Foothill Gold Line
Industry Workshop - May 31, 2017
Welcome: Douglas Tessitor, Foothill Gold Line Board Chairman
Keynote Address:
John Fasana,
Metro Board Chairman
Agenda

• Welcome
• Keynote Address
• About the Construction Authority
• Project Readiness & Timeline
• Funding
• Project Overview
• Upcoming Business Opportunities
• Small Business Enterprise Program
• Next Steps
• Questions
About the Construction Authority
Construction Authority

- Construction Authority is a separate agency from LA Metro
- Construction Authority was created by state legislation in 1998 to plan, design and build the Metro Gold Line from Union Station east to Montclair (updated in 2011)
- Enabling legislation provides all necessary powers to complete the project
- Construction Authority is overseen by board of directors
- Board of directors receives feedback from all corridor cities through Joint Powers Authority and Technical Advisory Committee
- Construction Authority works closely with Metro:
  - Roles and responsibilities formalized in Master Cooperative Agreement
  - Construction Authority builds the project per Metro’s design and safety specifications
  - Both agencies play a role in project safety, planning and education
Board of Directors

Marisol Rodriguez
Member

John Fasana
Member

Doug Tessitor
Chair

Sam Pedroza
Vice Chair

Paul Leon
Member

Dan Evans
Member, Non-Voting

Carrie Bowen
Member, Non-Voting

Alan Wapner
Member, Non-Voting

Gene Masuda
Member, Non-Voting
Community Consensus at All Levels
Gold Line’s 3 Phases = $3 Billion Investment

  - 13.7 Miles, 3 Cities, 13 Stations
  - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair – Breaking Ground October 21, 2017
  - 12.3 Miles, 6 Cities, 6 Stations
Part of LA County’s Growing Rail Network

Source: LA Metro
Project Readiness & Funding
Phase 2 (Pasadena to Montclair) Alternatives Analysis Completed

Project Definition Report Adopted (Pasadena to Montclair)

Station Artists Selected by SDAR Committees and City Councils

Final EIR Approved, Locally Preferred Alternative Selected,
Phases 1 and 2 (Pasadena to Montclair) Planning Starts

Glendora to Montclair Advanced Conceptual Engineering Begins

Glendora to Montclair ACE Draft Complete/ Art Concepts Developed by Artists with Input from SDAR Committees

ACE Verification Set/Award First Contract/Break Ground – Glendora to Montclair

Substantial Completion Glendora to Montclair

Project Readiness/Effort to Date
Glendora to Montclair Project Schedule

• Advanced Conceptual Engineering and coordination meetings with cities and SCRRRA have allowed for better understanding of project’s constructability and constraints (grade-crossings, Metrolink and freight track relocation (rebuild), and Claremont Station relocation)
  – Constraints have been integrated into a construction phasing plan – established a 7,000-item activity schedule

• Construction Authority will break ground in October 2017 using residual Measure R funds
  – First 2 years - move and protect utilities (DB1), conduct pre-construction activities and begin qualifications process for Alignment Project design-build team (DB2)

• Measure M funding is expected to be available in 2019
  – Alignment Design-Build Project will take 6-7 years, following Measure M funding
Glendora to Montclair Work Plan

- **Utility Relocation Contract**
  - Ground Breaking – October 2017

- **Alignment Contract**
  - Alignment Contract – October 2018

- **Final Engineering**

- **Project 1**
  - Freight/Metrolink Relocation Construction

- **Project 2**
  - Light Rail Construction

- **Substantial Completion**
## Project Funding Status ($ in Millions)

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Los Angeles County</th>
<th>San Bernardino County</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measure M*</td>
<td>$1,019</td>
<td>$0</td>
<td>$1,019</td>
</tr>
<tr>
<td>Measure R</td>
<td>$69</td>
<td>$0</td>
<td>$69</td>
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<tr>
<td>Other</td>
<td>$78</td>
<td>$0</td>
<td>$78</td>
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<tr>
<td>SBCTA</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Montclair</td>
<td>$0</td>
<td>$2</td>
<td>$2</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$1,166</strong></td>
<td><strong>$2</strong></td>
<td><strong>$1,168</strong></td>
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<tr>
<td><strong>2017 Project Est. Cost</strong></td>
<td><strong>$1,304</strong></td>
<td><strong>$70</strong></td>
<td><strong>$1,374</strong></td>
</tr>
<tr>
<td><strong>Additional Funds Needed</strong></td>
<td><strong>$138</strong></td>
<td><strong>$68</strong></td>
<td><strong>$206</strong></td>
</tr>
</tbody>
</table>

* Majority of LA County Project Funding from Metro’s Measure M
Funding Allocations

Glendora to Claremont - $1,304 million

Claremont to Montclair - $70 million

LA County Funding available through Measure M, as well as Measure R and other sources.

