



TRANSBAY JOINT POWERS AUTHORITY

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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PENINSULA CORRIDOR JOINT POWERS BOARD
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Executive Director: Adam Van de Water

REQUEST FOR INFORMATION

Industry Sounding No. 03

**Track and Systems Contract Approach – Downtown Rail Extension, also
known as The Portal**

Key RFI Dates

RFI issued:	June 7, 2023
Email confirming interest in participation due from Interested Parties:	June 16, 2023, before 4:00 p.m.
Meeting confirmation sent to Interested Parties:	June 23, 2023
Industry Sounding Meetings:	Between July 10 and July 21, 2023
Response letters due by:	July 28, 2023

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RFI: Track and Systems Contract Approach - DTX

Point of Contact

All inquiries regarding this Request for Information are to be directed exclusively to the following point of contact:

Rebecca Mincio
Project Controls Manager
Transbay Joint Powers Authority
425 Mission Street, Suite 250
San Francisco, California 94105
RFP@tjpa.org

Meetings and Response Letters

Industry Sounding meetings will be scheduled between July 10, 2023, and July 21, 2023. Exact meeting dates and times will be as mutually agreed between the Transbay Joint Powers Authority (TJPA) and each interested party who meets the minimum qualifications for participation (Qualified Interested Party).

Meetings will be conducted online via Microsoft Teams or a similar platform. The meeting duration will be one hour.

Parties interested in participating in the Industry Sounding (Interested Parties) must send an email to RFP@tjpa.org by **June 16, 2023, before 4:00 p.m. Pacific Daylight Time**. Please provide your name, firm, contact information, names and titles of no more than five proposed attendees, and three preferred meeting dates and times. To confirm that your firm meets the minimum qualifications for participation noted in the following section, include in your email a table of reference projects with the following information for each: project name, brief description, contract model, your firm's role, project status, and owner's contact information. The TJPA may elect to contact the owners referenced to validate the project information provided.

This Industry Sounding is restricted to Interested Parties who meet the stated minimum qualifications and is not open to entities interested in providing consulting services.

The TJPA will send meeting confirmations to Interested Parties who meet the minimum qualifications and notify those who do not meet the minimum qualifications by June 23, 2023.

The TJPA requests written responses to the questions contained in Section 5 from each Qualified Interested Party following the meeting. Response letters should be submitted by email to RFP@tjpa.org on or before July 28, 2023.

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Minimum Qualifications for Participation

To be designated a Qualified Interested Party, each Interested Party must have experience as a member of an entity that has entered into a project agreement and led a project team through the term of the agreement (Project Company). Each Qualified Interested Party must meet the following requirement:

- Demonstrated ability as a member of a Project Company on one or more public rail transportation track/systems contracts with a value on the order of \$100 million U.S. dollars or more. Reference projects must be in construction or completed within the last ten years.
- Experience in one or more of the following delivery methods:
 - Construction Manager/General Contractor (CMGC)
 - Progressive Design-Build
 - Design-Build

The TJPA at its sole discretion will determine whether an Interested Party meets the minimum qualifications.

1 Introduction

The TJPA is issuing this Request for Information (RFI) to solicit feedback from Interested Parties (Industry Sounding) on the procurement and delivery of the track and systems scope of the Downtown Rail Extension (DTX), also known as The Portal. The purpose of the Industry Sounding is to inform strategy and future decision-making relative to the feasibility of the procurement and delivery of the of the track and systems scopes as separate or combined packages under a CMGC model.

This RFI is an inquiry only and does not commit the TJPA to any specific form of procurement or delivery method. The responses to this RFI will inform planning and development efforts for the DTX project, which are expected to result in the launch of a formal procurement. No contract or agreement will be entered into as a result of this process, and this RFI does not initiate a formal procurement or represent a commitment to issue a Request for Qualifications, Request for Proposals (RFP), or Request for Bids (RFB) in the future.

This RFI is the third opportunity for direct industry engagement on the DTX project, following Industry Sounding No. 1 in September 2020 and Industry Sounding No. 2 in August 2022. Industry Sounding No. 3 is focused on the questions listed in Section 5 of this RFI. The agenda for the Industry Sounding No. 3 meetings will be provided with an email confirmation to each Qualified Interested Party. The TJPA expects that the Industry Sounding meetings will be followed by a separate Industry Forum, which will be open to the public and provide all interested stakeholders with an opportunity to learn more about the DTX project. The TJPA reserves the right to allow for and schedule additional reviews and meetings associated with this RFI.

