

**CAMINO REAL REGIONAL MOBILITY AUTHORITY
REQUEST FOR INFORMATION/INDUSTRY REVIEW
REGARDING THE DEVELOPMENT OF AND PROCUREMENT PROCESS FOR THE
WYLER AERIAL TRAMWAY PROJECT**

The Camino Real Regional Mobility Authority (“CRRMA”) hereby invites interested parties to respond to this Request for Information (“RFI”) to provide industry input in the proposed delivery of a replacement for the Wyler Aerial Tramway and associated improvements (“Project”), as more fully described below.

The CRRMA is seeking the industry’s perspective and feedback on the Project and the procurement processes currently envisioned by the Project partners. This RFI is an inquiry only. It does not constitute a Request for Qualifications (“RFQ”), a Request for Proposals (“RFP”) or other solicitation document, nor does it represent a commitment to issue any type of solicitation in the future. This RFI is part of an informational process and does not obligate the CRRMA to enter into any contract or agreement related to the Project.

A. Project Overview

The Texas Parks and Wildlife Department (TPWD) began operating the Wyler Aerial Tramway in 2001 and continued until 2018, when an engineering report determined that the tramway was past its useful life expectancy. TPWD now desires to add a new tram with upgraded facilities available to the public. Accordingly, TPWD has partnered with the CRRMA to develop the Project, as more fully outlined in this RFI. The CRRMA has agreed to lead the effort to design and construct the Project, with input and guidance from TPWD – the owner of the facility. It is anticipated that TPWD will operate and maintain the completed replacement tramway and new facilities being developed as part of the Project.

The Project seeks to replace the public use of the existing Wyler Aerial Tramway with a new tramway system and upgraded amenities for the public; however, the existing tramway may remain in limited use for radio/tv tower maintenance. No work on the existing tramway is included in the scope of the Project. Conceptual illustrations of the Project from a previous planning phase are attached to this RFI as **APPENDIX A**. The scope of the Project consists of two main components: (1) the New Tramway system, including new vehicles/cars and all required equipment and infrastructure necessary for a fully operational tramway system; and (2) Associated Infrastructure to support the new tramway system, including a new base station, new aerial station on the mountain, an expanded driveway/parking lot, and a new main passenger terminal as part of the base station.

The CRRMA currently intends to issue a procurement for the New Tramway provider that will be responsible for all design and construction activities required for the delivery of a fully operational tramway system. As the New Tramway component will require professional engineering services, the anticipated procurement process shall be compliant with and subject to the Texas Professional Services Procurement Act, consisting of both RFQ and RFP processes. The CRRMA is currently managing the design activities necessary for the Associated Infrastructure, using Atkins North America, Inc. as the designer of record. The CRRMA intends to issue one or more procurements for the construction of the Associated Improvements being designed by the CRRMA, subject to funding availability. Currently available funding includes two Texas legislative appropriations, totaling approximately \$9.7 million. Additional funding sources are to be determined.

Additional information regarding the Project will be posted on the Procurements Page of the CRRMA website (www.crrma.org). Interested parties are encouraged to monitor this site for any changes that may impact submissions, as well as for any future solicitation information related to the Project.

B. Purpose of RFI

This RFI is intended to solicit information from individual firms, teams, or others with experience or an interest in delivering the New Tramway component of the Project. Specifically, the RFI seeks to:

- Provide general background information related to the Project, including the New Tramway component;
- Solicit input from industry on a variety of issues, as they relate to the development of the New Tramway, including innovation in project delivery and cost reduction, addition or reduction of scope, questions or concerns with the proposed procurement process, and best practices concerning the delivery method that would provide a quality product for TPWD and the public.

The information gathered from the RFI process will be used to assist with the preparation of any resulting procurement documents. Submissions will be reviewed to assist in refining the approach to Project development, including the scope and structure of any resulting agreement(s). By responding to this RFI, participants can provide valuable input and help shape the framework for the development of the Project. Please note that a response to this RFI is not a pre-requisite to participating in any future procurement process, although responses are encouraged and would be much appreciated.

C. Questions, Comments, and Submissions

Questions or comments concerning this RFI should be directed to wylerttramway@atkinsglobal.com with a subject of "Questions: Wyler Tramway RFI – [NAME OF SUBMITTING ENTITY]". Questions must be submitted by 2:00 p.m., MST, January 26, 2022. Responses to these inquiries may be posted on the Procurements Page of the CRRMA website at www.crrma.org for the benefit of all potential respondents.