January 2017
Project Overview
Glendora to Montclair Segment
Project Elements

- 12.3 miles of LRT at-grade track
- Track is generally within existing, owned right of way
- Overhead wires above tracks
- Corridor is shared with BNSF and Metrolink

6 Stations:
- Glendora Station
- San Dimas Station
- La Verne Station
- Pomona Station
- Claremont Station
- Montclair Station
100% Shared Corridor

West of Cambridge Ave, Pomona:
1. Relocate BNSF
2. Install Light-Rail

Cambridge Ave, Claremont East:
1. Relocate Metrolink & BNSF
2. Install Light-Rail

Approx. 10.4 Miles
Approx. 1.9 Miles
Glendora to Montclair Grade Crossings

- Glendora to Montclair segment contains 48 total crossings
  - 28 at-grade crossings
  - 10 pedestrian crossings (for station access)
  - 10 grade separated crossings
- Three (3) at-grade crossings currently under review for grade separation
  - Bonita / Cataract, San Dimas
  - Indian Hill, Claremont
  - White Ave, La Verne
- One (1) pedestrian crossings currently under review for grade separation
  - San Dimas station pedestrian crossing
# Glendora to Montclair Grade Crossings

## CPUC Rail Crossing List

<table>
<thead>
<tr>
<th>Item</th>
<th>Roadway Name</th>
<th>City</th>
<th>Item</th>
<th>Roadway Name</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Barranca Ave</td>
<td>Glendora</td>
<td>24</td>
<td>San Dimas Canyon Rd</td>
<td>San Dimas</td>
</tr>
<tr>
<td>2</td>
<td>Foothill Blvd / Grand Ave</td>
<td>Glendora</td>
<td>25</td>
<td>Wheeler Ave</td>
<td>La Verne</td>
</tr>
<tr>
<td>3</td>
<td>Vermont Ave</td>
<td>Glendora</td>
<td>26</td>
<td>A Street</td>
<td>La Verne</td>
</tr>
<tr>
<td>4</td>
<td>Glendora Station Ped Access</td>
<td>Glendora</td>
<td>27</td>
<td>D Street</td>
<td>La Verne</td>
</tr>
<tr>
<td>5</td>
<td>Glendora Ave</td>
<td>Glendora</td>
<td>28</td>
<td>E Street</td>
<td>La Verne</td>
</tr>
<tr>
<td>6</td>
<td>Pasadena Ave</td>
<td>Glendora</td>
<td>29</td>
<td>La Verne Station Ped Access</td>
<td>La Verne</td>
</tr>
<tr>
<td>7</td>
<td>Glenwood Ave</td>
<td>Glendora</td>
<td>30</td>
<td>White Ave</td>
<td>La Verne</td>
</tr>
<tr>
<td>8</td>
<td>Elwood Ave</td>
<td>Glendora</td>
<td>31</td>
<td>Fulton Road (LRT, FRT, Metrolink)</td>
<td>Pomona</td>
</tr>
<tr>
<td>9</td>
<td>Loraine Ave</td>
<td>Glendora</td>
<td>32</td>
<td>Pomona Station Ped Access (West)</td>
<td>Pomona</td>
</tr>
<tr>
<td>10</td>
<td>Route 66 (Formerly Alosta Ave)</td>
<td>Glendora</td>
<td>33</td>
<td>Pomona Station Ped Access (East)</td>
<td>Pomona</td>
</tr>
<tr>
<td>11</td>
<td>I-210 West On-Ramp</td>
<td>Glendora</td>
<td>34</td>
<td>Garey Ave (LRT)</td>
<td>Pomona</td>
</tr>
<tr>
<td>12</td>
<td>I-210 Freeway</td>
<td>Glendora</td>
<td>35</td>
<td>Garey Ave (FRT)</td>
<td>Pomona</td>
</tr>
<tr>
<td>13</td>
<td>Lone Hill Ave Off-Ramp</td>
<td>Glendora</td>
