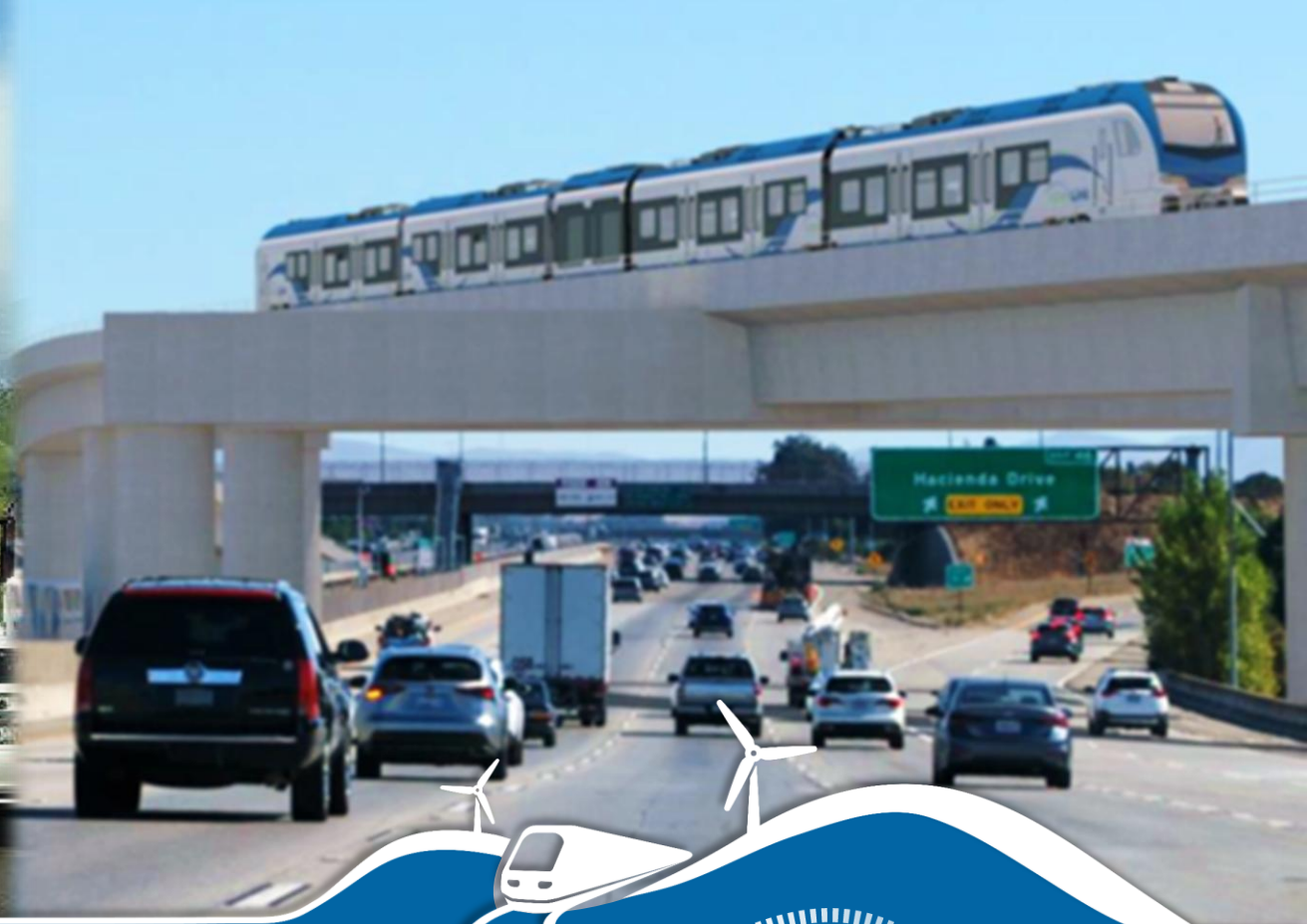


ValleyLink

Connecting People, Housing, and Jobs

Valley Link Rail Project

RFP 2026-01 Final Design GEC

Background Materials

Industry Outreach and Procurement Notice

Purpose of Information:

- ✓ Provide a preliminary overview of the Valley Link Phase 1A Project.
- ✓ Describe the Authority's anticipated delivery framework and public project status.
- ✓ Explain where the future General Engineering Consultant (GEC) is anticipated to fit into final design and construction support.
- ✓ Help potential proposers understand the intended scale, interfaces, and procurement context.

Procurement Notice:

- ✓ This presentation is for industry outreach and planning only.
- ✓ It is not the RFP, does not create a commitment by the Authority, and does not modify any future procurement document.
- ✓ The issued RFP and all formally issued addenda will control the procurement.
- ✓ Scope, schedule, funding, contract terms, and procurement dates remain subject to Authority and funding-partner action.

Nothing stated verbally during this briefing should be relied upon as altering the procurement. Formal questions and responses will be handled through the process identified in the future RFP.

Overview

1. Project Background
2. Phase 1A Project Delivery
3. Vehicles
4. Funding and Schedule
5. Organizational Structure
6. Pre-Construction Design Development
7. Upcoming Final Design GEC RFP

ValleyLink

Connecting People, Housing, and Jobs

1. Project Background

ValleyLink

Connecting People, Housing, and Jobs

Project Introduction

About the Authority

The Tri Valley San Joaquin Valley Regional Rail Authority (Authority) is a regional public agency established by the California Legislature to plan, develop, and deliver passenger rail service connecting BART and the San Joaquin Valley.

The Project

The Authority is advancing Valley Link Phase 1A, an approximately 11-mile initial operating segment connecting the ACE Vasco Road Station to Dublin/Pleasanton BART. The project includes three stations, an Operations and Maintenance Facility, and a fleet of battery-electric multiple-unit vehicles.

Project Delivery Status

Phase 1A is being delivered through a CMGC process and is currently advancing through 30% design and active preconstruction. The Authority is also preparing for FTA Entry into Engineering and future Full Funding Grant Agreement (FFGA) readiness.

Why a New GEC is Needed

The current GEC contract has reached its authorized capacity. The Authority is conducting a competitive procurement to establish a new contract for final design and design support during construction aligned with the Authority's CMGC delivery methodology, while encouraging innovative approaches that enhance project delivery and future operations.

What the Authority is Seeking

A final design GEC that can quickly integrate with the existing delivery team, advance the established design and CMGC process, and provide practical, value-added solutions that improve project delivery and support long-term rail service success.

Project Goals

Connect Communities

Improve passenger rail connectivity between the Tri-Valley, BART, ACE, and the San Joaquin Valley.

New Rail Connections to the Valley

Establish an early operating segment that closes a key transit gap and supports future service extension and capacity.

Cost Effectiveness

Advance a phased, independently operable project that can be aligned with funding and delivery capacity.

Model Sustainability

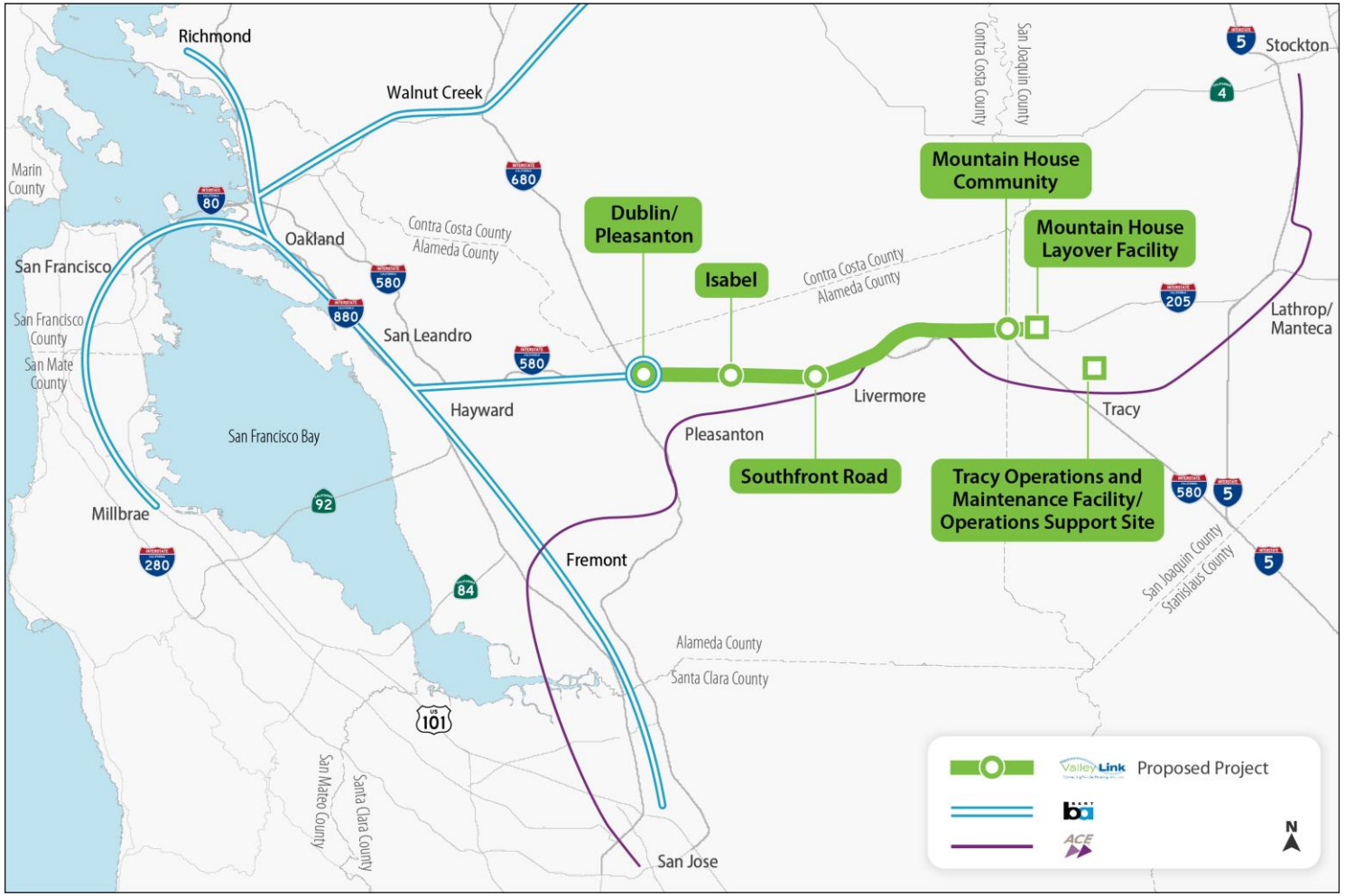
Deliver a zero-emission transit alternative that reduces reliance on long-distance auto commuting.

