

NATIONAL RAILROAD PASSENGER CORPORATION

AMTRAK

NOTICE FOR THE
TEXAS HIGH SPEED RAIL (HSR)
PROJECT DELIVERY PARTNER



Notice for the Texas High Speed Rail (HSR) Project Delivery Partner

State(s)	Texas
Region	Southwest
Contracting Officer	Ryan Kelly
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Amtrak intends to initiate a procurement to select a firm (the “Delivery Partner”) to provide programmatic support for the development and execution of the Texas High Speed Rail Project (the “Project”). Intended to complement future new and improved corridor and long-distance service in the southern region, the Project would construct a new, grade-separated high-speed rail system between Dallas and Houston, the fourth- and fifth-most populous metropolitan areas in the country. With top speeds of up to 205 mph, the Project would offer a 90-minute trip, including an intermediate stop in Brazos Valley, over a 240-mile alignment.

The Delivery Partner will be responsible for facilitating Amtrak’s delivery of the Project and will become a fully integrated and accountable member of the Project team. The Delivery Partner will provide advice, leadership, and support to Amtrak to allow Amtrak to successfully deliver the Program, and will undertake, direct, and coordinate a broad range of program management, design management, construction management, quality management, third party and stakeholder coordination, procurement, commercial strategy, field representation, and monitoring services (collectively, the “Services”). In addition, although Delivery Partner will not design or construct the Project, the Delivery Partner will be a source of sound professional design and construction expertise and judgement to Amtrak. Performance of all Services is subject to the direction of Amtrak’s Contracting Officer/Contracting Officer’s Technical Representative. Amtrak seeks a Delivery Partner that is aware of and willing to enter into incentive/disincentive compensation structures to ensure the Project is delivered in the most innovative and cost-efficient manner.

Procurement Process:

A two-step best value procurement process will be used to procure the Delivery Partner. The first step will be a Request for Qualifications (RFQ), where prospective Proposers will be invited to submit their Statement of Qualifications (SOQs) to perform the Services. Each SOQ will be required to identify the Proposer, which may be an individual entity or a Joint Venture, as well as any known subcontractors or subconsultants and the functions they will perform. Based on those submissions, Amtrak will establish a shortlist of eligible Proposers who will be invited to participate in the second step, the Request for Proposals (RFP).

Amtrak’s goal is to protect the integrity, competitiveness, and fairness of this procurement process and avoid any circumstances where a potential Proposer obtains, or appears to obtain, an unfair competitive advantage (“Conflict of Interest”). Amtrak’s conflict of interest requirements are set forth at 2 CFR Part 200. Each Proposer, or any employee, agent, or subconsultant thereof, is responsible to determine if it has or may have a possible Conflict of Interest, or whose participation may give the appearance of a possible Conflict of Interest.

The RFQ shall be released via Amtrak's Ariba on Demand website. To gain access to the Amtrak Ariba Sourcing Event, including access to the solicitation documents, updates and notifications related to the RFQ, and to submit an SOQ, any interested vendor (including those who have previously participated in Amtrak procurements) must contact Ryan Kelly via email at Ryan.Kelly.1@amtrak.com with the following information: name of firm, name of single point-of-contact, address, phone number, and email address. Firms which have responded to the 'Advance Notice for the Texas High Speed Rail (HSR) Project Delivery Partner' shall receive the RFQ once issued and are not required to respond to this posting.

Prospective Proposers acknowledge that Amtrak is a heavily regulated entity and the Project is subject to certain funding and legal and contractual/grant requirements and that same may change based on the execution of grant agreements, applicability of grant flow-down requirements, and statutory change.