



Tri-Valley San Joaquin Valley REGIONAL RAIL AUTHORITY

REQUEST FOR INFORMAL PROPOSAL (RFIP)
FOR THE VALLEY LINK RAIL PROJECT
RFIP #2026-02 ON-CALL FRACTIONAL CFO SERVICES
TRI-VALLEY - SAN JOAQUIN VALLEY REGIONAL RAIL AUTHORITY

2600 KITTY HAWK RD., SUITE 101
LIVERMORE, CA 94551

OCTOBER 6, 2026

KEY DATES

Date of Issuance: October 6, 2026

Proposal Due: November 3, 2026, at 4:00 p.m. (PDT)

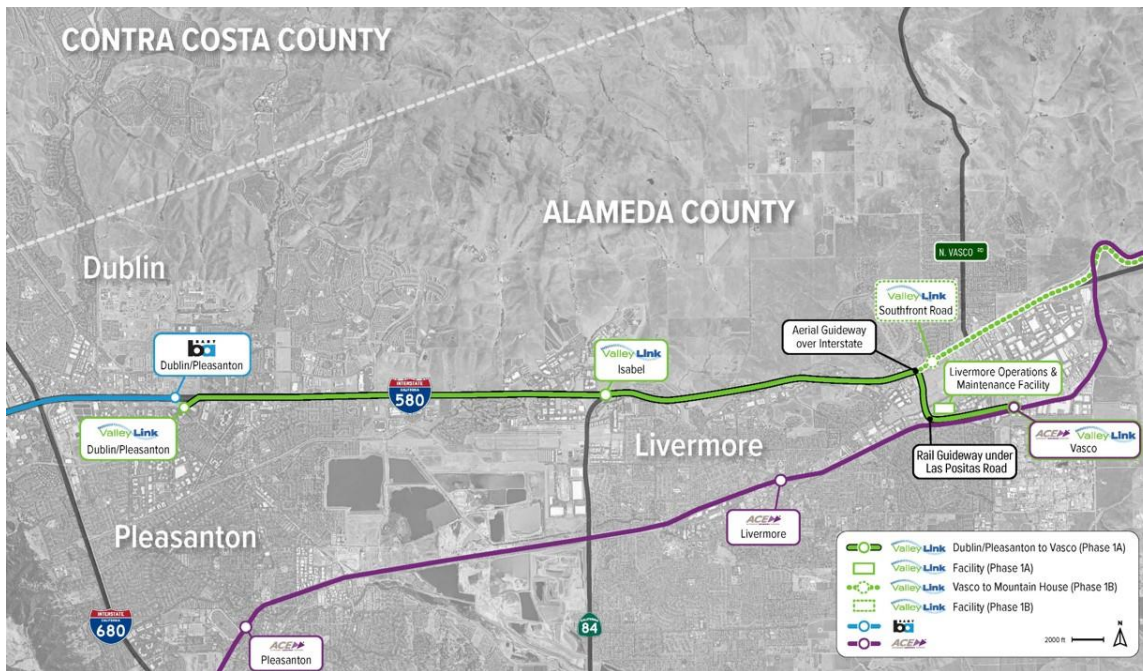
Contract Award (estimated): November 20, 2026

ABOUT THE RAIL AUTHORITY

The Tri-Valley - San Joaquin Valley Regional Rail Authority ("Authority") is an Authority created by the State of California through Assembly Bill 758 (amended by Senate Bill 548) to plan and construct a passenger rail service connecting commuters from the San Joaquin Valley with the Dublin/Pleasanton BART Station in the Tri-Valley, including connections with the ACE rail system. The Authority is governed by a 15-member Board of Directors comprised of representatives from the cities of Dublin, Lathrop, Livermore, Manteca, Pleasanton, Stockton, Tracy, Danville, San Ramon, and the Mountain House Community Service District; the counties of Alameda and San Joaquin and the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART) and the San Joaquin Regional Rail Commission (SJRRRC).