Support CA State Rail Plan

Create a transfer-based connection that improves megaregional rail integration.

Phase 1 – Approved Project

- Board selected Dublin/Pleasanton to Mountain House as the Locally Preferred Alternative in 2023.
- Phase 1 included approximately 22 miles of track, four stations, maintenance and layover facilities, and zero emission vehicles.
- CEQA certification and the FTA NEPA Finding of No Significant Impact established the environmentally cleared corridor.
- The Authority advanced the approved corridor through environmental review and 30% design before evaluating implementation and funding options.



Approved 2023 Phase 1 Preferred Alternative

Phase 1 Approval and Design Milestones

May 2022
FTA approved entry into Project Development.

Aug. 2022
Caltrans PAED Cooperative Agreement executed.

Apr. 2023
Authority adopted the Locally Preferred Alternative.

Sep. 2023
FTA approved the Environmental Assessment class of action.

Oct. 2024
Authority approved the CEQA Subsequent EIR.

Dec. 2024
Phase 1 reached 30% design.

May 2025
FTA issued the NEPA Finding of No Significant Impact.

August 2026
Caltrans executive review and signature of Project Report

Project Optimization and Selection of Phase 1A

- The Authority advanced the approved Phase 1 corridor through 30% design and value engineering.
- Value engineering identified approximately $500 million in potential cost savings.
- Even with these savings, the full 22-mile Phase 1 project exceeded available funding.
- The Authority evaluated phased delivery alternatives based on cost, funding need, ridership, connectivity, and independent utility.
- The Dublin/Pleasanton to Vasco Road alternative provided a direct connection to ACE with a substantially lower initial funding need.
- In June 2025, the Authority selected Dublin/Pleasanton to Vasco Road as Phase 1A and preserved the Mountain House extension as Phase 1B.

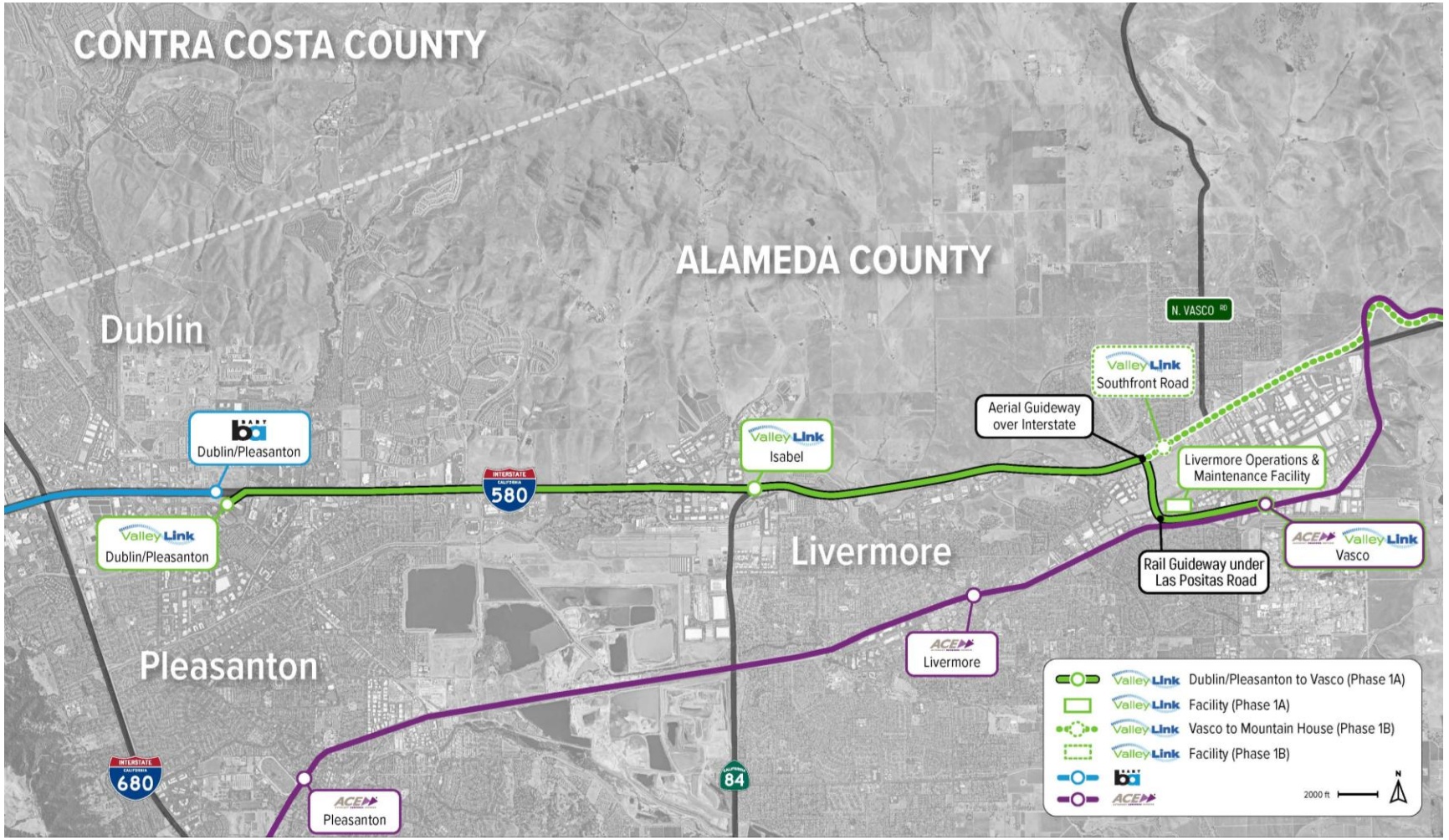
Selected and Advanced Phasing Alternative

Phasing Alternatives		**D/P to Mountain House** *(10 vehicles)*	**D/P to Vasco Direct ACE Connection** *(6 vehicles)*	**D/P to Southfront Bus ACE Connection** *(5 vehicles)*
Total Project Cost ($M, YOE)		$3,794 - $4,465	$2,025 - $2,186	$2,161 - $2,305
FTA Share	**40%**	$1,518 - $1,786	$810 - $875	$928 - $990
	49.4%	$1,874 - $2,206	$1,000 - $1,080	$1,068 - $1,139
Existing Local Funding Match		$635	$635	$635
Additional Funding Need	**FTA @ 40%**	$1,641 - $2,044	$580 - $677	$598 - $680
	FTA @ 49.4%	$1,285 - $1,624	$390 - $471	$459 - $531
Ridership (Weekday, YR 2025/2045)		4,384/9,965	**2,720/6,690****	2,360/5,040