Participating in the Industry Sounding is not a prerequisite to participating in a future procurement process, nor does it prevent participation in future procurement solicitations.

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Accordingly, respondents to this RFI will not be deemed proposers on the Program by virtue of providing a response, and no respondent will have any advantage or disadvantage in any subsequent procurement process related to the Program. There will be no monetary award or reimbursement by the TJPA for participation in this Industry Sounding.

Each Qualified Interested Party may be invited to review draft contract documents prior to release of a formal RFP or RFB.

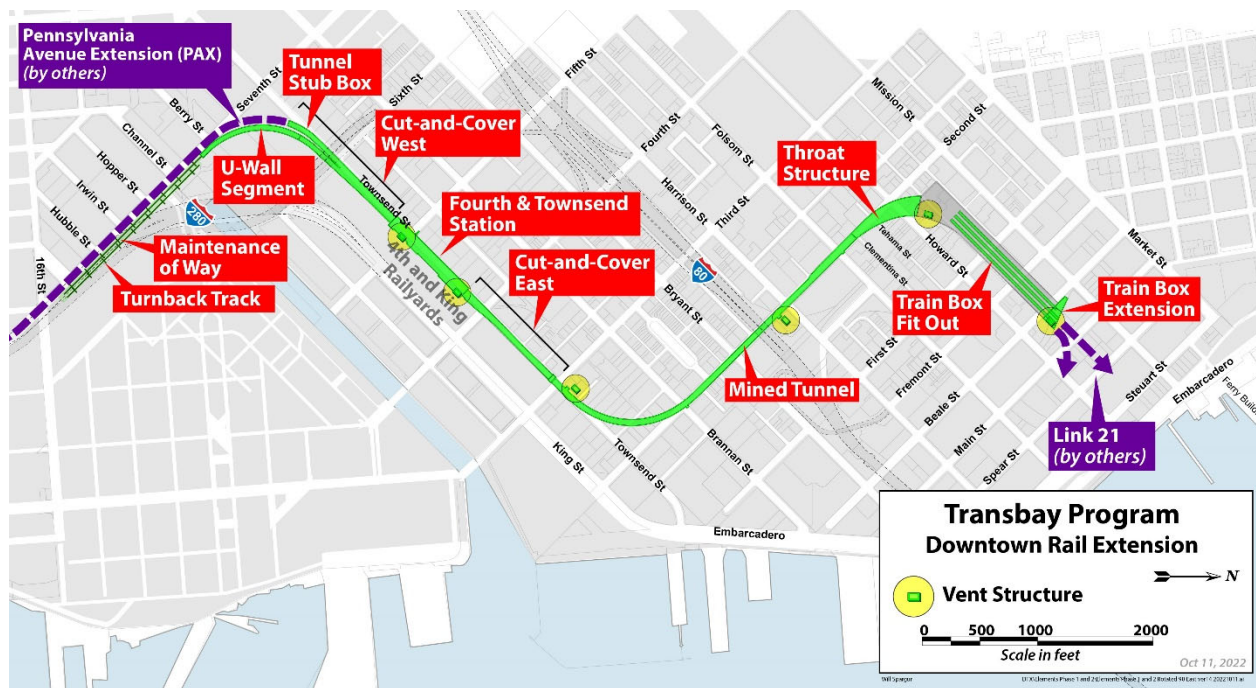
2 Downtown Rail Extension

The DTX will connect Caltrain’s regional rail system and the California High-Speed Rail Authority’s statewide system to the Salesforce Transit Center in downtown San Francisco. The rail alignment will be constructed principally below grade to provide a critical link for Peninsula commuters and travelers on the state’s future high-speed rail system.

The project is being developed by the TJPA in collaboration with the Program’s major stakeholders: the Metropolitan Transportation Commission, the San Francisco County Transportation Authority, the Peninsula Corridor Joint Powers Board–Caltrain, the California High-Speed Rail Authority, the City and County of San Francisco, and the California Department of Transportation.