THE PROPOSED PROJECT

The Authority, in cooperation with California Department of Transportation (Caltrans) and Federal Transit Administration (FTA), is proposing to construct Phase 1A of the Valley Link Rail Project, which is an 11-mile initial operating segment of a proposed overall 42-mile rail system between Dublin/Pleasanton and North Lathrop (overall Valley Link Project). As shown in the Project Location Map, the Phase 1A Project (Project) would establish a new passenger rail service between the existing Dublin/Pleasanton BART Station and the existing ACE Station at Vasco Road in Livermore with all-day bi-directional service at frequent intervals throughout the day using zero-emission multiple-unit vehicles. The alignment would be constructed within a combination of the I-580 freeway median, and new right-of-way to be acquired, and within Union Pacific Railroad (UPRR) right-of-way. The Project includes three stations (Dublin/Pleasanton, Isabel, and Vasco), and an Operations and Maintenance Facility (OMF) near the east end of the alignment. The estimated construction cost ranges from \$1.2 billion to \$1.4 billion in 2024 dollars with the total project cost including project development and right-of-way estimated at \$2 billion.



Project Location Map

PROJECT SCOPE

- 11 miles of rail guideway and systems (mix of single and double tracks)
- 3 new stations
- 9 miles of highway realignment and Express Lane toll system reconstruction – The toll system is operated and maintained by Alameda County Transportation Commission (Alameda CTC)
- 25 interchange ramp modifications
- No roadway and pedestrian at-grade rail crossings
- Structures including interchange bridge, rail bridges, roadway bridges, pedestrian bridges over I-580, culverts, and retaining walls
- Livermore Operations and Maintenance Facility (OMF)
- Zero Emission Vehicles (Battery Electric Multiple Unit). The manufacturing delivery and commissioning of rail vehicles is not a part of the ICE scope.
- Rail systems include trackwork and special trackwork, signaling, central control and monitoring, communication networks, public address, CCTV, passenger information, Wi-Fi, power supply, fire alarm/evacuation, maintenance equipment, spare parts, O&M manuals and training programs, and testing, certification and commissioning.

Additional information on the Valley Link Rail Project can be found at <http://www.valleylinkrail.com>.

PROJECT FUNDING

The Authority is actively working to secure local, state and federal funding to implement the Valley Link Rail Project. To date the Authority has secured \$668 million in local and state funding including:

- Alameda County Transportation Commission (ACTC) Measure BB = \$400 million
- Metropolitan Transportation Commission (MTC) Bridge Tolls = \$198 million
- State Transit and Intercity Rail Capital Program (TIRCP) = \$25 million
- Tri-Valley Transportation Development Fee = \$25 million
- San Joaquin Council of Governments (SJCOG) SB125 = \$10 million
- State Budget Earmark (AB179) = \$5 million
- ACTC I-580 Net Toll Revenue = \$4 million

Additionally, the Authority has secured direct recipient grantee status with the Federal Transit Administration (FTA) and is positioning the project for federal funding under FTA's Capital Investment Grants (CIG) Program.

All of these existing and targeted future fund sources have unique grant requirements for use including agreements, expenditure, auditing, and reporting.

SCOPE OF SERVICES

The goal of this procurement is to meet the following objectives:

- Assess the financial requirements of the Authority's existing and targeted future fund sources to ensure grant requirements for use.
- Assess the financial processes, operating systems, and related controls supporting the Valley Link Rail Project, and recommend practical, prioritized improvements aligned with the Authority's strategic objectives and grant funding requirements.
- Evaluate the Finance organization structure and leadership, including the Chief Financial Officer role, to ensure alignment with the Authority's operational and financial needs.
- Develop requirements for, recommend, and support the procurement and implementation of a Financial Management System (FMS) that is appropriately scaled to support the Authority through project delivery and construction, including evaluating and, if appropriate, enabling integration or synchronization with a Project Management Information System (PMIS).
- Define the ongoing role of the Finance function in supporting the long-term business and financial objectives of the Authority.

Potential Tasks

- Review existing strategic and operational plans, prior assessments, audits, and related documentation impacting the Authority's financial processes.
- Evaluate primary financial processes and supporting systems, including procure-to-pay, financial and management reporting, budgeting and forecasting, human resources and payroll, and financial compliance reporting.