** Total project cost excludes rail vehicles. Planned as annualized lease.*

*** Existing 4 ACE Service trains to San Jose*

Phase 1A – Selected Initial Operating Segment



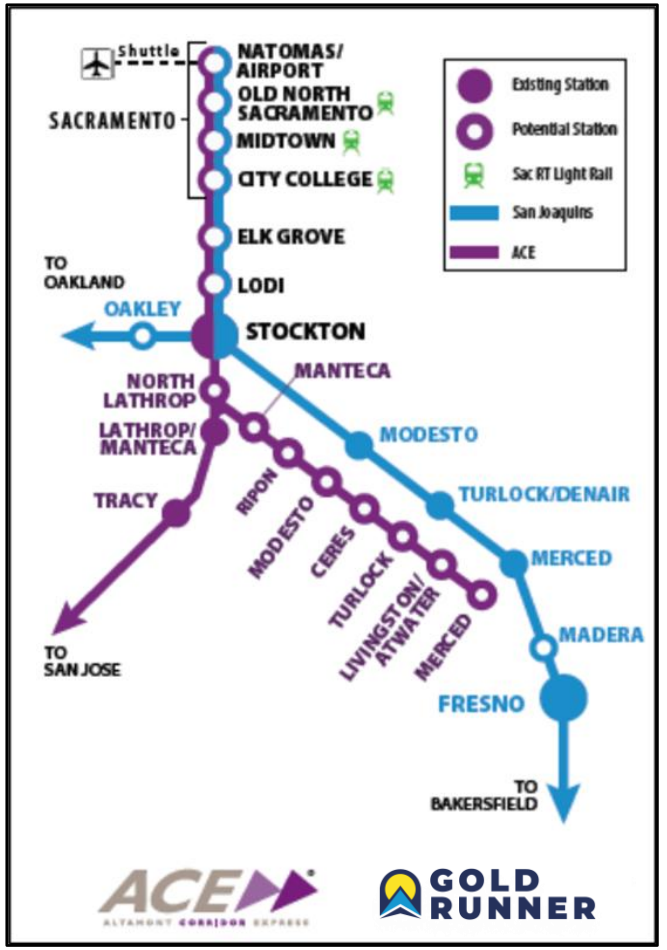
Phase 1A Selected Initial Operating Segment

- Phase 1A connects SJRRC operated ACE service at Vasco Road Station in Livermore with BART service at Dublin/Pleasanton Station.
- Approximately 11 miles, primarily within the Interstate 580 corridor, with the Z-Curve extending to Vasco Road alongside ACE on UPRR's Oakland Subdivision.
- The project includes three stations, a Livermore Operations and Maintenance Facility, and zero-emission BEMU technology.
- Phase 1A provides early regional connectivity while preserving the future extension across the Altamont Pass to Mountain House.

Valley Link Megaregional Connectivity

Valley Link

BART ACE ALTAMONT CORRIDOR EXPRESS



Valley Link

Valley Link Megaregional Connectivity

Valley Link/ACE Vasco Station Platform – For Visualization Purposes Only

2. Phase 1A Project Delivery

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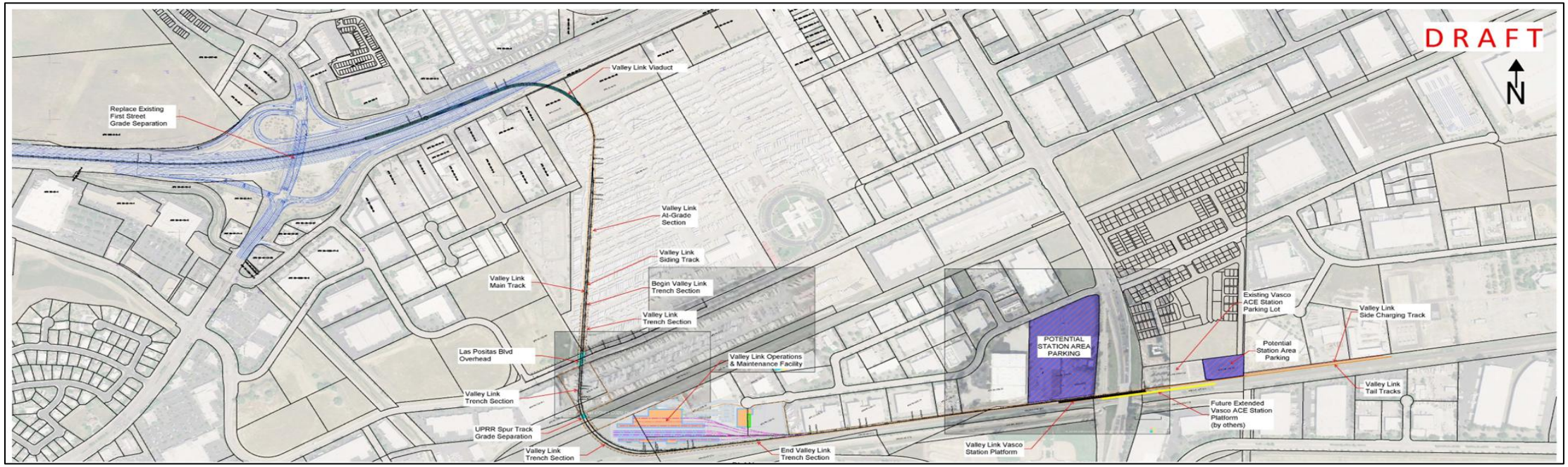
Phase 1A CM/GC Delivery Selected

- Phase 1A includes complex highway, rail, structures, systems, utilities, right of way, and agency interfaces including BART, Caltrans, ACTC Express Lanes, UPRR and ACE.
- CM/GC brings construction expertise into design before final pricing and construction.
- Early contractor input supports constructability, staging, packaging, schedule, risk, and cost certainty.
- The Authority retains design control, with the GEC serving as Engineer of Record.
- The CM/GC process supports a more informed path to final design and construction readiness.

CM/GC delivery allows the Authority, GEC, CM/GC, ICE, Caltrans, and partner agencies to resolve key delivery issues before construction.

Phase 1A Revised 30% Design

- Selection of Phase 1A required a revised 30% design for the Dublin Pleasanton to Vasco Road segment.
- The revised design introduced the Z-Curve connecting the I-580 guideway with the existing Vasco Road ACE Station.
- The design established the Vasco Road transfer station, Livermore OMF, tail tracks, vehicle charging facilities, and supporting rail infrastructure.
- The revised 30% design supports environmental updates, Caltrans review, CM/GC and ICE preconstruction, and final design.