<td>36</td>
<td>Towne Ave (LRT)</td>
<td>Pomona</td>
</tr>
<tr>
<td>14</td>
<td>Lone Hill Ave (LRT)</td>
<td>Glendora</td>
<td>37</td>
<td>Towne Ave (FRT)</td>
<td>Pomona</td>
</tr>
<tr>
<td>15</td>
<td>Lone Hill Ave (FRT)</td>
<td>Glendora</td>
<td>38</td>
<td>Cambridge Ave</td>
<td>Claremont</td>
</tr>
<tr>
<td>16</td>
<td>Gladstone Ave</td>
<td>San Dimas</td>
<td>39</td>
<td>Indian Hill Boulevard</td>
<td>Claremont</td>
</tr>
<tr>
<td>17</td>
<td>SR-57 Freeway</td>
<td>San Dimas</td>
<td>40</td>
<td>Claremont LRT Station Ped Access</td>
<td>Claremont</td>
</tr>
<tr>
<td>18</td>
<td>Eucla Ave</td>
<td>San Dimas</td>
<td>41</td>
<td>Claremont Metrolink Station Ped Access</td>
<td>Claremont</td>
</tr>
<tr>
<td>19</td>
<td>Bonita Ave / Cataract Ave</td>
<td>San Dimas</td>
<td>42</td>
<td>College Ave</td>
<td>Claremont</td>
</tr>
<tr>
<td>20</td>
<td>Monte Vista St</td>
<td>San Dimas</td>
<td>43</td>
<td>Claremont Blvd</td>
<td>Claremont</td>
</tr>
<tr>
<td>21</td>
<td>San Dimas Ave</td>
<td>San Dimas</td>
<td>44</td>
<td>Monte Vista Ave</td>
<td>Montclair</td>
</tr>
<tr>
<td>22</td>
<td>San Dimas Station Ped Access</td>
<td>San Dimas</td>
<td>45</td>
<td>Montclair Station Ped Access (West &amp; East)</td>
<td>Montclair</td>
</tr>
<tr>
<td>23</td>
<td>Walnut Ave</td>
<td>San Dimas</td>
<td>46</td>
<td>Metrolink Station Ped Access</td>
<td>Montclair</td>
</tr>
</tbody>
</table>
Structures

- Glendora to Montclair segment has 14 crossings, some of which require multiple structures to accommodate light rail and freight tracks

- Of these structures:
  - 18 will be new
  - Three (3) will be modifications of existing structures
  - Two (2) will be total replacements
# New Structures

<table>
<thead>
<tr>
<th>Major Structures</th>
<th>Minor Structures (washes &amp; creeks)</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Foothill &amp; Grand Grade Separation</td>
<td>➢ Big Dalton Wash Channel (FRT)</td>
</tr>
<tr>
<td>➢ Route 66 Grade Separation (LRT)</td>
<td>➢ San Dimas Wash Channel Bridge (LRT)</td>
</tr>
<tr>
<td>➢ Retaining Walls - East Glendora Overhead at Route 210</td>
<td>➢ San Dimas Wash Park Roadway Bridge</td>
</tr>
<tr>
<td>➢ Lone Hill Ave Flyover (LRT)</td>
<td>➢ Puddingstone Channel Bridge (LRT)</td>
</tr>
<tr>
<td>➢ Retaining Wall - Gladstone Overhead at State Route 57</td>
<td>➢ Marshall Creek Bridge (FRT)</td>
</tr>
<tr>
<td>➢ Towne Avenue Flyover (LRT)</td>
<td>➢ Live Oak Wash Channel Bridge (LRT)</td>
</tr>
<tr>
<td>➢ Garey Avenue Grade Separation (LRT)</td>
<td>➢ Live Oak Wash Channel Bridge (FRT)</td>
</tr>
<tr>
<td>➢ Indian Hill Grade Separation (LRT)</td>
<td>➢ Thompson Creek Channel Bridge (FRT)</td>
</tr>
<tr>
<td>➢ Monte Vista Bridge (LRT)</td>
<td>➢ San Antonio Wash Channel Bridge (LRT)</td>
</tr>
</tbody>
</table>
Design Standards

