

District 1 ITSS Outreach

Question 1:

Can you please confirm that there currently is no DBE goal, but that could change before the RFQ is released?

Answer:

The DBE program is currently undergoing a reevaluation process, as Krista mentioned. At this time, there is no DBE goal established for this contract. However, if the reevaluation is completed prior to the RFQ release, a DBE goal may be reinstated. Proposers are encouraged to review the RFQ at the time of advertisement for the most current information.

Question 2:

How much is the Estimated construction cost (at this point)? Would you release names of all consultant firms who are currently involved? Who's the CMGC contract? Who's the ICE consultant? Why is it called Last Chance Grade?

Answer:

The estimated construction cost is currently \$2.6 billion in today's dollars, which is anticipated to increase to over \$3.0 billion in year-of-expenditure dollars at the time of allocation. Since the project is not yet at the 30% design stage, there is still significant uncertainty in the estimate. The cost range is expected to evolve as the design advances and value engineering efforts are completed to further refine project scope and costs. At this time, the CMGC contractor is Barnard-Traylor-Myers Joint Venture.

The Independent Cost Estimator (ICE) is PCSInfra. Information regarding all consultant firms currently involved will be shared through appropriate procurement channels, as applicable. Regarding the "Last Chance Grade" name, the origin is not currently known.

Question 3:

Can you also confirm there is no SBE/DVBE goal?

Answer:

Caltrans maintains statewide participation goals of:

- 25% Small Business (SB) participation (including Microbusiness and Small Business Public Works)
- 3% DVBE participation annually, with Caltrans striving for 5% DVBE participation

However, this specific project is expected to receive federal funding. As a result, SBE and DVBE goals will not apply to this contract.

Instead, a DBE goal may be established if the DBE reevaluation is completed prior to RFQ release. Proposers should review the RFQ advertisement for the most current participation requirements.

Question 4:

The ITSS contract duration is indicated to be 15 years, does the ITSS role include the construction and commissioning phases?

Answer:

Yes. The ITSS contract is anticipated to span 15 years. Based on the current project schedule, construction completion is targeted between 2037 and 2039, with additional time included to account for potential delays.

The ITSS consultant is expected to support:

- The design phase
- The construction phase, which include commissioning of the tunnel.

The ITSS consultant will remain engaged throughout the full project lifecycle.

It is also anticipated that a separate construction support contract will be procured to assist Caltrans during construction. Any firm or individual participating in the ITSS contract will be ineligible to participate in that future construction support contract due to conflict-of-interest requirements.

Question 5:

Is the RFQ on track to come out in May per Caltrans look-ahead?

Answer:

Yes. At this time, the RFQ remains on track for May, consistent with the Caltrans look-ahead schedule.