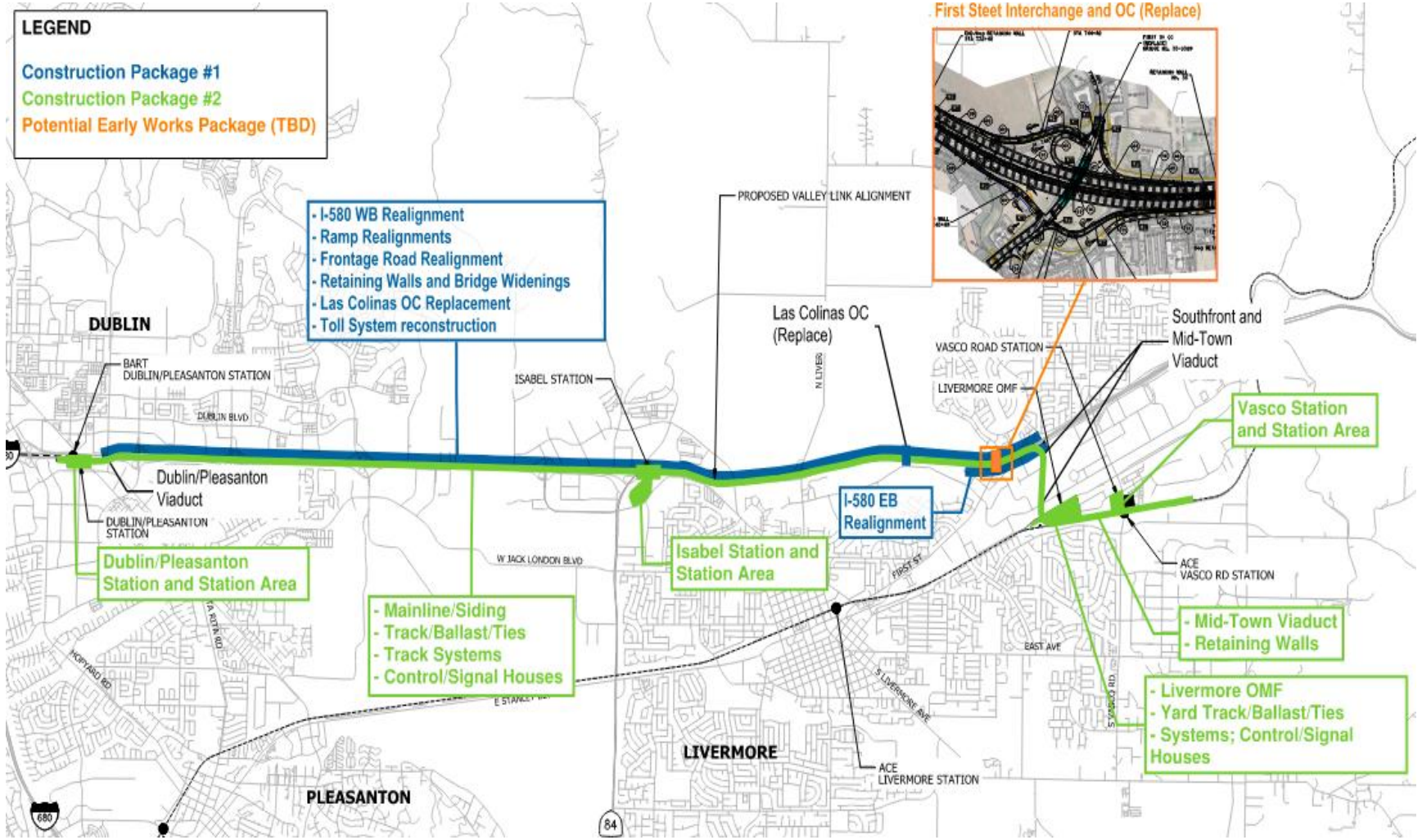
Revised 30% design Z-Curve Alignment

Phase 1A Project Delivery Status

- ✓ Caltrans concurrence on CMGC delivery framework with signed decision document
- ✓ CMGC and ICE procurements completed with Caltrans participation
- ✓ Phase 1A 30% Design complete and ready for Contractor and ICE engagement
- ❑ NEPA reevaluation (FTA lead) and CEQA Addendum (Authority Lead) in progress
- ❑ Caltrans Supplemental Project Report and Supplemental TOAR in progress
- ❑ PS&E + ROW Cooperative Agreement (CM/GC Pre-con Support) under development

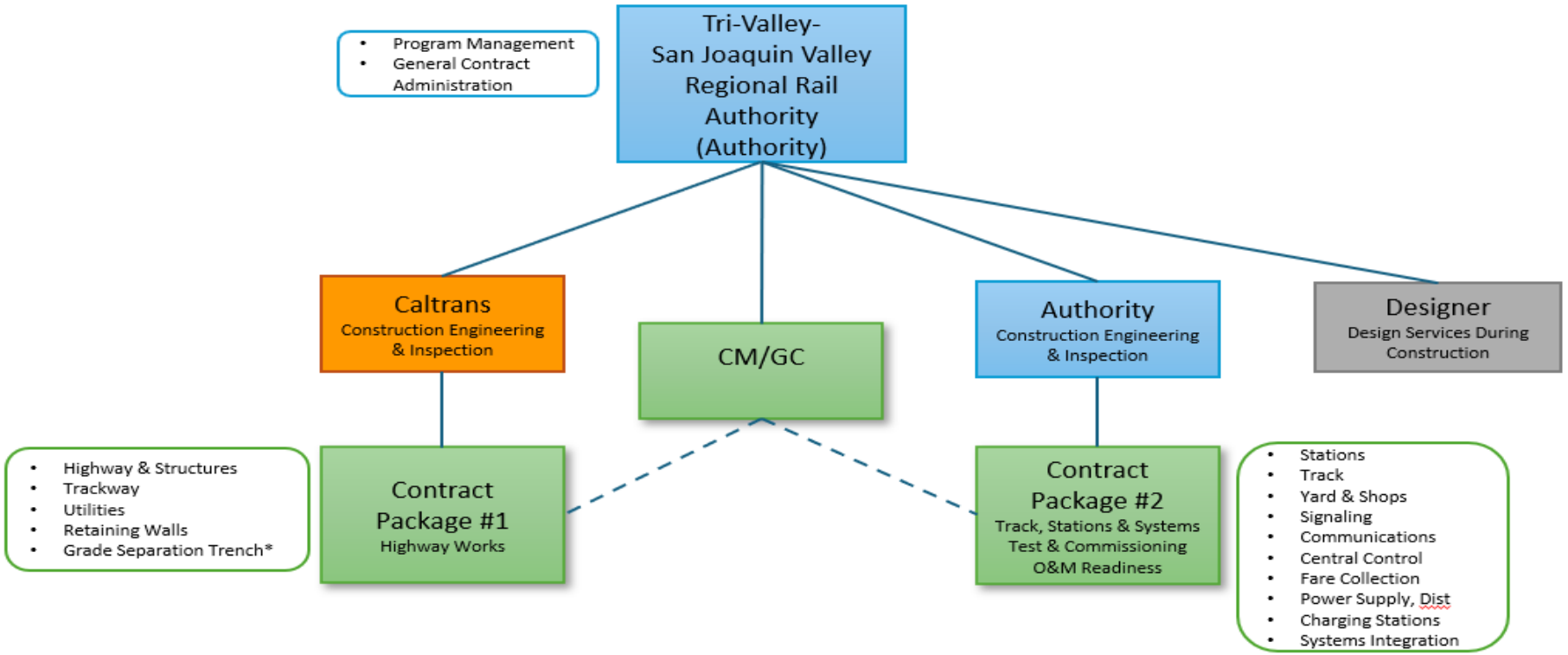
Phase 1A is moving from preliminary design into active preconstruction focused on cost certainty, risk reduction, and final design readiness.

CMGC Construction Contract Packages



- Construction packaging is being refined through the CM/GC preconstruction process.
- Current packaging anticipates separate highway and rail related construction packages.
- Highway package elements include I580 roadway, structures, drainage, tolling, traffic handling, and related Caltrans work.
- Rail package elements include stations, track, systems, OMF, structures, local access, utilities, and supporting facilities.
- Potential early work packages may be considered where they reduce schedule, cost, or delivery risk.
- Final packaging remains subject to design development, Caltrans coordination, funding, risk, and Authority approval.

Construction Phase Organization

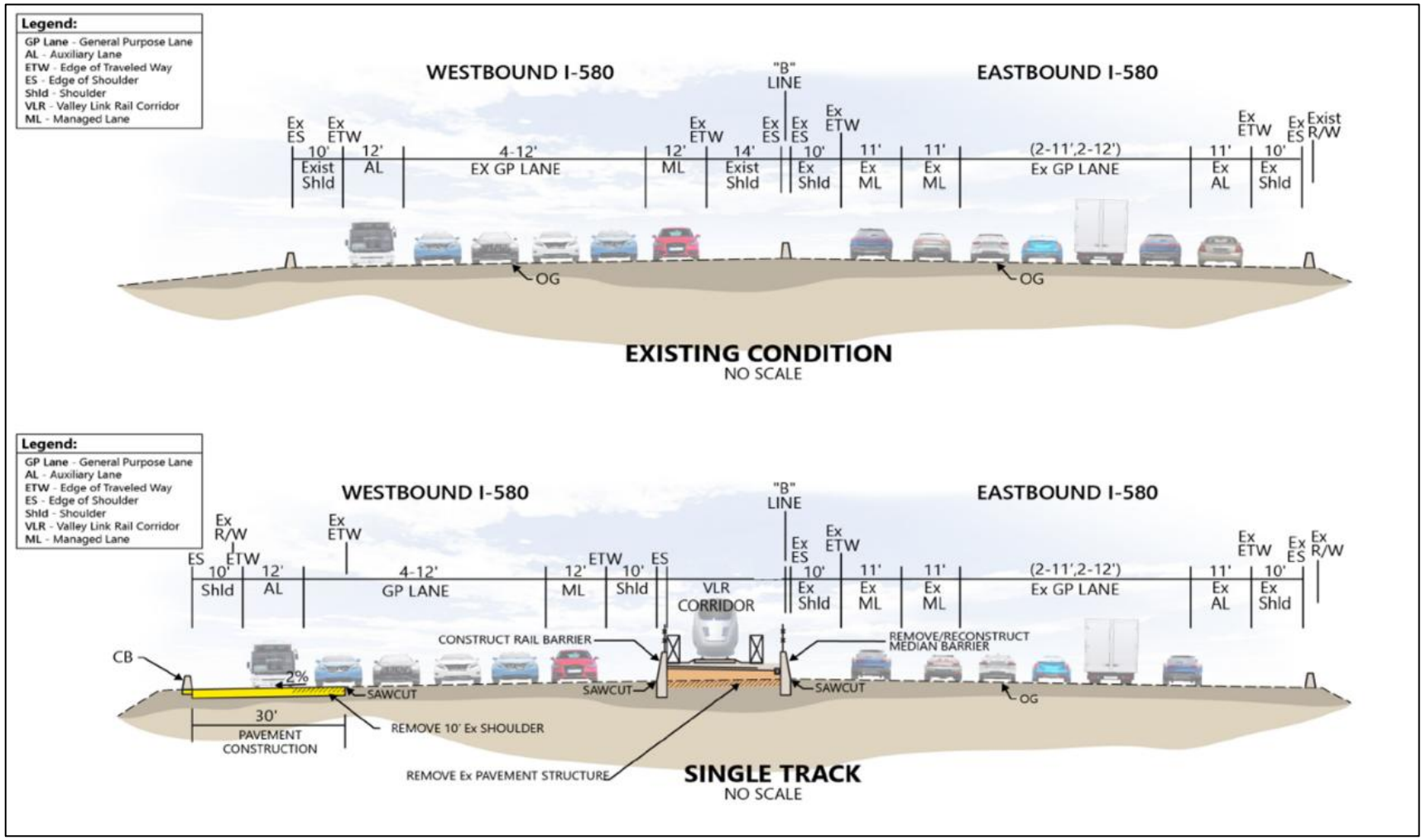


Package 1: Caltrans provides construction engineering and inspection for the Highway Work.

