




September 13, 2021

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Approval to Release Request for Proposals for Maintenance Services for Operating Railroad Right-of-Way

Overview

Staff has developed a request for proposals to initiate a competitive procurement process to retain contractor services to provide preventative and corrective maintenance for the Orange County Transportation Authority's operating railroad right-of-way.

Recommendations

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 1-3684 for selection of a contractor to provide maintenance services for the operating railroad right-of-way.
- B. Approve the release of Request for Proposals 1-3684 for maintenance services for the operating railroad right-of-way.

Discussion

The Orange County Transportation Authority (OCTA) owns and maintains approximately 47 miles of the operating railroad right-of-way (ROW) corridor known as the Orange and Olive subdivisions within the County of Orange. The Orange Subdivision begins in the City of Fullerton at Fullerton Junction and extends 42 miles south to the San Diego County Line. The Olive Subdivision begins at in the City of Placentia at the Atwood Junction, extends south 5.5 miles, and connects with the Orange Subdivision (Attachment A). Through an agreement, the Southern California Regional Rail Authority (SCRRA) is responsible for the operations of this railroad corridor, which hosts Metrolink commuter trains, the National Railroad Passenger Corporation's passenger trains, BNSF Railway Company, and the Union Pacific Railroad Company freight trains.

To ensure the safe and efficient operation of passenger and freight trains, the railroad ROW needs to comply with federal, state, and local regulations regarding weed abatement, fire prevention, and nuisance liability standards. In order to maintain the railroad ROW to these standards, OCTA utilizes contract services for preventative and corrective maintenance services. The contractor is responsible for maintaining the railroad corridor under the direction and supervision of OCTA ROW staff.

Maintenance of the railroad ROW includes, but is not limited to, weed abatement, brush clearance, herbicide application, rodent control, maintenance of drainage channels and embankments, graffiti abatement, debris removal, fencing installation and repair, grading and/or barrier construction and repair, as well as signage installation and repair. Track and signal maintenance, commonly referred to as maintenance-of-way activities, are not a part of this scope of work. These services are performed through SCRRRA contractors.

The maintenance services provided through the agreement would be performed on OCTA-owned property including non-leased railroad ROW and possibly other OCTA-owned properties.

OCTA's current agreement for maintenance services will end January 22, 2022. A new procurement is needed at this time to select a qualified contractor to provide these services. Staff intends to extend the current contract through March 31, 2022, to allow for the transition of the new contract to commence on April 1, 2022.

Procurement Approach

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

The following evaluation criteria will be used to evaluate the proposals received:

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|-------------------------------------|------------|
| • Qualifications of the Firm | 20 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 25 percent |

The evaluation criteria are consistent with criteria used for similar maintenance service procurements. In developing the criteria weightings, several factors were considered. The qualifications of the firm, weighted at 20 percent, will address the experience of the firm in performing similar work and being able to meet the requirements to work within the SCRRA ROW. Staffing and project organization is weighted at 25 percent as the experience and the ability of the project manager and other key staff, such as the foreman, will be crucial to managing the daily activities, as well as coordinating the required resources. A 30 percent weighting is assigned to the work plan approach to ensure successful handling of the variety of ongoing maintenance tasks and emergency tasks related to the ROW. Finally, cost and price was weighted at 25 percent to ensure OCTA receives competitive pricing.

The contract for this procurement is proposed for a five-year initial term with one, two-year option term. This RFP will be released upon Board approval of this recommendation.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2021-22 Budget, Rail Program, Account No. 0018-7517-D2601-AB9, and is funded through Commuter Urban Rail Endowment.

Summary

Board of Directors' approval is requested to release Request for Proposals 1-3684 for maintenance services for the Orange County Transportation Authority's operating railroad right-of-way, as well as approval of the proposal evaluation criteria and weightings.

Attachments

- A. Metrolink Right-of-Way Map, Orange Subdivision/Olive Subdivision
- B. Draft Request for Proposals (RFP) 1-3684, Maintenance Services for Operating Railroad Right-of-Way

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