

San Francisco Peninsula Rail Program Executive Steering Committee

Downtown Rail Extension (DTX) now also known as The Portal

Item #6: The Portal Procurement Approach

May 19, 2023



San Francisco
County Transportation
Authority

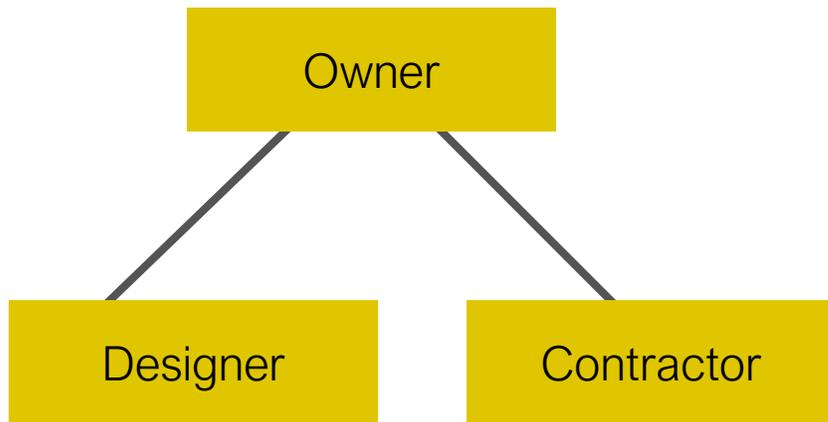
The Process



we are here

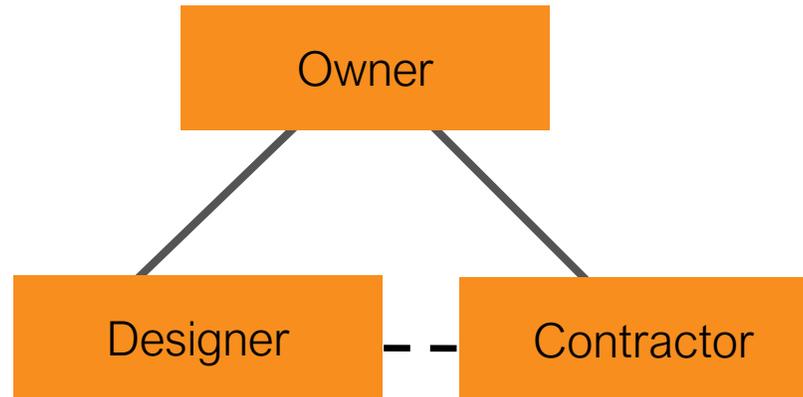
Adopted Delivery Method

Design-Bid-Build



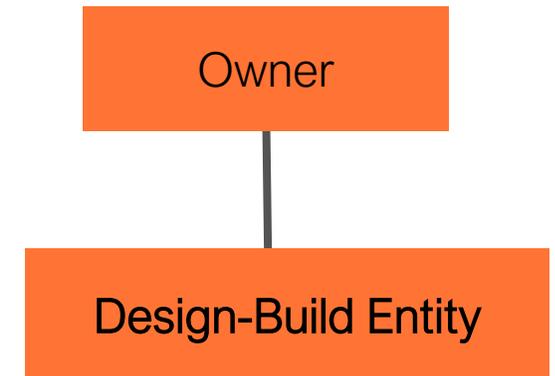
Early Works¹

Construction Manager/ General Contractor



Track and Systems
Station Fit Out

Progressive Design-Build



Tunnel/Heavy Civil

¹ Caltrain railyard trackwork modifications may use different delivery method

Procurement Objectives

- Market interest and competition
- Delivery agency
- Risk
- Value
- Flexibility and adaptability
- Schedule
- Procurement process
- Safety
- Quality

Comparative Projects

| | | | | | | |
|----------------------|------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Project Name | LA Metro East San Fernando Valley Light Rail (ESFV) | BART Silicon Valley Extension II (BSV II) | Metrolinx Scarborough Subway Extension (SSE) | San Francisco Public Utilities Commission: City Distribution Division Campus (SFPUC) | Caltrain Mountain View Transit Center Grade Separation (Caltrain MVTC) | Sound Transit University Link Light Rail Systems (Sound Transit) |
| Contract Type | PDB | PDB | PDB | CMGC | CMGC | CMGC |

Concepts Reviewed

1. Procurement Process
2. Evaluation Criteria and Weighting
3. Contract Negotiation and Award
4. Approval to Advertise and Award
5. Conflict of Interest
6. Procurement Schedule
7. DBE Approach
8. Approach to Fair and Transparent Selection