Package 2: Authority provides construction engineering and inspection for Rail, Stations, Facilities, and Systems.

GEC: Maintains EOR responsibility and provides design support across both construction packages.

Typical I-580 Cross Sections



- Approximately 9 of the 11 miles of Phase 1A are located within the I-580 corridor.
- A major project component is the interface with the Alameda CTC Express Lanes, including relocation and reconstruction of tolling, communications, power, and roadside infrastructure.
- Highway modifications create space for the rail alignment while maintaining freeway and Express Lane operations.
- Work also includes lane and shoulder shifts, barriers, structures, drainage, and utility coordination.

3. Vehicles

Vehicles, Systems, and Operating Interface

Key Interfaces to be Managed Through Final Design

- Platform Geometry
- Train Control
- Power and Charging
- Testing and Commissioning
- OMF Functions
- Safety Certification
- Vehicle Dynamic Envelope
- Communications

Battery Electric Multiple Unit vehicles are the current vehicle design basis for Phase 1A.

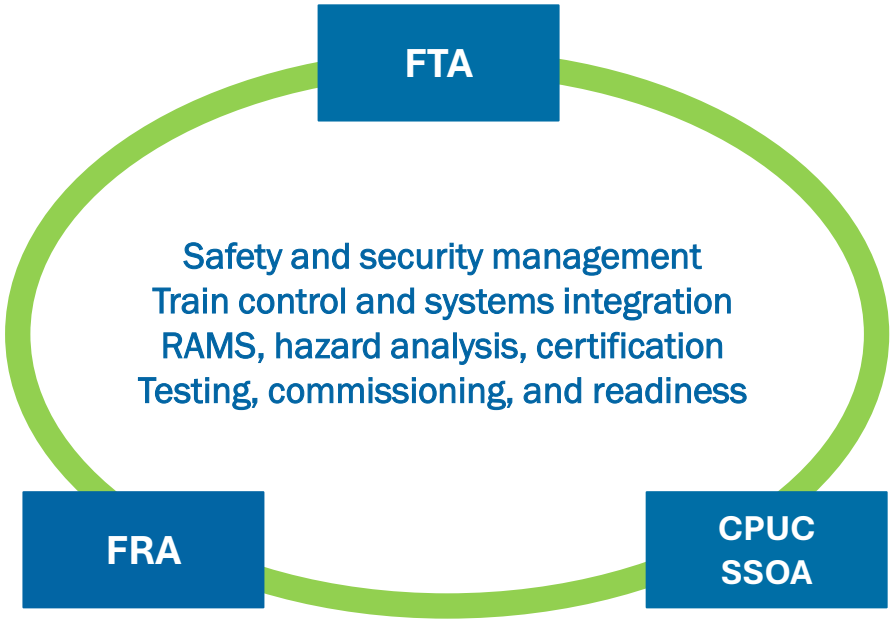
Charging infrastructure is anticipated at terminal areas and the Livermore OMF to support BEMU operations.

Vehicle procurement is a separate Authority-led workstream that must remain coordinated with civil, systems, station, and OMF design.

GEC to incorporate approved vehicle data and interface requirements into the final design.

Jurisdiction and Safety Oversight

- The Authority has submitted a request for an FRA urban rapid transit jurisdictional determination for Phase 1A.
- The request defines Phase 1A as passenger-only, fixed guideway service with no freight operations, no shared track or dispatching, and no public roadway at-grade crossings.
- The FRA determination will inform the final allocation of federal and state safety oversight responsibilities.
- Coordination with FTA, FRA, CPUC, and other authorities will continue as the project advances.



4. Funding and Schedule

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Major Funding Partners

Alameda County Transportation Commission

Caltrans

SJCOG

Federal Transit Administration

CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

METROPOLITAN TRANSPORTATION COMMISSION

ValleyLink

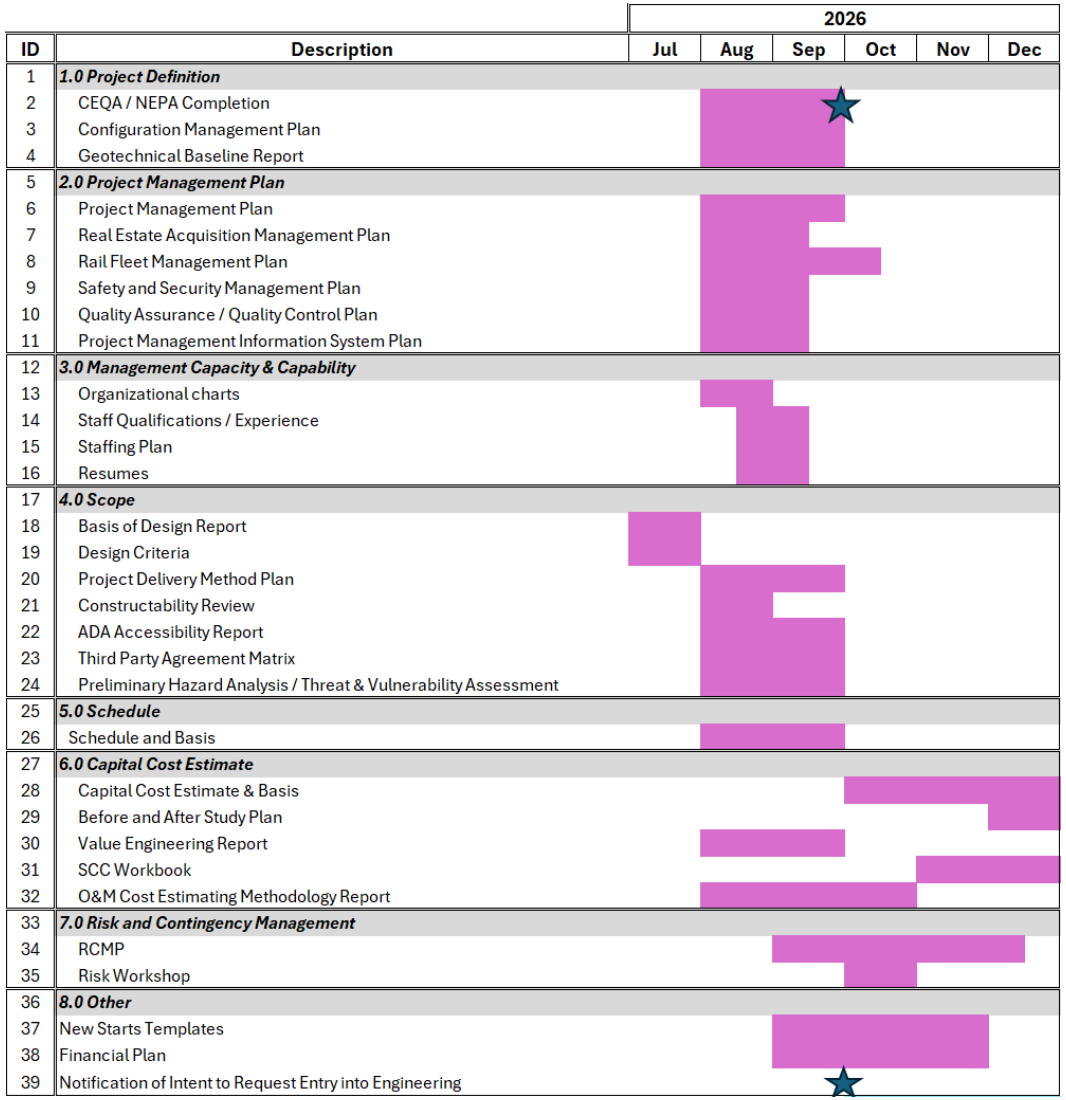
Project Cost and Funding Plan

Valley Link Rail Project - Estimated Cost and Funding Plan (2024$)

Funding Source	Status	Env	Design	ROW	Vehicles	Con	CM	Total	
MTC Bridge Tolls	Committed	$66,900,000	$78,700,000	$53,200,000				$198,800,000	
AB 179 State Budget Earmark	Committed	$3,600,000	$1,400,000					$5,000,000	
State TIRCP Project Development	Committed	$10,700,000	$14,300,000					$25,000,000	
ACTC Measure BB	Committed					$235,000,000	$165,000,000	$400,000,000	$668,600,000
Tri-Valley Transportation Development Fee	Committed					$25,800,000		$25,800,000	
ACTC I-580 Net Toll Revenue	Committed		$4,000,000					$4,000,000	
SJCOG SB125	Committed		$10,000,000					$10,000,000	
ACTC CIP Funding	Targeted		$6,000,000					$6,000,000	
Local/Regional Agency Funding	Targeted			$20,000,000		$20,000,000		$40,000,000	
State SB1 SCCP	Targeted					$125,000,000		$125,000,000	$1,376,100,000
State SB1 LPP	Targeted					$25,000,000		$25,000,000	
State TIRCP	Targeted			$99,500,000		$295,200,000		$394,700,000	
Federal Capital Investment Grants (CIG) Program	Targeted				$180,400,000	$605,000,000		$785,400,000	
		$81,200,000	**$114,400,000**	**$172,700,000**	**$180,400,000**	**$1,331,000,000**	**$165,000,000**	**$2,044,700,000**	

