



May 13, 2019

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval to Release Request for Proposals for Preliminary Engineering and Environmental Services for the Orange County Maintenance Facility

Overview

Staff has developed a request for proposals to initiate a competitive procurement process to retain consultant services to provide preliminary engineering and environmental services for the Orange County Maintenance Facility.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 9-1143, consultant services for preliminary engineering and environmental services for the Orange County Maintenance Facility.
- B. Approve the release of Request for Proposals 9-1143 for consultant services for preliminary engineering and environmental services for the Orange County Maintenance Facility.

Discussion

On June 30, 2015, the Orange County Transportation Authority (OCTA) purchased 21.3 acres from the City of Irvine (City) for the purpose of establishing a Metrolink rail maintenance facility in Orange County. The Orange County Maintenance Facility (OCMF) will be located on a 21.3-acre parcel owned by OCTA, adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City. The property is located directly northeast of the existing railroad tracks and adjacent to Orange County's Great Park.

The Southern California Regional Rail Authority (SCRRA) is a five-county joint powers authority, created to build, maintain, administer, and operate the Metrolink commuter train system. SCRRA completed a project study report in January 2019, which defined the purpose and need for the OCMF. Existing Metrolink maintenance

facilities are at full capacity, and there is a need to perform maintenance on locomotives and rail cars to comply with safety and operations standards. Since a significant portion of the fleet will be operating in Orange County, a maintenance facility located along the Metrolink route would be the optimal location as it would reduce operating costs by limiting non-revenue moves to the existing Metrolink storage and maintenance facilities in the cities of Los Angeles, San Bernardino, and San Diego County near Camp Pendleton. The proposed OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis. Much of the inspection and maintenance activity is federally mandated and must be performed at specific intervals.

The OCMF will include train storage tracks, locomotive and car service platforms, pits for inspection and maintenance, and a service building with overhead cranes. Service platforms will include facilities for inspection, fueling and sanding, toilet service, interior car cleaning, and a train washer. Additional facility components will include offices and facilities for crews, facility staff and management, parts storage, water treatment, parking access roads, and security. Connection tracks between the various service areas, storage locations, and the main tracks will be provided to assure optimal operational flexibility.

Pursuant to Cooperative Agreement No. C-9-1127, OCTA will be the lead on the preliminary engineering and environmental phase of the project and will coordinate this work with Metrolink and the City, in accordance with the Purchase and Sale Agreement with the City. The effort for this phase of the project is estimated to be \$4,126,000, and will be funded through Transit and Intercity Rail Capital Program (TIRCP) grant funds granted by the California State Transportation Agency (CalSTA) through SCRRAs Southern California Optimized Rail Enhancement Program (SCORE).

Procurement Approach

The OCTA Board of Directors (Board)-approved procurement policies and procedures require that the Board approve all requests for proposals (RFP) over \$1,000,000, as well as approve the evaluation criteria and weightings. Staff is submitting for Board approval the draft RFP and evaluation criteria and weightings, which will be used to evaluate proposals received in response to the RFP. The recommended evaluation criteria and weightings are as follows:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

The evaluation criteria are consistent with criteria developed for similar architectural and engineering (A&E) procurements. Several factors were considered in developing the criteria weightings. Staff assigned the greatest level of importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are of most importance to the timely delivery of the project. Likewise, staff assigned a high level of importance to the work plan, as the technical approach to the project is critical to the successful performance of the Project. The qualifications of the firm in performing work of similar scope and size are also very important to the success of the project. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws.

This RFP will be released upon Board approval of these recommendations.

Fiscal Impact

The project will be included in the OCTA's proposed Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0018-7519-TR214-0TH, and will be funded with TIRCP grant funds granted by CalSTA through SCRRA's SCORE Program.

Summary

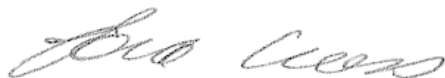
Board of Directors' approval is requested to release Request for Proposals 9-1143 for consultant services for preliminary engineering and environmental services for the Orange County Maintenance Facility.

Approval to Release Request for Proposals for Preliminary Engineering and Environmental Services for the Orange County Maintenance Facility **Page 4**

Attachment

- A. Draft Request for Proposals (RFP) 9-1143, Consultant Services for Preliminary Engineering and Environmental Services for the Orange County Maintenance Facility

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