Procurement Process

| Project Name | LA Metro East San Fernando Valley Light Rail (ESFV) | BART Silicon Valley Extension II (BSV II) | Metrolinx Scarborough Subway Extension (SSE) | San Francisco Public Utilities Commission: City Distribution Division Campus (SFPUC) | Caltrain Mountain View Transit Center Grade Separation (Caltrain MVTC) | Sound Transit University Link Light Rail Systems (Sound Transit) |
|----------------------|-----------------------------------------------------|-------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------------|
| Contract Type | PDB | PDB | PDB | CMGC | CMGC | CMGC |
| One-Step or Two-Step | One-Step | Two-Step | Two-Step | One-Step* | One-Step | Two-Step |

Procurement Process vs Objectives

| Procurement Objective | One-step | Two-step |
|---------------------------------|----------|----------|
| Market interest and competition | - | ● |
| Delivery agency | NA | NA |
| Risk | ○ | ● |
| Value | ● | ● |
| Flexibility and adaptability | ○ | ● |
| Schedule | ● | ○ |
| Procurement process | ● | ● |

- = Fulfills the procurement objective
- = Partially fulfills the procurement objective
- = Does not fulfil the procurement objective
- NA = Not applicable

Procurement Process Approach

Two-Step

- Request for Qualifications
- Request for Proposals

Evaluation Criteria

| Step | Elements |
|-------------------------|-----------------------------|
| Step 1 – Qualifications | Statement of Qualifications |
| Step 1 – Proposals | Technical Proposal |
| | Interview |
| | Price Proposal |

- Evaluation will be primarily based on Qualifications, Technical Proposal, and Interview
- Scores from Step 1 will be added to scores from Step 2
- Contents of Price Proposal to be determined but could include overhead/margins

Evaluation Criteria

| Step | Element | Suggested Items to be Evaluated |
|-------------------------|-----------------------------|----------------------------------------------------|
| Step 1 – Qualifications | Statement of Qualifications | History and experience of firms |
| | | Qualifications of Key Personnel |
| | | Project approach for preconstruction |
| | | Small/Disadvantaged Business Enterprise Commitment |
| | | Financial, bonding capacity, claims history |

Evaluation Criteria

| Step | Element | Suggested Items to be Evaluated |
|-------------------|--------------------|-----------------------------------------------------------|
| Step 2 – Proposal | Technical Proposal | Design Management Plan (for PDB) |
| | | Systems Integration Plan (for CMGC Track and Systems) |
| | | Coordinated Installation Plan (for CMGC Station Finishes) |
| | | Construction Management Plan |
| | | Risk Management Strategies |
| | | Approach to subcontract packaging and procurement |
| | | Creative ideas to optimize project schedule |
| | Interview | Presentation |
| | | Responses to questions |
| | | Collaboration and team dynamics |
| Price Proposal | TBD | |

Evaluation Criteria

Common Elements

- Non-cost criteria typically weighted more heavily than cost criteria
- Interviews often held, but did not always add points

Cost Evaluation Components

| Project Name | Contract Type | Cost Evaluation |
|----------------------|---------------|-------------------------------------------------------------------------------------------------------|
| ESFV | PDB | Phase 1 Preconstruction Lump Sum Amount, Phase 2 Management Lump Sum Fee, Phase 2 Margin Percentage |
| BSV II | PDB | Lump sum for Stage 1 services, the Design-Builder's fee |
| SSE | PDB | Design and Construction team Overhead and Profit Margins |
| SFPUC | CMGC | Preconstruction fee, Profit, General Conditions, Payment & Performance Bond, Insurance, Reimbursables |
| Caltrain MVTc | CMGC | Preconstruction Phase Fees, Construction Phase Fixed Fee Lump Sum |
| Sound Transit | CMGC | CMGC Fixed Amount for Overhead, Percentage Fee for Profit |

Procurement Schedule

- PDB – Tunnel and Heavy Civil
 - RFQ = Winter 2023
 - RFP = Spring 2024
- CMGC – Track and Systems (schedule under review)
 - RFQ ~ Spring 2024
 - RFP ~ Summer 2024
- CMGC – Station Fit out and Mechanical/Electrical/Plumbing (schedule under review)
 - RFQ ~ Winter 2024
 - RFP ~ Spring 2024

DBE/SBE Requirements

Current Enterprise Goals

- TJPA Policy currently encourages DBE participation on all contracts at an anticipated participation level of 17% for FTA-assisted contracts
- TJPA has an enforceable SBE goal of 20.5% for all contracts
- These apply thru September 2025

Considerations

- Evaluate each contract to determine DBE/SBE participation levels
- Dependent on scope and availability

Next Steps



we are here

Contract Model Plan – framework for contracts; recommendations on how to address select elements

Development of Procurement and Contract Documents – working group started to develop the details

Questions?