- The Authority has secured over $668 million to date to advance project development through final design and leverage both state and federal discretionary grant programs for right of way and construction
- The Authority is actively coordinating with regional and state partners to position the project for upcoming cycles of the Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP), SB1 Local Partnership Program (LPP) and Transit and Intercity Rail Capital Program

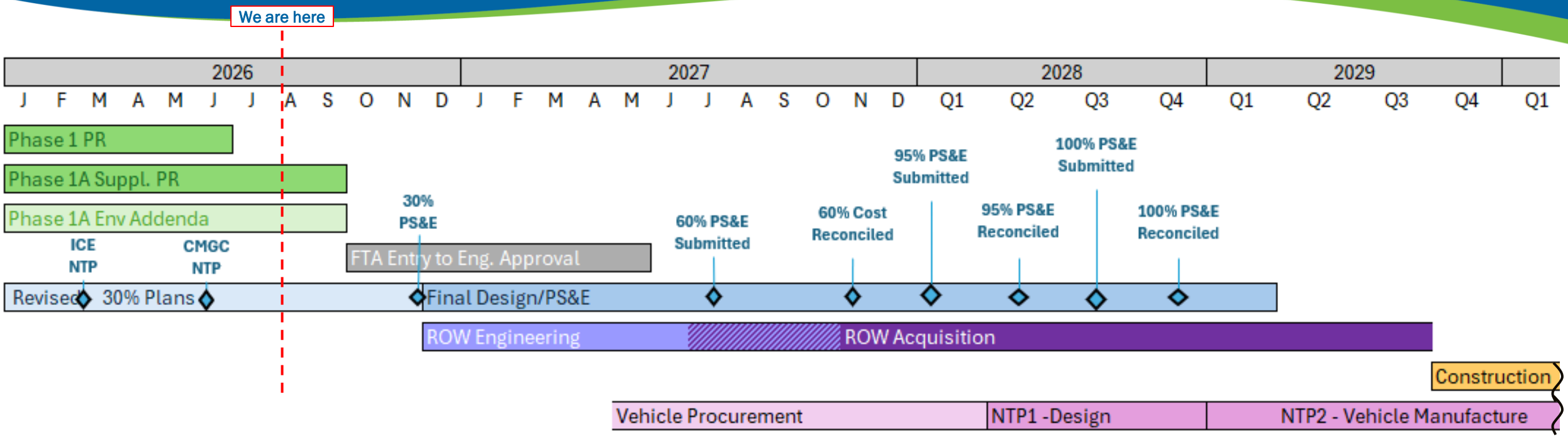
FTA CIG Program - Status



ID	Description	2026 Jul	Aug	Sep	Oct	Nov	Dec
1	***1.0 Project Definition***						
2	CEQA / NEPA Completion			★			
3	Configuration Management Plan						
4	Geotechnical Baseline Report						
5	***2.0 Project Management Plan***						
6	Project Management Plan						
7	Real Estate Acquisition Management Plan						
8	Rail Fleet Management Plan						
9	Safety and Security Management Plan						
10	Quality Assurance / Quality Control Plan						
11	Project Management Information System Plan						
12	***3.0 Management Capacity & Capability***						
13	Organizational charts						
14	Staff Qualifications / Experience						
15	Staffing Plan						
16	Resumes						
17	***4.0 Scope***						
18	Basis of Design Report						
19	Design Criteria						
20	Project Delivery Method Plan						
21	Constructability Review						
22	ADA Accessibility Report						
23	Third Party Agreement Matrix						
24	Preliminary Hazard Analysis / Threat & Vulnerability Assessment						
25	***5.0 Schedule***						
26	Schedule and Basis						
27	***6.0 Capital Cost Estimate***						
28	Capital Cost Estimate & Basis						
29	Before and After Study Plan						
30	Value Engineering Report						
31	SCC Workbook						
32	O&M Cost Estimating Methodology Report						
33	***7.0 Risk and Contingency Management***						
34	RCMP						
35	Risk Workshop						
36	***8.0 Other***						
37	New Starts Templates						
38	Financial Plan						
39	Notification of Intent to Request Entry into Engineering			★			

- Targeting request to FTA for entry into Engineering phase of Capital Investments Grant (CIG) Program in December 2026
- Actively updating the Project Management Plan (PMP), subplans and all other FTA Oversight Procedure (OP) 51 requirements to reflect Phase 1A project scope and CMGC delivery
- Once project is in the Engineering phase, the GEC will be a critical member of project team responsible for targeted updates to the PMP for the Full Funding Grant Agreement as identified in the RFP

Project Delivery Milestone Schedule



Key Near Term Milestones

- **September – January** – FTA Capital Investment Grants Entry to Engineering Application Submittals
- **December 2026** – GEC on-boarding and initiation of Final Design

5. Organizational Structure

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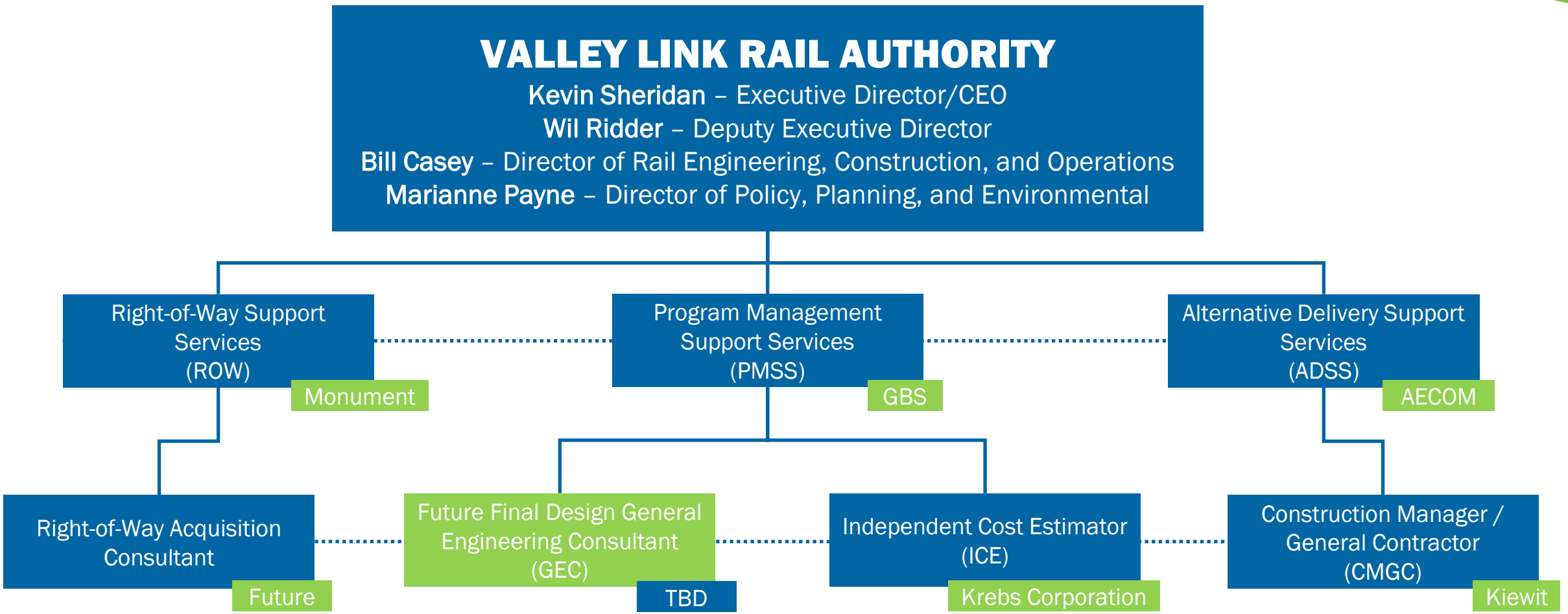
Valley Link Team



Project Stakeholders

Local Jurisdictions

- City of Dublin
- City of Pleasanton
- City of Livermore
- Alameda County interfaces

Transportation and Rail

- BART
- SJRRC / ACE
- UPRR
- Local transit operators

Infrastructure Owners

- Public and private utilities
- Drainage and flood-control agencies
- Caltrans facilities
- Alameda CTC express lane facility
- Adjacent property owners