Submissions to this RFI shall consist of one (1) electronic copy of the completed **APPENDIX B**, directed to wylerttramway@atkinsglobal.com in a format that does not prevent the CRRMA from cutting and pasting content. The deadline for submission of RFI responses is 2:00 p.m., MST, February 16, 2022. The subject of the e-mail should be "Wyler Tramway RFI – [NAME OF SUBMITTING ENTITY]".

D. Industry Meetings

After receipt and analysis of the responses to the RFI, the CRRMA intends to hold one-on-one meetings with interested participants. During the one-on-one meetings, industry participants will be able to ask questions and provide their input as to the optimal procurement approach and any other topics related to Project development. The intent of the meetings is to meet with firms that are interested in discussing the Project and the New Tramway component in a confidential setting that will allow for open dialogue. Information exchanged during these meetings will be considered confidential to the extent permitted by law, and participants are discouraged from submitting extensive presentations about their firm or team members. The CRRMA reserves the right to decline to receive any written materials that it determines, in its sole discretion, are not beneficial to the RFI process. Each one-on-one meeting will be subject to a time limit determined by the CRRMA that is equivalent across each participating firm.

The CRRMA anticipates holding one-on-one meetings in El Paso, Texas on or about February 26, 2022. Virtual participation will be made available as well. Respondents to this RFI who are interested in

participating in industry review one-on-one meetings with the CRRMA's project team should request a meeting by submitting the information in **APPENDIX C** by 2:00 p.m., MST, January 26, 2022. The CRRMA reserves the right to accept as many or as few participants for these meetings as it deems appropriate, as determined in the sole discretion of the CRRMA.

E. Reference Information

As part of this RFI, reference information documents are provided on the Procurements Page of the CRRMA website (www.crrma.org). These include:

- Wyler Aerial Tramway Replacement Feasibility Study (including the selected Option 3); and
- Proposed Tramway Requirements.

Note that the documents referenced above represent submissions to TPWD while they were the primary administrator of the Project. The Project is now being led by the CRRMA and the final documents will generally remove TPWD notations where appropriate, while recognizing TPWD's ongoing participation.

F. Current Anticipated Schedule

The CRRMA currently anticipates the RFI process to follow the milestones outlined below:

Milestone	Anticipated Date
1. RFI Issuance	January 12, 2022
2. RFI Questions Due	January 26, 2022
3. Requests for One-on-One Meetings Due	January 26, 2022
4. CRRMA Responses to RFI Questions Expected	February 2, 2022
5. Responses to RFI Due	February 16, 2022
6. Industry Review One-on-one Meetings	February 26, 2022
7. Issue RFQ	Summer 2022

The anticipated milestone dates noted above are preliminary and subject to change.

G. Anticipated Project Procurement Processes

Any procurements arising from the Project will be subject to all CRRMA contracting regulations and policies, including but not limited to Chapter 370 of the Texas Transportation Code and the CRRMA Procurement Policies. A copy of the CRRMA Procurement Policies is available on the Agency Policies page of the CRRMA website (www.crrma.org). As noted, the Project consists of two distinct components. The CRRMA intends to procure the needed consultants and contractors for such components as follows.

NEW TRAMWAY

As the New Tramway component of the Project requires professional engineering services, its procurement will be issued subject to and in compliance with the Texas Professional Services Procurement Act. The CRRMA intends to short-list potential bidders through an RFQ. The

objective of the RFQ phase will be to short-list the most qualified bidders that demonstrate they have the financial ability, qualifications, and experience necessary to successfully design and construct the New Tramway, including all testing activities and initiation of service. The short-list will be approved by the CRRMA Board of Directors.

The RFQ would be followed by an RFP. Only those entities short-listed by the CRRMA through the RFQ process will be authorized to participate in the second phase of the process. The short-listed bidders will be required to make management and technical submissions that are compliant with and demonstrate full acceptance of project agreement terms that will be incorporated in the solicitation documents. Upon selection of the highest qualified proposer, the CRRMA will begin negotiations with such proposer. In the event an agreed upon price for the New Tramway cannot be reached, the CRRMA will begin negotiations with the next highest qualified proposer until a contract is awarded. The selected proposer will be required to provide a fully operational new tramway system, including but not limited to, cars, cables, foundations, piers, and associated equipment.