2.1 DTX Alignment Overview

The DTX alignment begins in the below-grade Salesforce Transit Center rail station at First and Mission streets. At the west end of the station, the station’s six tracks transition to two tracks through a cut-and-cover throat structure and continue in a mined tunnel southward under Second Street and westward under Townsend Street to a new underground station at Fourth and Townsend streets. From this station, the alignment continues westward through a cut-and-cover throat structure and a U-wall segment to the 4th and King Railyards. From the railyards, the alignment continues westward through a cut-and-cover throat structure and a U-wall segment to the Pennsylvania Avenue Extension (PAX) station. The alignment then continues westward through a cut-and-cover throat structure and a U-wall segment to the Salesforce Transit Center station.



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West of the station, near Seventh and Townsend streets, the tracks ascend to grade via a u-shaped retained cut (referred to as the “U-wall”), and the alignment continues southward at-grade to Sixteenth Street, south of the existing Caltrain terminal station and railyard. A tunnel stub box extends side-by-side with the u-wall to allow for a connection to the future Pennsylvania Avenue Extension—a tunnel being developed by the San Francisco County Transportation Authority that will grade-separate the rail alignment from surface streets. Including revenue and non-revenue at-grade trackwork and stations, the total construction length of the DTX is approximately 2.2 miles.

2.2 DTX Main Elements

The main elements of the DTX are as follows:

Salesforce Transit Center train box extension. The train box extension will extend the existing below-grade structural box of the Salesforce Transit Center eastward from the east side of Beale Street to the TJPA’s property line to extend the platform lengths and provide ventilation and emergency exiting from the east end of the train box. A standalone structure, a pedestrian entrance and exit, will be located on Beale Street on the northern side of the train box extension. The train box extension, inclusive of the pedestrian entrance/exiting structure, will be constructed under TJPA property with an open-cut method.

Salesforce Transit Center fit-out. The fit-out of the two-level below-grade rail station at the Salesforce Transit Center will include facilities for rail operations, customer service, and ancillary support. The lower concourse, one level below the grand hall, will house ticketing, passenger waiting, and support spaces for Caltrain and the California High-Speed Rail Authority—the primary tenants—as well as leasable retail space. On the level below, six tracks and three center platforms will serve commuter and high-speed trains. Back-of-house support spaces will also be built on this level to support rail service.

Cut-and-cover structures. Cut-and-cover construction will be used along Second Street, Townsend Street, and in portions of the 4th and King Railyards for the following structures:

- Throat structure located at Second and Howard streets at the northern end of the DTX alignment where the two-track alignment widens to six tracks at the west end of the Salesforce Transit Center
- Tunnel east of the Fourth and Townsend Street Station along Townsend Street
- Fourth and Townsend Street Station
- Tunnel west of the Fourth and Townsend Street Station along Townsend Street
- U-wall and tunnel stub box along Townsend Street west of Sixth Street to bring the tracks to grade and allow for a connection to the Pennsylvania Avenue Extension, a planned grade separation tunnel project being led by the San Francisco County Transportation Authority

Mined tunnel. Sequential excavation method mining is being considered for the tunnel along portions of Townsend Street and Second Street. The mined tunnel extends from the west side of Third and Townsend streets to Clementina and Second streets. The tunnel is primarily two

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tracks, but expands to three tracks as it approaches the throat structure. The length of the mined portion of the tunnel is approximately 0.65 miles.

Fourth and Townsend Street Station. The Fourth and Townsend Street Station will serve Caltrain and high-speed rail passengers with destinations in the South of Market area or transferring to the Muni Central Subway. The street level station entrances and exits along Townsend Street will lead to two levels below grade: a concourse and a train platform level. The concourse level will accommodate passenger amenities such as ticketing machines, maps, and schedule information. This level will also house mechanical and electrical rooms and staff areas. The platform level will have two tracks, an 875-foot center platform for Caltrain passengers, and two 800-foot side platforms for high-speed rail passengers. The underground station will be constructed using cut-and-cover techniques.

Ventilation and emergency egress. Ventilation and emergency egress structures will house equipment for the ventilation of the tunnels and include emergency egress to allow passengers to evacuate safely from the tunnels to grade in the event of an incident. Ventilation shafts and emergency egress will be located at either end of the Fourth and Townsend Street Station and the underground station at the Salesforce Transit Center. Two ventilation and emergency egress structures will be located along the tunnel alignment; these will be constructed on parcels next to the DTX tunnel outside of the street right-of-way, one at Third and Townsend streets and the other at Second and Harrison streets.

