

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

PROPOSED TRAMWAY REQUIREMENTS

The Camino Real Regional Mobility Authority (“CRRMA”) has issued a Request for Information (“RFI”) to solicit industry input on 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. The 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. The 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.

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. 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.

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. Proposed Tramway Requirements

The information provided below is intended to provide the currently envisioned requirements for the New Tramway but is subject to change. Parties interested in providing comments or questions on the Proposed Tramway Requirements should follow the procedures outlined in the RFI. The New Tramway should include the following requirements:

Regulatory Compliance:

- All professional seals used must be licensed in the state of Texas. This will apply to delegated design components as well, such that any engineering drawings required for the tramway are sealed by an engineer licensed in Texas.
- All designs shall follow applicable guidelines from ASCE for APM standards.
- Must meet CEN and ANSI Code requirements, as well as the latest ASCE APM Standards requirements and any other applicable requirements for a similar system.
- The cabin design must be ADA accessible in space/clearance requirements, signage, audible, etc.
- The selected provider shall provide all documentation necessary and assist in the acquisition of all needed permits and authorizations.

Tramway Design:

- The system shall be designed to cover a vertical rise of approximately 1,000 feet.
- The system shall manage 200 passengers per hour, or better.
- The removal of the existing tramway is not required and is not part of this Project.
- If one or more towers will be used, the successful supplier must design, construct, and certify any such towers for use as needed.
- The system shall operate from the Base Station, with emergency stop and restart abilities from mini control/viewing room at the Aerial Station.
- Full duplex communications using radio and wired comms from Base Station to Aerial Station for safety and coordination.

Cabin Design:

- Must be able to provide two 15 passenger tram cars.
- The system shall include automated opening and closing of cabin doors, with manual override options.
- Cabin design shall include HVAC and lighting.
- The system shall include a generator set for backup/emergency power for the tramway drive system. This system shall ensure passengers can safely be brought down to the Base Station and released from the tram cars, if power is lost to the area.
- The system shall be designed for a minimum 30-year system usage lifespan.

Design Implementation:

- Cabin design drawings shall be submitted for approval within 30 days of issuance of notice to proceed (NTP).
- Base Station design drawings shall be submitted for approval within 30 days of NTP.
- Aerial Station design drawings shall be submitted for approval within 60 days of NTP.
- Tramway system shall be ready for passenger service within 18 months or less from NTP.
- Maintenance manuals will be made available upon completion of the project for TPWD staff/operators.
- Selected provider shall provide operational and safety training for TPWD staff/operators.

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