



March 23, 2020

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer *[Signature]*

Subject: Approval to Release Request for Proposals for the Procurement of 40-Foot Compressed Natural Gas-Powered Buses

Overview

The Orange County Transportation Authority operates a fleet of 462, 40-foot compressed natural gas-powered buses to provide fixed-route service. Based on the Orange County Transportation Authority's Fleet Plan, these vehicles will operate in fixed-route service for up to 18 years. A sub-fleet of 299 buses is nearing the end of its useful life and a request for proposals has been developed to purchase replacement buses. Staff is seeking Board of Directors' approval to release the request for proposals.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 9-1836 for the procurement of up to 299, 40-foot compressed natural gas-powered buses.
- B. Approve the release of Request for Proposals 9-1836 for the procurement of up to 299, 40-foot compressed natural gas-powered buses.

Discussion

The Orange County Transportation Authority (OCTA) is currently operating 462, 40-foot compressed natural gas (CNG)-powered buses through directly-operated and contract-operated fixed-route service. Of the 462, 40-foot CNG-powered buses, 299 were delivered and deployed into revenue service in years 2007 and 2008. The Federal Transit Administration (FTA) defines the minimum useful life of a 40-foot bus as 12 years or 500,000 miles. Since the last procurement of fixed-route buses, OCTA has reviewed the useful life provision through the recently completed Transit Asset Management (TAM) Plan and increased the useful life from a minimum of 14 years to up to 18 years. This extension of useful life of up to 18 years is a cost-saving measure which

will be phased in by replacing buses between 16 and 18 years of service. Consistent with FTA guidelines and the OCTA Fleet Plan, the 299 CNG-powered buses will operate in revenue service for up to 18 years.

The California Air Resource Board Innovative Clean Transit rule, zero emission bus purchasing requirements do not begin until 2023. Therefore, staff is proposing the replacement buses have the same CNG-powered configuration as OCTA's current buses due to the fueling infrastructure availability at all four bases operating fixed-route service. Unless there is a change in regulation, this may be the last CNG-powered bus procurement for OCTA.

The Request for Proposals (RFP) will include all OCTA equipment and configuration for regular, Bravo!, and express buses. The estimated value of this purchase is approximately \$193,000,000.

Procurement Approach

OCTA's policies and procedures require that the Board of Directors (Board) approve all RFPs over \$1,000,000, as well as approve the evaluation criteria and weighting. 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 proposed evaluation criteria and weightings are as follows:

- | | |
|------------------------------|------------|
| • Technical Specifications | 50 percent |
| • Qualifications of the Firm | 20 percent |
| • Cost and Price | 30 percent |

Technical specifications was assigned the highest level of importance because proposals should address each section of the technical specifications in sufficient detail to demonstrate a clear understanding of the scope of work. The approach to comply with the bus specifications and requirements is a critical element to the successful manufacturing of the buses. The proposals should provide evidence of sufficient planning to show that work will be accomplished as required and include suggestions intended to improve the technical and operational aspects of the buses. Compliance with performance requirements, proposed vehicle design, proposed construction, forecasted reliability, warranties, past performance and experience with the proposed bus platform, type and number of requested deviations, ability to provide all requested and optional items, and survey of other transit operators will be evaluated under this criterion. Proposals should provide information regarding engineering,

manufacturing, program and quality controls, plans for the coordination of major suppliers and subcontractors, and schedule for the production of both the pilot and production vehicles.

Qualifications of the firm was assigned a 20 percent weighting and will include the history of the firm and information regarding the firm's manufacturing capabilities in producing the same or similar vehicles, with an emphasis on experience in producing CNG-powered vehicles. Under this criterion, proposals should provide federal and non-federal certifications, warranty and service center locations, maintenance information, financial documentation, past performance of vehicles, and references. The overall reputation of the firm will also be assessed through the review of any judgements, liens, fleet defect history, and/or warranty claims, and the steps the firm took to resolve these matters.

Cost and price was assigned 30 percent, as each firm must provide a competitive cost proposal with supporting data.

The contract for this procurement will be for a single award of 299, 40-foot CNG-powered buses to be delivered in the years 2021 through 2026.

Fiscal Impact

Funds for the procurement of 40-foot CNG-powered buses are included in the OCTA Fiscal Year 2019-20 Budget, Transit Technical Services, Account 2114-9024-D2108-00Q and 2114-7752-D2116-00G funded with FTA Section 5307 Congestion Mitigation and Air Quality Improvement Program funds.

Summary

Board approval is requested for the release of RFP 9-1836 to select a bus manufacturer for the replacement of up to 299, 40-foot CNG-powered buses and approval of the proposed evaluation criteria and weightings.

**Approval to Release Request for Proposals for the
Procurement of 40-Foot Compressed Natural Gas-Powered
Buses**

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Attachment

- A. Draft Request for Proposals (RFP) 9-1836, 40-Foot Compressed Natural Gas-Powered Buses

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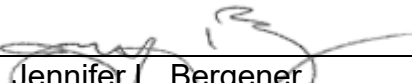
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