

RTA OVERVIEW

On-Call Engineering Consult Services

Pre-Proposal Conference

May 16, 2023

Agenda

- Background
- About RTA
- Studies Underway
- Funding Sources
- Scope of Services
- Selection Process
- Questions

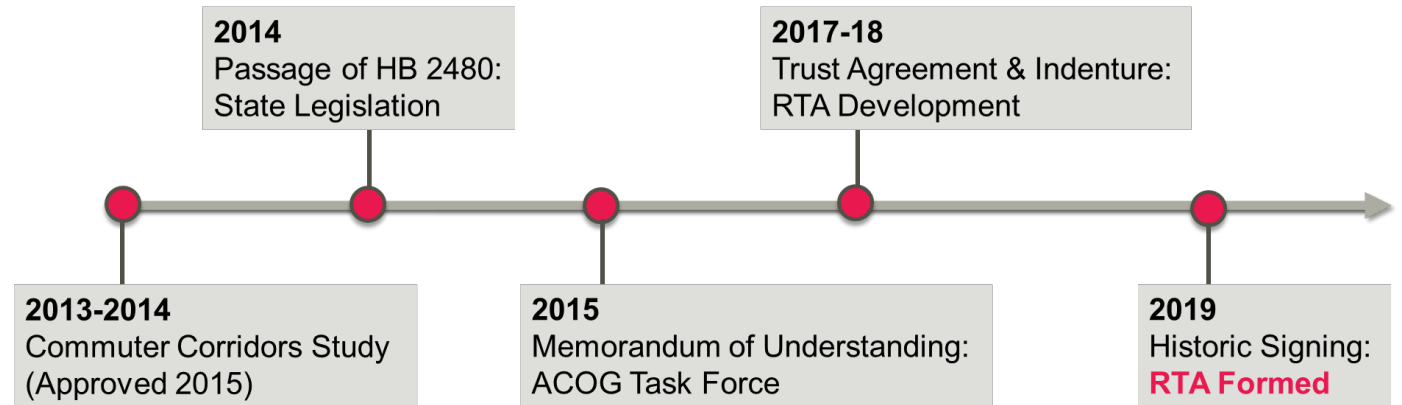
The background features a detailed line-art illustration of a train and its tracks. The train is shown from a side-on perspective, moving along a set of tracks that recede into the distance. The illustration is rendered in a dark purple or maroon color, creating a sense of depth and movement. The train has multiple windows and doors, and the tracks are flanked by a fence or barrier. The overall style is clean and modern, with a focus on geometric lines and perspective.

ABOUT RTA

Prior to RTA Formation

Year	Study Name	Sponsor	Key Findings/Purpose
2005	Fixed Guideway Study	COTPA	Identifies 2030 System Plan Vision including blend of enhanced bus, BRT, streetcar, and commuter rail corridors
2011	Intermodal Transportation Hub Master Plan	ACOG	Identifies a feasible, centralized intermodal hub site to accommodate fixed guideway system identified in 2005 Study
2015	Commuter Corridors Study	ACOG	Analyzes corridors from 2005 Study, and recommends North (to Edmond) and South (to Norman) commuter rail corridors, and streetcar east to Tinker AFB
2016	Encompass 2040	ACOG	Metropolitan Transportation Plan identifies how to invest \$10b in transportation system over 25-year horizon within the OCARTS area

Formation of RTA



Regional Transportation Authority of Central Oklahoma

- