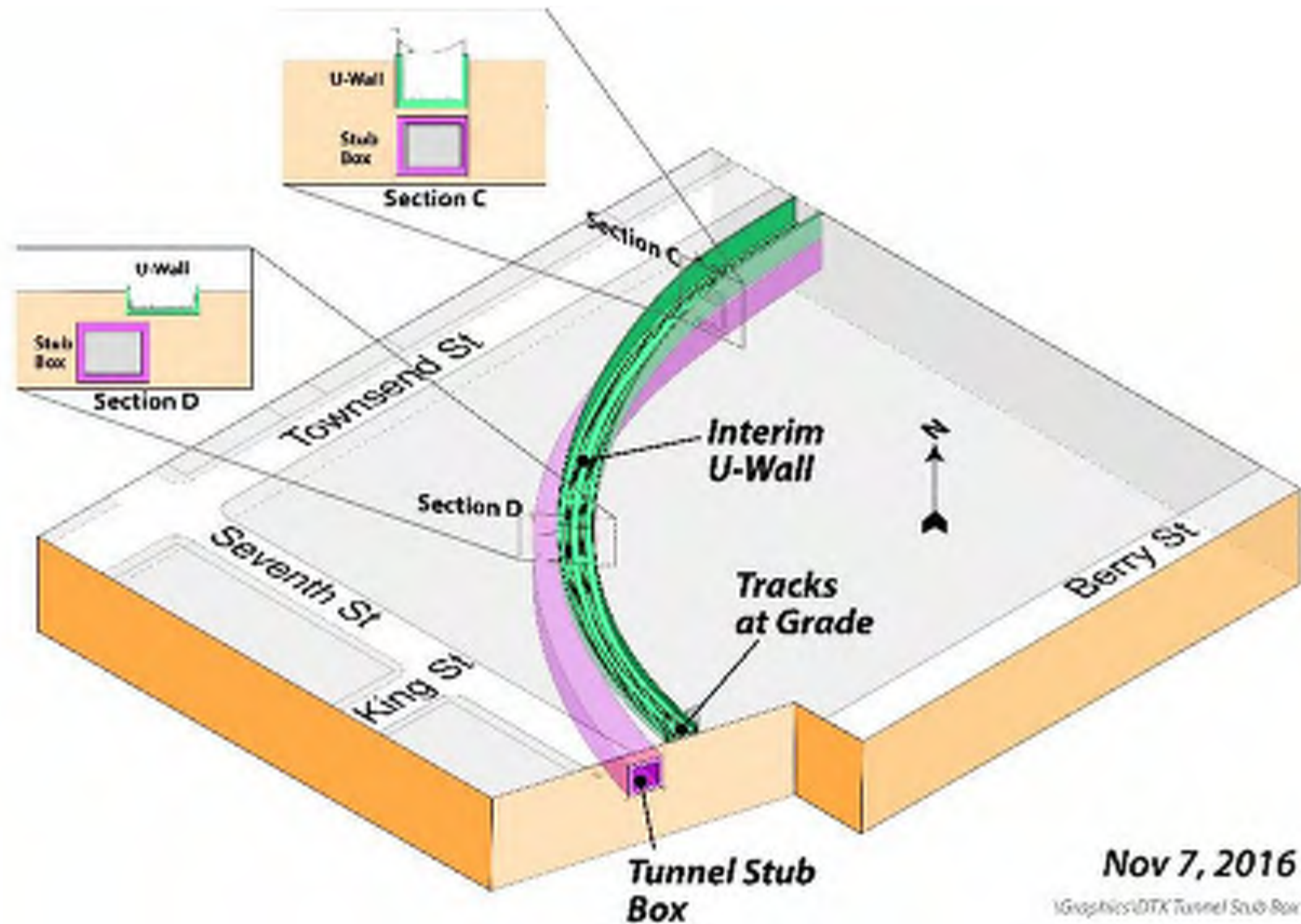
4th & Townsend Street Station Traffic Decking

- Minimizes traffic disruption during cut-and-cover construction
- Investigate use and coordination with stakeholders for installation and removal:
 - Weekends (Fri PM – Mon AM)
 - Nights at non-residential areas
 - Maintain normal traffic flow during week
 - Sequence to maintain local business access



Hollywood Blvd/Highland, Los Angeles

Tunnel Stub Box Provision for Future Grade Separation Tunnel





Design Considerations and Constraints

Rail Operations

Key Issues

- Service
 - Number of Trains
 - Peak Period Headways
 - Turn Times
 - Schedule Performance
- Engineering
 - Rolling Stock
 - Number of Tracks
 - Tunnel Construction
 - Platform Assignments
 - Tail Tracks
 - Storage Tracks
 - 4th & Townsend Station



