

## Outreach Questions

### Question 1 –

Will Caltrans retain the title incumbent design team? If so, what role will they have?

Answer –

We are advertising a new contract for Design and Construction phases. The most qualified proposer will be selected for the new contract. The current contract's scope only includes Environmental phase.

### Question 2 –

Are there any additional constraints on the project construction to consider given this is a World Heritage area?

Answer –

The UNESCO designation has played a considerable role in our 4F evaluation and consultation with State Parks. This is an interesting issue to navigate but ongoing discussions with Parks are occurring.

### Question 3 –

Your presentation includes a slide showing limits of the slide complex and various areas of earthflows. How confident is Caltrans regarding the location & limits (i.e. accuracy) of the slides and earthflow?

Answer –

Our understanding is based on the available subsurface information and geologic mapping. Further subsurface information is needed to better define the depth and geometry of the failure surface.

### Question 4 –

How long did each helicopter drilling site take to set up, bore and remove?

Answer –

Planning is needed before starting helicopter borings. A flight path is designated in advance. A staging area is designated where all equipment is placed/stored for the helicopter to pick up. Weather conditions need to be carefully timed. For a 200-foot boring, an estimate of about 1 to 1-1/2 weeks would be reasonable for mobilization, drilling and demobilization. This time does not include site preparation.

### Question 5A –

Can you walk through your final design and construction schedule in a bit more detail?

Answer –

The PS&E phase is anticipated to span from early 2026 to late 2030. The RFQ will provide more details on anticipated timing of PS&E phase milestones. The target year to begin Construction phase is 2031. Construction is anticipated to take 6 to 8 years.

Question 5B –

What XDE % will Caltrans require?

Answer –

Caltrans assumes this question was regarding the DBE goal. The goal has not yet been determined but we will be working with the Office of Civil Rights (OCR) to determine the goal. We anticipate the contract's DBE goal will be near the statewide goal of 21%.

Question 6A–

Please clarify the current thinking on geotechnical investigation responsibility (final designer vs CMGC contractor)

Answer –

Caltrans anticipates geotechnical investigation will be performed under both contracts (i.e. the Multiphase A&E Contract and the CMGC Preconstruction Services Contract). Final oversight for geotechnical investigation work will be the responsibility of Caltrans.

Question 6B –

Please clarify the current thinking on key positions that might be required for the final design contract.

Answer –

The following personnel categories are included in the Scope of Work: Contract Management, Roadway Design, Landscape Architecture, Surveying, Office Engineering, Environmental, Tunnel Engineering, Geotechnical, Structural Engineering, Tunnel Systems, Building, BIM 4I, and Constructability. Each category will have at least one Key Personnel. The RFQ will distinguish which roles are Key roles.

Question 6C –

Please clarify the current thinking on project office / co-location of the project team.

Answer –

Select Key Personnel may be required to be available for in-person meetings/discussions/consultations, at locations within Caltrans District 1, for two to three days per week, for the PS&E Phase of the contract. The RFQ will distinguish which Key Personnel have this requirement.

Question 7A –

For key staff, some roles require California license, but some do not mention “California” Please clarify whether licensure in another state is ok for these?

Answer –

If the licensure requirement for a personnel role does not specify a California license, then licensure in another state is acceptable. Final requirements for each role will be issued in the RFQ.

Question 7B –

Some roles require bachelor’s degree while traditionally experience may be acceptable in lieu of degree. (Safety and BIM came to mind). Would you consider the alternative? For tunneling safety roles, there are a number of qualified personnel that do not have a bachelor’s degree. Experience in lieu of degree.

Answer –

The Department will consider experience in lieu of a degree for certain roles. Final requirements for each role will be issued in the RFQ.

Question 8 –

Will the existing teams working on the environmental contract, ICF, HNTB... be precluded from competing for this contract?

Answer –

Consultants and subconsultants on the existing Last Chance Grade phase PA&E contract are eligible to compete for this contract.

Question 9 –

When is the request for qualification going to be issued?

Answer –

Please check the LAR for the latest RFQ advertisement postings.

Question 10 –

During the previous geotechnical investigation were geophysical techniques attempted.

Answer –

Yes, geophysical surveys have been performed for the project and described in the Preliminary Geotechnical Design Report.

Question 11 –

Given this will be state and federal funded, will there be a DBE goal?