• All designs shall be in accordance with applicable Governmental Rules/Agencies:
  – Metro Rail Transit Design Criteria
  – Metro Standard Drawings
  – SCRRRA Standards
  – Caltrans Standard Specifications
  – Army Corps of Engineers Standards
  – AREMA code and freight railroad requirements
## Multi-Modal Parking Facilities

<table>
<thead>
<tr>
<th>Future Station</th>
<th>Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glendora</td>
<td>420 (new structure)</td>
</tr>
<tr>
<td>San Dimas</td>
<td>450 (new structure)</td>
</tr>
<tr>
<td>La Verne</td>
<td>600 (new structure)</td>
</tr>
<tr>
<td>Pomona</td>
<td>850 (new structure)</td>
</tr>
<tr>
<td>Claremont</td>
<td>1,260 (new structure)</td>
</tr>
<tr>
<td>Montclair</td>
<td>1,600 existing (surface lot)</td>
</tr>
</tbody>
</table>

To promote multi-modal access, each station is being designed to include more bike parking and lockers, shuttle and drop off areas, bus stop interfaces and pedestrian access from all sides.
Differences with Previous Segment

• Approximately four times number of parking spaces
• Use of pedestrian undercrossings/overcrossings at stations
• Placing station communications and power equipment in parking structure in lieu of standalone structures
• Addition of fare gates and expanded ticket vending canopies
• All stations have center platforms
• All stations have public entrances on both sides
Project Challenges

• Freight/Metrolink Track Relocation
  – Both BNSF and Metrolink service must stay operational during construction
  – Will have to move the freight/Metrolink track first, before building the light rail tracks
  – Two projects in one; adding complication and time to construction

• Relocation of Claremont Metrolink Station

• 28 At-Grade Street Crossings

• 23 New/Renovated Bridge Structures

• Large Number of Third Parties; Two Counties
Upcoming Business Opportunities
Upcoming Contracts

• **DB1 - Utility Relocation**: Includes protection in place for existing sewer and water lines crossing the rail ROW

• **DB2 – Alignment Project**: Includes all other work along the Alignment including, light rail track placement, relocation/reconfiguration of freight/Metrolink track, grade separations, grade crossings, stations, parking structures, utilities, systems, public outreach & other items
<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design-Build Contractors form teams</td>
<td>Jan - Oct 2017</td>
</tr>
<tr>
<td>Industry Workshop</td>
<td>May 2017</td>
</tr>
<tr>
<td>Utility Relocation: RFB Issued</td>
<td>July 2017</td>
</tr>
<tr>
<td>Utility Relocation: Contract Award</td>
<td>Sep 2017</td>
</tr>
<tr>
<td>Alignment: Request for Qualifications (RFQ) Issued</td>
<td>Nov 2017</td>
</tr>
<tr>
<td>Alignment: Industry Review Draft Issued &amp; Shortlist Determined</td>
<td>Feb 2018</td>
</tr>
<tr>
<td>Alignment: RFP Issued</td>
<td>May 2018</td>
</tr>
<tr>
<td>Alignment: Contract Award</td>
<td>Oct 2018</td>
</tr>
</tbody>
</table>
Utility Relocation Project (DB1)
## Procurement Schedule – Utility Relocation Project (DB1)

<table>
<thead>
<tr>
<th>MILESTONES</th>
<th>DATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry Review Draft of Requests for Bids (RFB) and Contract Drawings</td>
<td>June 1, 2017</td>
</tr>
<tr>
<td>Issue Requests for Bids (RFB)</td>
<td>July 5, 2017</td>
</tr>
<tr>
<td>Questions Due</td>
<td>August 9, 2017</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>September 13, 2017</td>
</tr>
<tr>
<td>Board Award of Contract (anticipated)</td>
<td>September 27, 2017</td>
</tr>
</tbody>
</table>
Procurement Process