Trackwork. Trackwork includes underground tracks through the tunnel and stations and at-grade tracks within the existing Caltrain right-of-way with 0.4 miles of turnback and maintenance-of-way storage tracks and connections to the existing Caltrain terminal at 4th and King streets. Trackwork includes mainline tracks, special trackwork, such as turnouts and crossovers, and the rails, fastening systems, and other track materials comprising the track system. Trackwork design includes track alignments, which also serve as horizontal and vertical control lines for the underground structures and stations that convey them.

Systems. Systems include rail systems such as traction power, overhead contact, train control, signaling, radio, and network systems; mechanical, electrical, plumbing, fire-life safety, and security systems for the tunnel, stations, and ventilation and emergency egress structures; and other support systems, such as closed-circuit television, fare collection, and passenger display information systems.

DTX 4th and King Site Work is an enabling package for the DTX project within the 4th and King Railyards. The work entails relocation or removal of all structures, including the existing bike storage facility, along the south side of Townsend Street between Fourth and Seventh streets and along Seventh Street between Townsend Street and Mission Bay Drive. Additionally, one pocket track on the north side of the Fourth and King Street Station and the storage tracks at the corner of Townsend and Seventh streets will be removed. These modifications will reduce the number of mainline leads into the 4th and King Railyards from four to two. Utilities within the 4th and King Railyards will also be removed and relocated, as necessary.

3 DTX Delivery and Procurement

To implement the DTX project in a financially responsible manner, the TJPA seeks to:

- Safely deliver a high-quality project on schedule and within budget
- Provide durable, resilient infrastructure that optimizes maintenance requirements and operating costs

The TJPA intends to evaluate multiple project delivery options to identify a procurement and contract strategy that generates best value by optimizing design and construction efficiency, quality, and life-cycle cost. The following delivery methods are currently recommended:

- Enabling Works - Design-bid-build
- Main Civil & Tunnel - Progressive design-build
- Core Systems and Track, Supporting Systems and Station fit-out - Construction manager/general contractor

The delivery method that is ultimately selected will reflect a combination of these models for different scope packages.

4 DTX Information

Prior to the Industry Sounding meeting, each Qualified Interested Party will be provided access to the following materials via an internet-based file sharing site to facilitate the Qualified Interested Party's understanding of the DTX project:

- DTX and related infrastructure description
- Schedule
- Cost estimate and funding plan summary
- Select drawings that depict the project configuration
- Federal Transit Administration Record of Decision—containing Program environmental mitigation and monitoring requirements: <https://tjpa.org/tjpa/documents/environmental-documents>
- Project Labor Agreement

Additional information, as available, may be provided upon request.

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5 Industry Sounding Meetings

The TJPA will hold Industry Sounding meetings to seek industry feedback to inform the feasibility of procurement models and the proposed contract. For these Industry Sounding No. 3 meetings, please provide your responses on the following:

1. The procurement of the DTX is currently planned with three or four main packages: Enabling Works (Advance Contracts), Civil and Tunnel, Station fit-out, and Trackwork and Systems. At present, two alternative approaches are being considered for the Station Fit-out & Supporting Systems and the Core Systems & Trackwork scopes of work. The TJPA is committed to a CMGC approach for both but is seeking industry input as to whether to contract them separately or in one package.