Answer –

Yes, there will be a DBE Goal, the goal has not yet been determined but we will be working with the Office of Civil Rights (OCR) to determine the goal. We anticipate the contract's DBE goal will be near the statewide goal of 21%.

Question 12 –

Environmental was included as part of this contract but permitting was excluded. What would the level of anticipated effort be for a consultant helping with that. Is it going to be a part of it because there is a biologist included.

Answer –

The primary contact and primary responsibility to engage with permitting agencies remains with Caltrans. The consultant will assist in supporting those efforts.

Question 13 –

Regarding the Phase Order Manager, would a California PE with a general civil background with 10+ years of experience in a leading capacity related to the tasks described in the Contract and Phase Orders be acceptable to Caltrans?

Answer –

This description of qualifications is similar to those presented at the Outreach event. Final requirements for the Phase Order Manager will be issued in the RFQ.

Question 14 –

Is it Caltrans' intent to have a single Phase Order Manager or would Caltrans consider one individual for the Phase Order Manager for Phase 1 and a different individual for Phase Order Manager for Phase 3?

Answer –

Caltrans will consider this comment. Final requirements for the Phase Order Manager will be issued in the RFQ.

Question 15 –

Given the complexity of the project, would Caltrans consider support staff such as accounts or graphic designers to support the CCM and team?

Answer –

Caltrans will consider the need for additional support staff. Final personnel roles and requirements will be issued in the RFQ.

Question 16 –

What annual escalation rate does Caltrans intend to include in the RFQ/contract?

Answer –

The current escalation rates are 1.81% from SOQ Submittal Due Date for 12 months, then 3.62% annually. Please see RFQ advertisement when posted for escalation rates to be used this contract.

Question 17 –

Caltrans has identified 13 personnel categories and 51 roles with minimum qualifications. Typically, there are key roles that Caltrans identifies that will be Pass/Fail in terms of minimum qualifications and a fail means disqualified. Will Caltrans treat all identified roles as Pass/Fail? Are there specific roles or personnel categories that will be evaluated on a point scale?

Answer –

Caltrans intends to define certain personnel roles as key roles. Details surrounding SOQ scoring will be provided in the RFQ.

Question 18 –

Please confirm if the Phase Order Specialist role could be structured to accommodate multiple specialists. Given the diverse qualifications required, it would be beneficial to allow for discipline-specific expertise across several team members. For example, roles could be designated as (but not limited to):

Phase Order Specialist – Scheduler

Phase Order Specialist – Risk Management

Phase Order Specialist – Project Management Support

This approach would support a more comprehensive and effective execution of responsibilities. We request that the certification requirements for Project Scheduling and PMP be "desirable" in lieu of "mandatory".

Answer –

Caltrans will consider the concept of multiple Phase Order Specialists. Final personnel roles and requirements will be issued in the RFQ.

Question 19 –

The Consultant Contract Manager role currently requires 10 years of demonstrated experience acceptable to Caltrans in delivering highway projects. Would Caltrans consider modifying this requirement to include experience in delivering large-scale infrastructure projects?

Answer –

Caltrans will consider this comment. Final requirements for the Consultant Contract Manager will be issued in the RFQ.

Question 20 –

We respectfully request a revision to the minimum qualification for the Lead Cost Estimator role to enhance the quality of candidates and increase the likelihood of attracting individuals with relevant estimating certifications.

Specifically, we request that the requirement for the Lead Cost Estimator to hold a California Professional Engineer (PE) license be considered desirable rather than required. If a PE license remains a requirement, could Caltrans clarify whether it must be issued by the State of California? This stipulation is not typical for other large and complex alternative delivery projects in California.

Answer –

Caltrans will consider this comment. Final requirements for the Lead Estimator will be issued in the RFQ.

Question 21 –

We respectfully request a revision to the minimum qualifications for all roles within the Building Staff category. Specifically, we recommend that experience with LEED-certified and Net Zero projects be considered desired or preferred rather than required.

Answer –

Caltrans will consider this comment. Final requirements for roles within the Building Staff category will be issued in the RFQ.

Question 22 –

Constructability Review Staff - Would Caltrans see a conflict in roles if the independent checker for design work performed also as the constructability reviewer?

Answer –

Constructability Review Staff shall not perform design work for any project elements, including independent design checks. This clarification will be added to the RFQ.