Additional Constraints

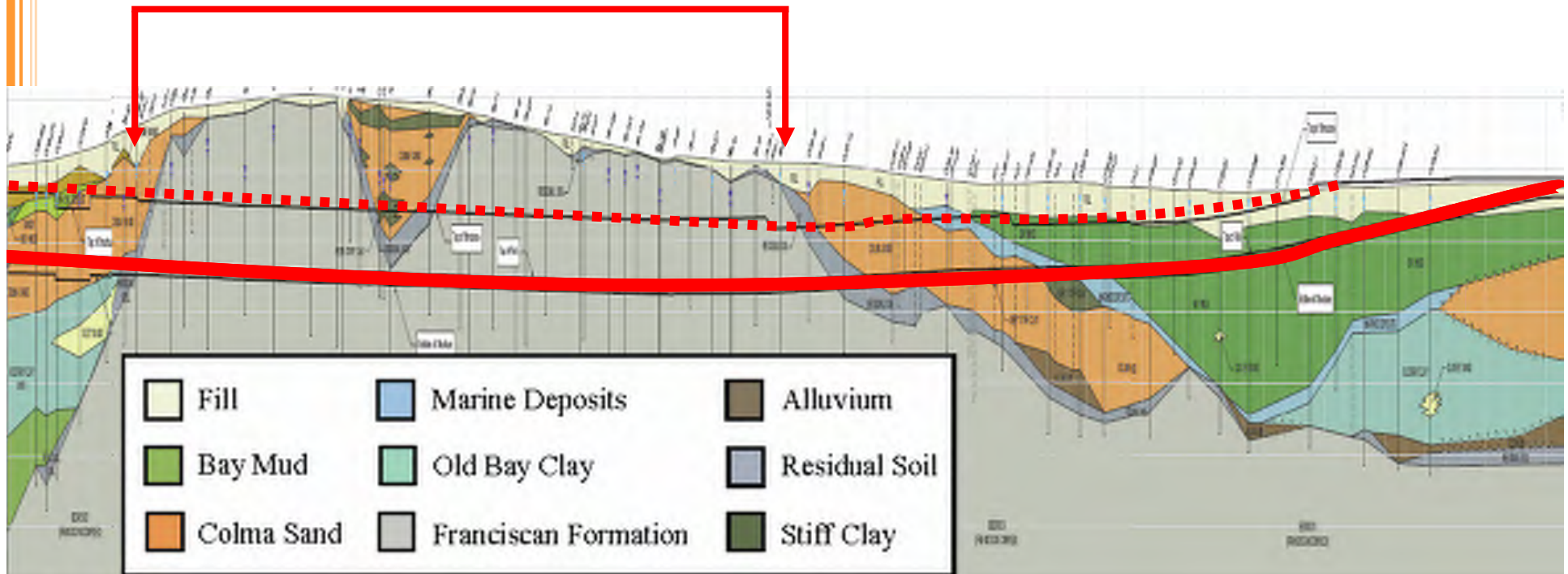
- Predefined ROW - Limit Property Acquisition
- Historic Buildings – Low rock cover compared with tunnel span
- Utility Relocation – Wide range of utility types/ages
- Contract Packaging – Limited Staging Areas
- Operator Requirements
 - Caltrain Design Criteria
 - HSR Design Criteria
- Operator Compatibility - Rolling Stock Undefined

Ground Conditions



Geotechnical Soil Profile

Limits of mined tunnel segment



..... Tunnel Crown
——— Tunnel Invert



Scope of Services

Scope of Services (RFP Section 4)

- Project Management
- Project Development
 - Update Preliminary Engineering
- Project Procurement
- Engineering Support

- Appendix A
- Reference Documents
 - Items 2 & 3 Final Preliminary Engineering
 - Item 12 SFCTA Board Packet DTX Allocation

Key Proposal Elements

- Minimum Required Skills and Experience
 - RFP Section 5
- Introduction
- Approach (45 points)
- Qualifications and Experience (35 points)
- References (5 points)
 - Current email
 - Availability
- Innovation (15 points)

Key RFP Dates

Deadline for Submission of Questions:	August 14, 2020	by 2 p.m.
Answers to Written Questions Posted:	August 19, 2020	
Proposals Due:	September 4, 2020	by 2 p.m.
Interviews: (Week of)	September 14, 2020	
Contract Recommended for TJPA Approval:	November 12, 2020	
Estimated NTP:	December 1, 2020	



DBE/SBE Programs

DBE/SBE Programs

- TJPA has DBE advisories, but SBE goals. SBE goals are mandatory and binding, and good faith efforts must be made to meet the goal.
- **Certifications accepted from:**
 - CA Dept. of General Services (SB, DVBE)
 - CA Unified Certification Program (DBE)
 - SF Human Rights Commission (L/M/WBE)
- SBE Goal on this contract is **21.45%**
- **Forms and instructions included in RFP**

**TRANSBAY JOINT POWERS AUTHORITY
BIDDERS/PROPOSERS INFORMATION REQUEST FORM**

To be completed by Prime Contractor and submitted as part of bid/proposal.

NAME OF PROJECT/PROPOSAL							PROJECT/PROPOSAL NUMBER				
PROPOSER BUSINESS NAME AND ADDRESS											
NAME OF PERSON SUBMITTING BID				SIGNATURE OF PROPOSER					DATE		
CONTACT PERSON NAME				CONTACT PHONE NUMBER				CONTACT EMAIL			
IMPORTANT: 1) Identify all DBE/SBE firms being claimed for credit. 2) List names of all DBE/SBE subcontractors and their respective items of work. 3) Attach a copy of the proof of DBE/SBE certification for each DBE/SBE subcontractor listed on this form. 4) Attach "Intent to Perform" letter signed by the subcontractor.											
LIST BUSINESS FIRM(S) List Name, Address, and Contact Person (If not the same as above)	Phone Number	Email Address	Age of Firm	Item of Work, Service or Material Supplied	NAICS Code (if known) *	Annual Gross Receipts of Firm	DBE/SBE Participation			Award Amount	Percentage of Contract Participation
Certified DBE or SBE (Y/N)	Certifying Agency	Type of DBE or SBE **									
A. PRIME Contractor											
B. Subcontractor/Vendor/Joint Venture											
TOTAL										30	0-00%



Questions?

Email:

RFP@tjpa.org

by

AUG 14th 2 p.m.

TJPA
TRANSBAY JOINT POWERS AUTHORITY

425 Mission Street, San Francisco, CA 94105 • 415.597.4620 • www.tjpa.org



Thank You!

**Please check for
updates at
www.tjpa.org**



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