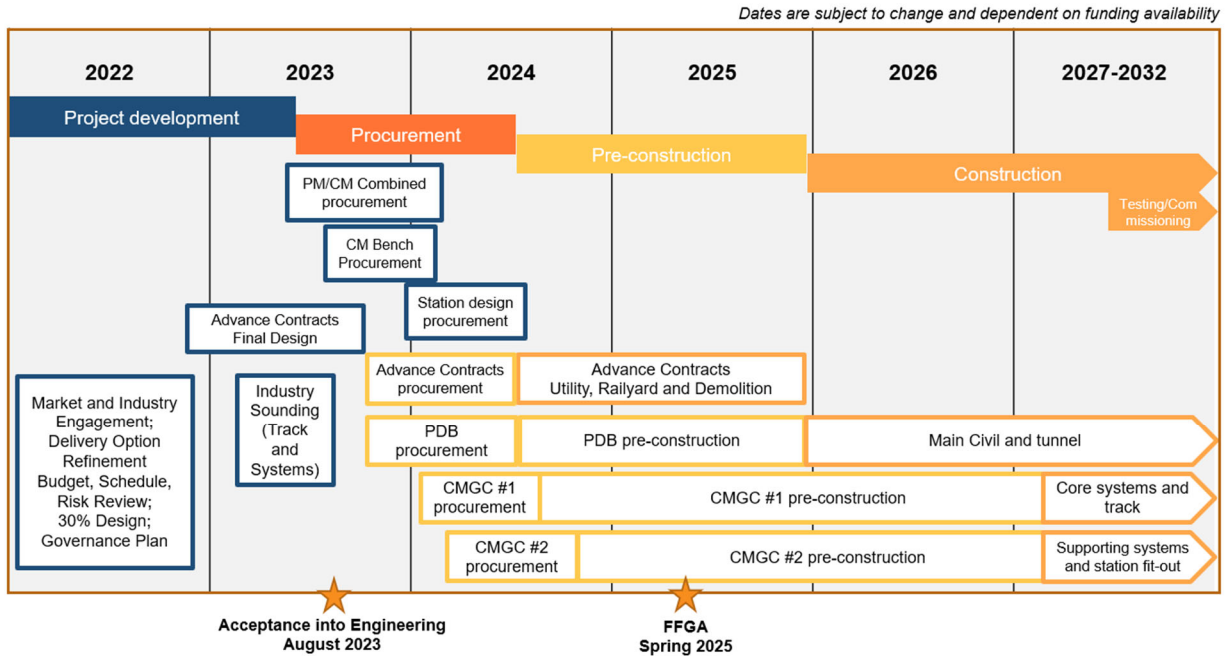
Which of the procurement and delivery approaches would you recommend be considered (or avoided) for the Station Fit-out & Supporting Systems and Core Systems & Trackwork contract packages, separate or combined (option 5 or option 6)?

Scope	5	6
Enabling	DBB	DBB
General Civil	PDB	PDB
Tunnel		
Station Fit-out & Supporting Systems	CMGC	CMGC
Core Systems & Trackwork	CMGC	

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- In your opinion, are the proposed durations and relationships between packages for (i) procurement, (ii) construction, and (iii) testing and commissioning currently allowed in the DTX schedule adequate? (Refer to the timeline.)

Project Delivery – Procurement Timeline



- Based upon your experience with similar projects and your review of the information provided, please identify any critical project-, contractual-, or general conditions-related issues that may discourage bidding and suggest approaches for mitigating any such risks.
- Describe the approach you would take to ensure track and systems designs are integrated with the designs produced by the other contractors working on the DTX project (e.g., civil, tunnels, electrical and mechanical, stations).
- Describe the biggest risks you envision in integrating the new track and systems infrastructure with the operational systems in place at the time. How might these risks be mitigated?
- Describe the approach you would take to stage the construction and testing of the track and systems infrastructure, including how you would minimize disruption to the operational systems when integrating the new infrastructure and bringing it into operation.
- Based upon your experience with similar projects, what contractual provisions and risk sharing mechanisms would encourage bid competition and reduce bid contingency?

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8. What qualification requirements would you recommend, including the extent of prequalification to include specialist subcontractors?
9. Under the previously described contract strategy, with a progressive design-build contract for the civil and tunnel works and one or two CMGC contracts for track and systems and station fit-out, how should the interfaces between packages be managed and where should responsibility lie?

6 Response Letter

The TJPA requests a written response to the questions in Section 5 from each Qualified Interested Party, based on the discussions at the Industry Sounding No. 3 meeting. The response letter will consist of a one-page transmittal letter and an attachment having no maximum length. Please do not include marketing material, budgetary information, or proprietary information.

7 Confidentiality

Respondents are advised that any written materials submitted to the TJPA in connection with this RFI are public records subject to the California Public Records Act (Statutes of 1968, Chapter 1473; currently codified as Chapter 3.5 of Division 7 of Title 1 of the California Government Code). This statute guarantees access of governmental records to the public upon request.

Any materials submitted by respondents will be handled in accordance with the California Public Records Act and any other laws and regulations applicable to the disclosure of documents submitted under this RFI. In no event will the TJPA, or any of its agents, representatives, consultants, or employees be liable to a respondent for the disclosure of any materials or information submitted in response to this RFI.