

Q&A – Caltrans District 12 Information Sharing, I-5 Managed Lanes

Q1. Will you share these slides?

The slides will be shared upon request. Please send the email request to kevin.k.pham@dot.ca.gov for a copy of the slides.

Q2. What type of delivery model are you planning for the tolling integrator? Can you provide a more detailed scope description for the tolling integrator for both design and construction? When do you anticipate advertising for the tolling integrator?

We have been evaluating and continue to evaluate the procurement of the toll system integration, which includes toll system provider and connectivity to a traffic operation center as well as to the financial back-office and customer service center. We are looking into three different potential models. One is to include it with the Progressive Design-Build (PD-B) procurement, which through extensive discussions with consultants and contractors they indicated that this is not a preferred path, indicated what challenges could come out of that path. Another option is to have a separate procurement, either one or two for the toll system provider and the back-office/customer service center. Those will be either service contracts or a Design-Build contract of some sort where we will have the entity that's contracted to provide both the design and construction of that work. The third option is we are looking at existing toll operators that provide the service on existing toll roads or express lanes where we may be able to partner with them through a cooperative agreement to procure those services, whether it's with existing contracts or new contracts. We have not vetted that option completely; we still need to talk to those entities and evaluate that option in more detail. We will continue to progress with that evaluation and will share with the community at a future date. By the time we have the PD-B contractor, we would want to have the toll system integrator on board because of the close coordination that is needed.

Q3. Could you confirm DBE% Goal for Phase 1?

If that is referring to the PMC contract, the goal as of today is 22%. However, the contract amount is subject to change, and we need to request the Office of Civil Rights to get the revised DBE goal. For the PD-B contract, there will be two separate DBE goals: a DBE goal for the Phase One Contract and then a DBE goal for Phase Two Contract(s). Neither DBE goal for the PD-B has been established.

Q4. What is the off-ramp process? Will the last option be D-B-B?

The off-ramp process is, if we do not get to an agreed to price, it will be up to Caltrans to decide how to proceed. If there are multiple packages, we can off-ramp a single package. We have multiple options, not just Design Bid Build, though we could do it that way. Some of the other possibilities would be another PD-B contract, a Design-Build contract, or a CMGC contract.

Q5. When do you expect the Toll System RFP to be issued?

We are still evaluating that, but we do need to have the toll system provider come aboard about the same time with the PD-B. We will continue to evaluate the method. Depending on the method that we decide on, we will either issue an RFQ/RFP or enter into an agreement with an existing express lane operator or tolling operator. That would be coming up potentially towards the middle of 2025.

Q6. Please provide Exclusion of Work. Is it the same as the previous presentations

This is referring to the PMC outreach presentation on September 18, 2024. In the scope of work for the PMC, there will be an exclusion of work section. It should be similar to what we presented during the PMC outreach event; however, Financial Advisor has been removed from the scope of work. Please review the RFQ and exclusion of work section when it is advertised.

PD-B will also have an exclusion of work section. We will review the exclusions and evaluate if there is a need to add anything related to toll system integration.

Currently, Traffic and Revenue (T&R) will be included in PMC, but we are evaluating if that will stay with the PMC or will be removed.

Q7. I do not see any ITS/Electrical work in the design slide, can the Department clarify? Should there be communication and ITS upgrade?

There will be some ITS/Electrical work included with the PD-B contract. Moreover, we will likely work with the toll system integrator to identify other elements. In the cost estimate, there is some electrical estimate included, though it's not yet refined.

Q8. How old is the engineers estimate and will it be updated?

The engineer's estimate has been updated recently. We did apply escalation to the midpoint of construction.

Q9. If a firm competes and wins this PMC contract, will that firm be excluded from competing to deliver on the progressive design build phase or the construction management/construction inspection phase? What are Caltrans' policies on this? Are there any Caltrans guidelines for this?

That will be a conflict of interest if you are part of the PMC and PD-B or Construction Management contract. Each case for conflict of interest will be reviewed by Caltrans. Each of the contracts will have conflict of interest information.

Q10. Will you provide the updated engineer's estimate?

We have the draft project report, and that estimate is still close to the final project report estimate. Hopefully we can finalize the project report environmental document in early 2025. Then we will be able to share it with the public once it's approved and finalized.

Q11. For the engineer's estimate during PD-B, who is the "Engineer" the PD-B engineer or Caltrans?

The engineer's estimate will be done by Caltrans.

Q12. A link was shared earlier to Onramp, which is intranet and not accessible to non-Caltrans staff. Can you share a new link?

Link to Look Ahead Report was revised.

District 12 Small Business Website (scroll down on this page to find links to more resources):

<https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-small-business>

Sign Up for our Newsletter:

<https://lp.constantcontactpages.com/sl/Z4twx8c/D12SmallBusinessProgram>

Email:

D12SmallBusiness@dot.ca.gov

Look Ahead Report:

<https://dot.ca.gov/programs/procurement-and-contracts/ae-contract-information>

Small Business Outreach Calendar:

<https://dot.ca.gov/programs/civil-rights/caltrans-events-calendar>

Q13. Who is currently conflicted from being part of the PD-B procurement?

If you are selected for the PMC, then there is a conflict from being part of the PD-B procurement. There are no firms currently identified to be excluded from proposing on the PD-B. We will have a similar process to the San Diego project where we ask for conflict of interest ahead of time. We will give an extra two weeks to establish if there are any possible issues and

provide a legal opinion if requested. We will identify conflicting potential entities once the PMC procurement is completed. Those will not be able to compete on the PD-B

Q14. Best guess on RFP release date?

There will be an RFQ for both the PMC and the PD-B, but no RFP. For the PD-B RFQ, best guess would be hopefully early 2025. It will probably be in the March/April timeline.

Q15. Will there be an update on the Toll System Integrator (TSI) procurement from Caltrans before February 2025?

We will attempt to have another information sharing session when we have a definitive path on this. The February 2025 is for the PMC. That should not have a bearing on how the procurement method for TSI is going to be. The PD-B procurement will have a direct impact on how the TSI will be procured. For the TSI, we will consider the other options that we are looking into, and that is a separate procurement or collaboration with an existing toll entity.