ASSOCIATED INFRASTRUCTURE

The CRRMA has already selected Atkins as the designer of record for the Associated Improvements, which include the new base and aerial facilities and expanded driveway/parking lot. Design of these improvements have been separated into two distinct phases: Phase 1 – Expanded Driveway/Parking Lot; and Phase 2 – New Base and Aerial Improvements. Phase 1 is currently under design. Phase 2 will begin design soon. Construction funding is currently available for much of Phase 1, while Phase 2 construction funds are not yet available. Accordingly, the construction of these Phases will be dependent upon availability of funds. In either event, the selected proposer for the New Tramway component will be required to coordinate its work with the contractor selected to develop either Phase 1 or Phases 1 and 2.

H. Inquiry Only – No Contract

This RFI is an inquiry only and no contract or agreement will be entered into as a result of this process. Neither the CRRMA nor any other agency guarantees that the Project will advance to the procurement phase, or that the subsequent procurement, if any, will follow the approach described herein. No submissions received or information provided in this RFI process will have any impact, or be given any consideration, in the evaluation of eventual proposers or team members in any subsequent procurement process.

I. Changes to this RFI

At any time, in its sole discretion, the CRRMA may by written addenda modify, amend, cancel and/or reissue this RFI. If an addendum is issued prior to the date information is due, it will be made available on the Procurements Page of the CRRMA website (www.crrma.org).

J. Information Preparation Costs

All costs directly or indirectly related to preparation of a response to this RFI, including any one-on-one meetings or oral presentations, shall be the sole responsibility of, and shall be borne by, the respondent.

K. Release of Information and Open Records

All information submitted to the CRRMA in connection with this RFI, including any exhibits, correspondence, printed materials, CDs or DVDs, is the property of the CRRMA and may be subject to public disclosure under the Texas Public Information Act ("PIA"). Any material deemed by a respondent

to be proprietary, confidential, or otherwise exempt from disclosure under the PIA should be clearly marked as such. The CRRMA will use reasonable efforts to notify a respondent if a request for public information is received which may require the CRRMA to disclose any material that the respondent has marked as proprietary, confidential, or otherwise exempt from disclosure under the PIA. The CRRMA is not obligated to assert or argue on behalf of the respondent that any information provided to the CRRMA is exempt from required disclosure and shall not be liable for the disclosure of any information submitted in connection with this RFI.

In the event that a respondent participates in a one-on-one meeting with the CRRMA, participants will be asked to sign confidentiality agreements to prevent disclosure of the content of those discussions. In the event documents are presented or notes are created during such meetings, disclosure of such documents will be governed by the preceding paragraph concerning the PIA.

L. Ownership of Submitted Materials

The CRRMA will retain all property rights, including publication rights and intellectual property rights, to work products developed by respondents and submitted in response to this RFI or presented in any one-on-one meetings. Respondents must ensure that the CRRMA has duplication and distribution rights for all work products.

M. Rights of the CRRMA

The CRRMA reserves all its rights at law and equity with respect to this RFI including, but not limited to, the unqualified right, at any time and in its sole discretion, to change or modify this RFI, to reject any and all information submitted, to seek clarification of information, and to request additional information.

No respondent shall have any rights against the CRRMA arising from the contents of this RFI, the receipt of information, or the incorporation in or rejection of information contained in any response or in any other document. The CRRMA makes no representations, warranties, or guarantees that the information contained herein, or in any addenda hereto, is accurate, complete, or timely or that such information accurately represents the conditions that would be encountered during the performance of any subsequent contract issued from a separate procurement document. The furnishing of such information by the CRRMA shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever; and each respondent, by submitting its information, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the CRRMA liable or responsible therefore in any manner whatsoever.

N. No Personal Liability

No CRRMA officer, agent, or employee shall be charged personally with any liability by a respondent or another or held liable to a respondent or another under any term or provision of this RFI or any statements made herein or because of the submission or attempted submission of information or other response hereto or otherwise.

[END OF RFI]

APPENDIX A – CONCEPTUAL ILLUSTRATIONS





[END OF APPENDIX]

APPENDIX B - QUESTIONNAIRE

Please submit this information to: wylerttramway@atkinsglobal.com with a subject line of: "Wylert Tramway RFI – [NAME OF SUBMITTING ENTITY]".

Respondents are invited to return the following questionnaire together with a short cover letter to the CRRMA. Total page count for the questionnaire must not exceed 15 pages, exclusive of the one-page cover letter, and use a minimum of 12 size font. Please follow the general format outlined below. Company marketing materials should not be included, except to the extent that such materials illustrate or respond to items from this questionnaire but will be counted against the page limit noted above.