- Evaluate secondary financial processes and supporting operating systems, including quote-to-collect and other ancillary functions identified during the engagement.
- Identify and recommend practical, prioritized improvements to financial processes, internal controls, and reporting practices.
- Support the development of requirements, procurement, and selection of a Financial Management System (FMS) aligned with the Authority's operational, reporting, and compliance needs.
- Support the implementation and deployment of the FMS in coordination with Authority staff, including configuration, data migration, testing, training, and initial operational support, and evaluation of potential integration with a Project Management Information System (PMIS), as appropriate.
- Evaluate the Finance organization model and recommend a structure that supports the Authority's strategic and operational priorities.
- Evaluate the Chief Financial Officer role and responsibilities and recommend updates to the job description, as appropriate.
- Define the ongoing role and function of Finance in supporting the Authority's long-term business and financial objectives.

CONTRACT TYPE AND BUDGET

The Authority intends to award a one-year base term for on-call services to one successful proposer. A Specified Rate of Compensation contract with a budget of \$50,000 will be used for the on-call services provided by the selected proposer.

PAYMENT

Jobs will be requested through Task Orders issued by the Authority and payment will be completed as billed for time and materials specific to each Task Order.

PROPOSAL CONTENT

Format

In order to facilitate Proposer's preparation of its proposal and the Authority's review of same, all proposals should be limited to 10 letter-sized pages or less, excluding resumes of key personnel, samples of work, and required appendices and forms.

Cover Letter

The Signed Letter of Introduction on company letterhead shall introduce the firm and summarize its qualifications; identify proposed key personnel to be assigned to this contract and summarize the main qualifications of the proposed team.

Qualifications and Experience

This section of the proposal should establish the ability of the proposer to satisfactorily perform the required work by reasons of experience in performing work of the same or similar nature. The following information shall be included in the proposal and shall demonstrate that proposer meets the evaluation criteria:

- Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; number of employees.
- Identify the primary point of contact who will oversee the contract and a listing of the names and titles of the staff who will support the contract.
- Describe the firm's experience in performing work of a similar nature to that solicited in this RFIP, and the participation in such work by the key personnel proposed for assignment to this contract. Highlight the firm's and key personnel's experience with the work or services identified in the Scope of Services.
- Identify three (3) similar projects where the Proposer has performed similar scope. Include a description of the work, client, stakeholder agencies, period of performance, and the role proposed team members performed.

Approach to Scope of Services

This section of the proposal shall provide a narrative that addresses the Scope of Work and shows a clear understanding of the Authority's needs and requirements. Proposers approach should address the following:

- Demonstrate your understanding of the Authority's needs and objectives.
- Describe the approach for completing the potential tasks specified in the Scope of Services. The approach shall be of such detail to demonstrate the firm's ability to accomplish the Authority's objectives.
- Identify any special issues, risks, or problems that are likely to be encountered during this contract and how they will be addressed.
- Describe your execution, management, and control of the work.

Proposers are encouraged to propose enhancements or procedural or technical innovations to the Scope of Services that do not materially deviate from the objectives or required content of the Project.

Cost of Services

This portion of the proposal will be evaluated based on reasonableness of the proposed costs in the form of rates. Proposers are required to submit the Resource Rate Schedule Form (Appendix A). No cost proposal or work hours are to be included.

Costs will be evaluated on costs the Authority or other comparable public agencies have paid for similar services, and in accordance with what is considered to be the industry's standard and customary costs for the services.

EVAULATION AND SELECTION PROCEDURES

All informal proposals received will be reviewed and ranked based on the following list of criteria:

Criteria	Point Value
Qualifications and Experience • Experience of key staff • Previous relevant firm experience	35
Project Understanding and Approach • Approach to the identified potential scope items • Clear outline of the services available on-call	35
Cost of Services	30
Total	100

DUE DATE FOR INFORMAL PROPOSALS

Informal proposals for this solicitation are due by November 3, 2026 at 4pm via email: procurement@valleylinkrail.com.