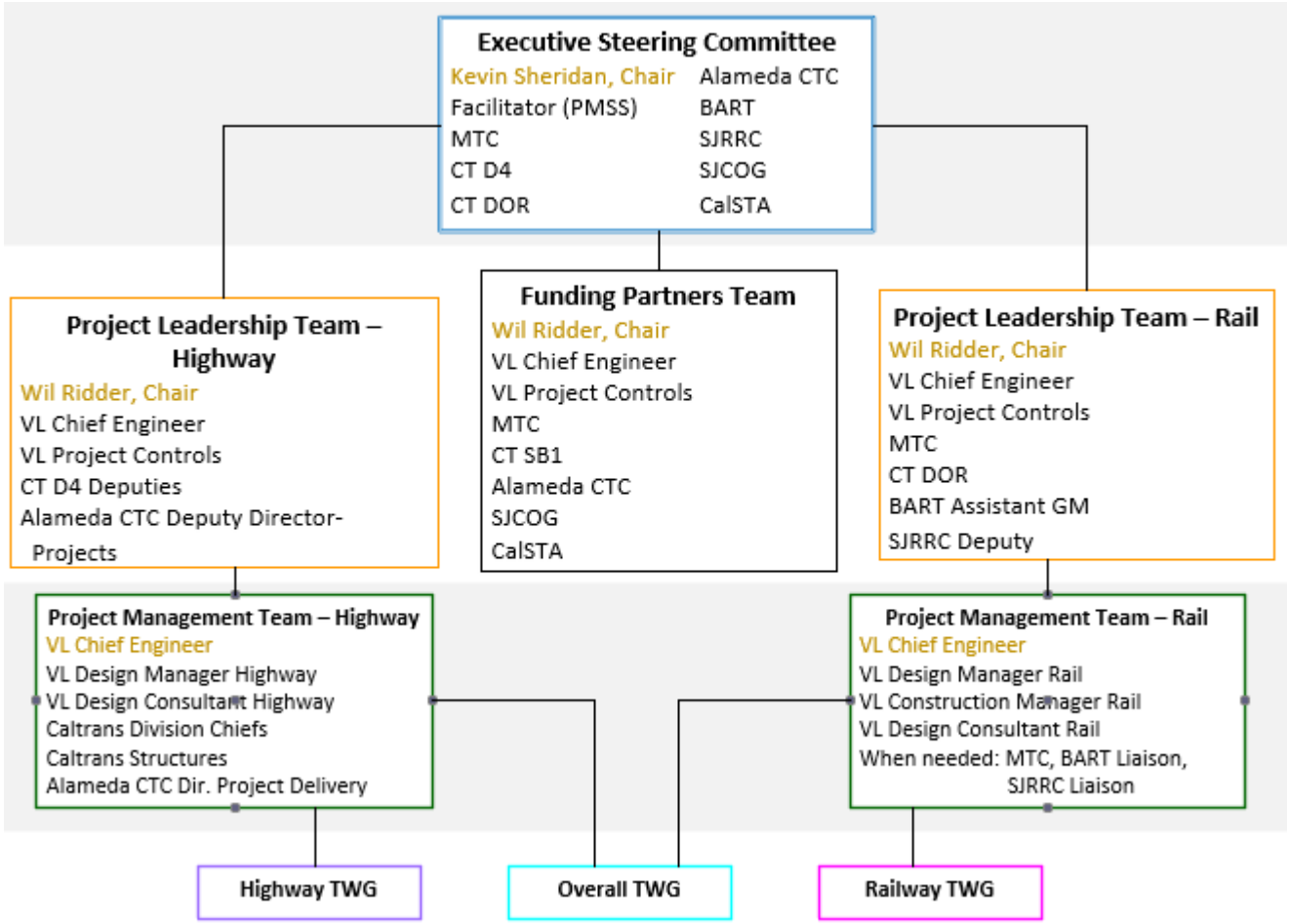
Public Safety and Permitting

- Police, fire, and emergency response
- Environmental and permitting agencies
- Community organizations
- Businesses and institutions

GEC Support

Prepare technical submittals and exhibits, resolve comments, support agreements and permits, and maintain consistency among agreements, permits, plans, specifications, cost, and schedule.

Partner Agency Engagement - Organizational Chart



Legend **July 2026**

- Project Leadership Teams
- Project Management Teams
- Technical Working Groups-Highway
- Technical Working Groups-Rail
- Technical Working Groups-Overall

Team Chair

ESC meets semi-annually unless otherwise needed. Has the highest-level approvals.

PLT meets quarterly; future cadence will be set based on timely approval of potential changes to the design, as escalated by the PMTs.

PMT to meet weekly to address potential changes to the design, as escalated by the TWGs.

TWGs to meet weekly to recommend potential changes to the design, as identified in the trend register.

Partner Engagement - Organizational Structure

Level	Team	Responsibilities
4	**ESC** ***Executive Steering Committee*** *(biannually)*	• Supports/secures funding for the Project • Holds project team accountable for successful delivery • Serves as policy advisory body to the appropriate decision-making boards • Acts as final level of appeal for agency partner conflicts • Provides guidance and directions on escalated issues to the PLT & FPT through collaboration and consensus-based decisions
3	**PLT** ***Project Leadership Teams (Highway and Rail Subteams)*** *(quarterly)*	• Ensures that the PMT has proper resources, priorities, and agency focus to delivery project on schedule & within budget • Approves design changes and resolving conflicts • Agrees on project specific procedures • Resolves PMT escalated issues • Resolves Project technical, policy, and funding issues
2	**PMT** ***Project Management Teams (Highway and Rail Subteams)*** *(weekly/bi-weekly)*	• Ensures Project meets purpose and need • Coordinates technical, policy & funding aspects of the Project scope, manage project capital & support costs, & drive completion as scheduled • Provides direction to the TWGs • Resolves issues elevated from TWGs and conflicts between & within TWGs
1	**TWGs** ***Technical Working Groups*** *(weekly to monthly)*	• Facilitates design decisions on specific design or construction areas with those staff most knowledgeable about the design standards and the construction requirements to build the planned design • Determines the best way to design and construct the facilities to achieve the Project purpose in as cost-effective a manner as possible while adhering to Caltrans and transit standards

DECISION OBJECTIVE: *Make timely, informed decisions that optimize the design and construction.*

GEC Support

Serve as a principal technical resource to the TWGs and PMTs, develop and evaluate design solutions, support issue resolution, and incorporate approved decisions into the design.

6. Pre-Construction Design Development

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Pre-Construction Management Tools

MANAGING THE PRE-CONSTRUCTION PROCESS

MASTER REGISTER

The Trend Register

The single source of truth for pre-construction — it logs, tracks, and dispositions every idea and design change through to approval or dismissal, and drives the TWG and PMT meeting cadence.

FED BY FOUR KEY WORKING TOOLS

1

TWGs

Technical Working Groups

Discipline-level deep dives that surface ideas, resolve technical issues, and reach consensus on design direction.

2

PMTs

Project Management Team

Cross-discipline meetings that review progress, align stakeholders, and confirm decisions on open items.

3

Constructability & VE

Workshops

Structured reviews that test buildability and drive value-engineering savings into the design.

4

RFI-Ps

Requests for Information

Formal pre-construction requests from Kiewit (CM/GC), tracked to a documented response.

TWG (Technical Working Groups)

Highway

- Roadway Design
- Hydraulics and Water Quality
- Toll System
- Structures and Geotech
- Maintenance of Traffic (MOT)

Program Wide

- Funding, Cost and Budget Control
- Construction Methods, Staging, and Packaging
- Utilities, Third Parties & ROW
- Environmental Compliance and Permitting
- Public Education and Information

Rail and Systems

- Track Design
- Station and Maintenance Facilities
- Rail Systems and Systems Integration
- Local Access MOT

TWG Chair: Develop agendas, facilitate discussion, and move issues toward resolution.

TWG Members: Develop and evaluate design solutions, validate ideas, and identify design implications.

CM/GC: Identify constructability, cost, schedule, staging, and risk implications.

Agency and Partner Representatives: Participate where approvals, requirements, or interfaces are affected.

ADSS: Maintain meeting records, RFI logs, and the Trend Register.

The GEC will Chair the majority of the TWGs, serve as a principal technical resource within the TWGs, and incorporate approved decisions into the design.

Project Management Teams (PMTs)

PMT Purpose

Highway and Rail PMTs provide the cross-discipline management forum for resolving issues that cannot be closed within individual TWGs.

PMT Responsibilities

- Review TWG recommendations and unresolved issues.
- Align design, construction, cost, schedule, risk, and stakeholder requirements.
- Approve decisions within delegated authority or escalate issues as required.
- Direct additional TWG evaluation when further technical development is needed.

PMT Chair: Set agendas, facilitate resolution, approve decisions within authority, and manage escalation.

Agency Representatives: Resolve agency and interface issues and provide direction within their authority.

TWG Chairs and Technical Specialists: Present technical issues to support the resolution process.

TWGs develop technical recommendations; PMTs resolve, approve, or escalate decisions affecting project delivery.

Constructability and Value Engineering

Purpose:

Structured CM/GC reviews used to test the design against construction constraints and identify opportunities to improve value, cost, schedule, and risk.