• Single Point of Contact; No *Ex Parte* Communications
• Industry Review of Draft RFB and Contract Drawings
• Issue Final RFB
• Questions and Answers
• Design-Bid-Build
  – Responsive
  – Responsible
  – Lowest Bid
• Board Award
Scope of Work Overview

- Utility Relocation Project
  - Protection in place of sewer and water lines
    - Construction of five (5) reinforced concrete encasement protection for existing VCP sewer lines crossing the railroad right-of-way
    - Construction of five (5) steel split casing protection for existing waterlines crossing the railroad right-of-way
Alignment Project (DB2)
## Procurement Schedule – Alignment Project (DB2)

<table>
<thead>
<tr>
<th>MILESTONES</th>
<th>Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue Request for Qualifications (RFQ)</td>
<td>November 2017</td>
</tr>
<tr>
<td>Statements of Qualifications (SOQ) Due</td>
<td>January 2018</td>
</tr>
<tr>
<td>Issue Industry Review RFP</td>
<td>February 2018</td>
</tr>
<tr>
<td>Issue Request for Proposals (RFP)</td>
<td>May 2018</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>September 2018</td>
</tr>
<tr>
<td>Board Award of Contract (anticipated)</td>
<td>October 2018</td>
</tr>
</tbody>
</table>
Goal: To create a shortlist of most-qualified teams

- Qualification Evaluation Criteria:
  - Related Project Experience
  - Staffing and Organization
  - Legal Qualifications
  - Financial Qualifications
RFP Contract Development & Procurement

• Peer Review
  – Independent evaluation intended to validate project design/specifications and provide recommended improvement
  – Reviews will consist of senior transit experts from various agencies throughout the country
• Industry Review Draft RFP documents are sent to the following parties
  – Corridor Cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair
  – Agencies: Metro, SCRRRA, SBCTA
  – Shortlisted Proposers
• Q&A and Addenda
• Proposals Due (may award based on Proposals submitted or following “Discussions” and request revised/final proposals)
Scope of Work Overview

• Consists of design and construction of all project elements other than that included in the Utility Relocation Contract

• Major project elements include:
  • New light rail track
  • Relocation/reconfiguration of existing freight and Metrolink commuter track
  • New structures (bridges, sound walls, retaining walls)
  • Drainage and stormwater improvements
  • Utility work (other than aforementioned Utility relocations)
  • Six at-grade passenger stations including all station elements
  • Six parking facilities including five (5) parking structures
  • Traction electrification system including TPSS and OCS
  • Grade crossings and roadway/traffic signal improvements
  • Landscaping and art elements
Scope of Work Overview

- Authority is advancing design to 30% level (60% for street improvements, freight bridges, and portions of the Metrolink corridor)
- Main responsibilities of Design-Builder will be:
  - Advancing design to final design level
  - Construction of all project elements
    - Relocation of freight and Metrolink facilities
    - Construction of light rail
  - Testing of the complete LRT system
  - Community outreach
  - Coordination with agencies including Metro, SCRRRA, SBCTA, Caltrans, and others
Purpose of Authority’s SBE Program

Provide equal opportunity for small businesses to participate in the Construction Authority’s contracts
Authority’s Aspirational SBE Goal

16.6% Small Business Enterprise Overall Project Aspirational Goal
Small Business Enterprise (SBE) Eligibility

- SBE eligibility criteria accepted from various certifying agencies
- Criteria varies by certifying agency:
  - specific location, ownership and size criteria
Accepted SBE Certifications

• County of Los Angeles
  – Los Angeles County Metropolitan Transportation Authority (Metro)
• State of California
  – Department of General Services (DGS)
• City of Los Angeles
• Other certifications evaluated on case-by-case basis
Los Angeles County Metropolitan Transportation Authority (Metro)

• Meets Small Business Administration size standards per 13 CFR Part 121
• Gross receipts average of less than $23.98 million per year (for last 3 years)
• Must be owned and controlled by one or more individuals whose Personal Net Worth (PNW) is less than $1.32 million
• Ownership must be at least 51% owned and controlled by one or more individuals each with a PNW less than $1.32 million
California Department of General Services (State)

- Independently owned and operated
- Not dominant in its field of operation
- Principal office located in California
- Owners (or officers) domiciled in California
- Including affiliates, be either:
  - A business with 100 or fewer employees and average annual gross receipts of $15 million or less
  - A manufacturer with 100 or fewer employees; or,
  - A business with gross annual receipts less than $3,500,000; or manufacturer with 25 or fewer employees (microbusiness)
City of Los Angeles

- Your principal office must be located within the County of Los Angeles
- Your firm must have a City of Los Angeles Business Tax Registration Certificate
- Gross receipts for your business (including affiliates) must total less than $3 million for the previous fiscal year.
# Small Business Opportunities

<table>
<thead>
<tr>
<th>Areas of Work with SBE Opportunities Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water and sewer lines</td>
</tr>
<tr>
<td>Power and communication lines</td>
</tr>
<tr>
<td>Poured concrete foundation</td>
</tr>
<tr>
<td>Structural steel and precast concrete</td>
</tr>
<tr>
<td>Framing contractors</td>
</tr>
<tr>
<td>Masonry contractors</td>
</tr>
<tr>
<td>Glass and glazing contractors</td>
</tr>
<tr>
<td>Roofing contractors</td>
</tr>
<tr>
<td>Ornamental and architectural metal work</td>
</tr>
<tr>
<td>Graphic design services</td>
</tr>
<tr>
<td>Hazardous waste collection</td>
</tr>
<tr>
<td>Fire protection</td>
</tr>
<tr>
<td>Signal &amp; Communication Design</td>
</tr>
<tr>
<td>Ballast &amp; Aggregates Supplier</td>
</tr>
<tr>
<td>Electrical other wiring installation</td>
</tr>
<tr>
<td>Plumbing, heating, and air-conditioning</td>
</tr>
<tr>
<td>Drywall and insulation</td>
</tr>
<tr>
<td>Painting and wall covering</td>
</tr>
<tr>
<td>Flooring</td>
</tr>
<tr>
<td>Finish carpentry</td>
</tr>
<tr>
<td>Site preparation</td>
</tr>
<tr>
<td>Sheet metal work</td>
</tr>
<tr>
<td>Engineering services</td>
</tr>
<tr>
<td>Landscaping services</td>
</tr>
<tr>
<td>Site Trucking</td>
</tr>
<tr>
<td>Quality Control / Outside Inspection</td>
</tr>
<tr>
<td>Mobilization &amp; Set-up</td>
</tr>
<tr>
<td>Conduit and Fittings</td>
</tr>
</tbody>
</table>

*This is an illustrative, not exhaustive list*
SBE Program Monitoring

• Primary objective is to increase SBE participation in Construction Authority contracts.
• Will accomplish this by ensuring that opportunities for SBEs are available and accessible:
  - Good Faith Effort (GFE) review
  - Subcontracting plan
  - Monthly SBE utilization monitoring
SBE Project Interest List

- All shortlisted prime contractors will be provided a copy of the SBE Project Interest List
- When you registered for today’s meeting, you also were added to the Project Interest List
- If you did not pre-register or if you want to add another name to the List, you can do so at the SBE exhibit table after the presentation
Next Steps
Next Steps

**DB1: RFP**

Issue Industry Review Draft RFB - Drawings
Issue RFB
Proposals Due
Board Authorized Contract Execution (anticipated)

**DB 2: RFQ**

Issue RFQ
Statement of Qualifications Due
Shortlisted Proposers Announced

**DB 2: RFP**

Peer Review
Issue Industry Review Draft RFP
Issue RFP
Proposal Due
Board Authorized Contract Execution (anticipated)
## Procurement Schedule – Alignment Project (DB2)

<table>
<thead>
<tr>
<th>MILESTONES</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue Request for Qualifications (RFQ)</td>
<td>November 2017</td>
</tr>
<tr>
<td>Statements of Qualifications (SOQ) Due</td>
<td>January 2018</td>
</tr>
<tr>
<td>Issue Industry Review RFP</td>
<td>February 2018</td>
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<tr>
<td>Issue Request for Proposals (RFP)</td>
<td>May 2018</td>
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<tr>
<td>Proposals Due</td>
<td>September 2018</td>
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<tr>
<td>Board Award of Contract (anticipated)</td>
<td>October 2018</td>
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Questions
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