General Information – Please include in the cover letter

Please provide the following descriptive information:

- Name(s) of company (or team members, if multiple companies);
- Description of company (or team members);
- If you anticipate participating in a subsequent procurement for the New Tramway, do you intend to do so as a prime contractor or subcontractor; and
- Previous experience in tramway projects; and
- Designated contact person, including email and phone number, for communications related to this RFI.

Schedule

1. We anticipate the New Tramway to be installed and operational between 12-18 months after notice to proceed. Please provide comments on this project delivery schedule.
2. What is your firm's current work schedule? When would your firm be able to begin design of the New Tramway? When would your firm be able to begin construction of the New Tramway?

Design and Construction

3. Noting the "Proposed Tramway Requirements" identified in the materials found on the Procurements Page of the CRRMA website (www.crrma.org), does your firm have any questions or concerns with the listed requirements? What additional information will your firm require to commence design of the New Tramway?
4. The design of the New Tramway will be taking place at the same time as the design of some portions of the Associated Infrastructure and will require close coordination. How does your firm propose to coordinate and integrate the New Tramway design activities with those of the Associated Infrastructure being completed by Atkins?
5. If selected, your firm will contract directly with the CRRMA for the New Tramway. How will you coordinate your construction activities with the general contractor for the Associated Infrastructure?
6. Does your firm provide the design of the concrete footings required to support the tramway components? If not, do you provide the design loads and criteria for an independent structural engineer to design? Please provide detailed information on the expected roles and responsibilities for the design of the structural requirements of the New Tramway.

7. Similar to the prior question, does your firm provide the construction and installation of the concrete footings required to support the tramway components? Please provide detailed information on the expected roles and responsibilities for the construction of the structural requirements of the New Tramway.
8. Please provide the power requirements for your proposed system and note if such power requirements are necessary for both the base and aerial stations.
9. Given the location and nature of the New Tramway, where do you foresee significant opportunities to employ innovative design, construction methods, operation and maintenance regimes, and/or materials to acquire efficiencies in cost and schedule?
10. In your view, or based on lessons learned from previous projects, what is the best way to minimize or mitigate risk associated within the proposed tramway footprint, noting the terrain and existing site conditions of this location?

Testing, Start Up, Operations, and Maintenance

11. What does the system testing and start up process entail? What are some lessons learned and best practices that you have seen related to testing and start-up to avoid schedule delays?
12. What training does your firm provide to ensure TPWD is able to properly operate the New Tramway? Are these training costs included in the contract price?
13. What maintenance activities does your firm provide? Are these maintenance activities included in contract price?
14. What warranties would be provided by your firm, or others, for the New Tramway?
15. Outside of the training, maintenance, and warranty items provided by your firm, what operational and maintenance recommendations do you have for the successful long-term operation of the New Tramway?
16. What types of inspection services does your firm provide? Are those inspection services included in the contract price?

Project Delivery

17. If the CRRMA desired to separate the design and construction phases of the New Tramway with separate timelines and contracts, how would your firm identify the costs associated with each phase?
18. If the CRRMA were to seek a single general contractor to construct the New Tramway and Associated Infrastructure, with the tram provider serving as a subcontractor to the general contractor, what questions or concerns would your firm have with such an approach? Please comment on the advantages or disadvantages of single procurement that combines the referenced Project components.
19. What do you consider to be the main risks to timely achievement of an operational New Tramway and the main risks for the successful completion of the entire Project?

Other

20. As the owner/operator of the New Tramway, what should TPWD be prepared for in terms of maintenance and operations? For example, are there O&M savings that could accrue based on

design elements that should be incorporated into the New Tramway? Are there maintenance considerations that could affect design or construction pricing?

21. Do you have any questions about the Project, that having answers for would help ensure you provide a thorough response to any resulting solicitation?

[END OF APPENDIX]

APPENDIX C – Request for One-On-One Industry Review Meeting

Please submit this information to: wylerttramway@atkinsglobal.com with a subject line of: “Meeting Request: Wyler Tramway RFI – [NAME OF SUBMITTING ENTITY]”.

Role Your Company Anticipates Providing to the CRRMA (e.g., Prime, Specialty Area, etc.):

Our company, or the firms on our team, intend to provide the following services:

Reason to Request a meeting time:

The reason we would like to request a meeting is to:

Appointment Preference:

Our preferred meeting time would be_____.
(Meetings will be held on February 26, 2022).

Contact:

My contact information is:

Firm: _____

Name: _____

Address: _____

City, State ZIP: _____

Phone: _____

Fax: _____

E-mail: _____

[END OF APPENDIX]