Review Focus:

- Constructability and access, construction methods and staging
- Contract packaging and sequencing, value engineering opportunities
- Cost and schedule impacts, risk reduction

GEC Role:	CM/GC and ICE Role:
• Present and explain the design basis and technical constraints. • Evaluate proposed concepts for technical feasibility/design impacts. • Develop design responses to accepted recommendations. • Incorporate approved changes at the appropriate design milestone.	• CM/GC provides construction, cost, schedule, staging, and risk input. • ICE provides independent cost and quantity evaluation.

Accepted recommendations are documented through the Trend Register and carried into the design through established change control.

RFI-P Process

RFI-Ps are how the CM/GC formally vets **Value Engineering, Constructability, and risk-mitigation ideas.**

CM/GC and ICE submit RFI-Ps

Others can also propose ideas but those have another pathway – The Trend Register

▶

ADSS/GEC responds

10 BUSINESS DAYS

The clock is not held up by a TWG/PMT

▶

Fully resolved at response — closed and no impact to the Total Contract Price (TCP)

Cost / schedule / scope impact → graduates to the Trend Register

TWG/PMT Agendas are partly formed by open RFI-Ps and closed RFI-Ps which have graduated to the Trend Register.

Have an idea you want formally logged? Bring it up in a TWG/PMT and/or email the TWG Chair for it to be included in the agenda.

Pre-Construction Management Tools

Trend Register

The Trend Register is the **single system that manages the entire pre-construction process and cost control** — capturing and tracking **every idea and change** from the moment it's raised through to its approval and implementation.

1

Single source of truth

One register for all potential and executed design changes that impact the Total Contract Price (TCP).

2

Captures every idea & change

Ideas, improvements, and design changes from every workshop, meeting, and RFI-P are logged in one place.

3

Drives the meeting cadence

Open items are worked through the TWGs and PMTs; the number of open items can increase or decrease meeting frequency.

4

Tracks timing to the design

Each item shows when a change will land — a Constructability idea may not be incorporated until the 60% stage.

7. Upcoming Final Design GEC RFP

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What the Authority is Seeking

The Authority is seeking a senior-led, integrated General Engineering Consultant capable of assuming responsibility for the Phase 1A design baseline and advancing the project through final design, construction support, systems integration, testing, and closeout.

Technical Accountability

Serve as EOR and produce a complete, constructible, code-compliant design.

Collaborative CM/GC Delivery

Work constructively while retaining independent professional judgment.

Design-to-Budget Discipline

Align design with target budget, schedule, risk, and packaging.

Complex Interface Management

Integrate highway, rail, stations, systems, vehicles, utilities, ROW, and agreements.

Federal and State Readiness

Support FTA, Caltrans, CPUC, and other regulatory requirements.

Stable Leadership

Provide empowered key staff able to sustain the project through construction.

Integration and Project Continuity

GEC will integrate with the established delivery team, build from the 30% design and active CM/GC process, carry forward documented decisions and work products and focus its efforts on resolving remaining gaps and advancing the project.

Planned Scope of Work

- Project management, contract administration, design management, project controls, document control, and integrated design scheduling.
- Review, validation, and documented adoption of the Phase 1A 30% design baseline.
- Engineer of Record responsibility for the integrated project design.
- Advancement of design through required intermediate milestones and final 100% and IFC plans, specifications, estimates, calculations, and reports.
- Development and coordination of anticipated Highway Work and Rail, Stations, Facilities, and Systems construction packages.
- Maintenance and update of the Basis of Design, Design Criteria, technical specifications, design calculations, interface documents, and configuration baseline including FTA FFGA readiness requirements.
- Additional survey, utility, geotechnical, drainage, traffic, and other investigations required for final design.
- Environmental investigations and regulatory support, including necessary environmental surveys, impact assessment, mitigation development, permitting support, and incorporation of environmental requirements into the final design and construction documents.
- QA/QC, interdisciplinary coordination, constructability, operability, maintainability, and safety reviews.
- Permit, right of way, utility, and third-party technical exhibits and design submittals.

GEC Proposal Considerations

Key Personnel and Disciplines

- Project Manager and Design Manager
- Rail, systems, highway, structures, stations, OMF, and environmental
- Quality, safety and security, cost, and schedule
- Stakeholder and Third-Party Interface Manager for Caltrans, BART, ACE, UPRR, cities, utilities, and permitting agencies

Technical Approach

- Approach to reviewing and adopting the 30% design baseline.
- Integration with the active CM/GC process and established delivery team.
- Process for advancing new ideas through existing project decision and change control procedures.

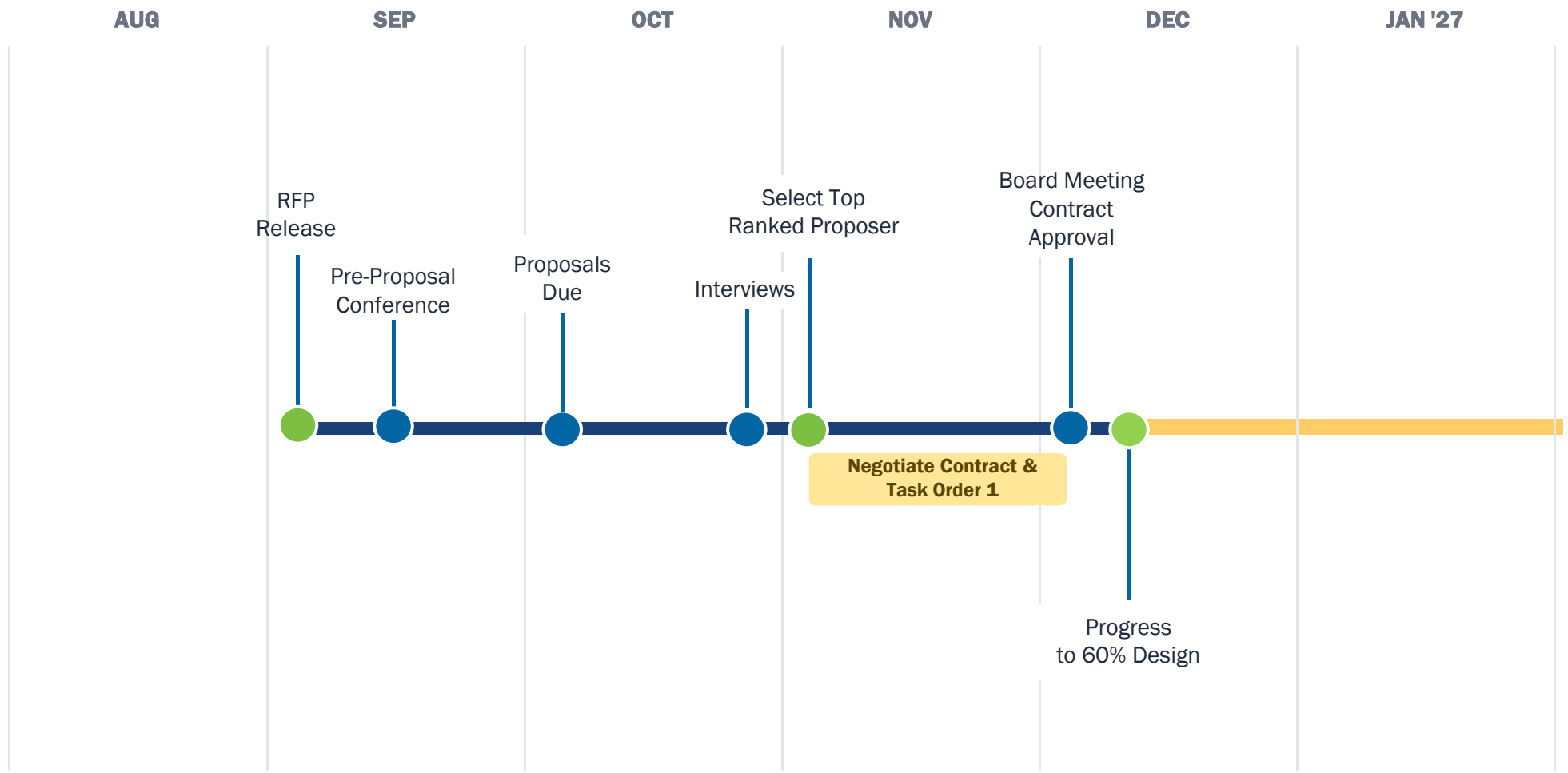
Execution Approach

- Transition and mobilization approach that maintains project momentum.
- Integrated schedule, document control, quality, and configuration management.
- Construction support, testing, commissioning, and closeout approach.

Additional Mentions

- The RFP is expected to define baseline documents, required proposal content, key personnel requirements, evaluation factors, federal requirements, insurance and commercial terms, and transition expectations.
- Potential proposers should review the final RFP (when available) carefully for the controlling scope, procurement schedule, required forms, DBE or related participation requirements, and communication restrictions.

Anticipated RFP Schedule



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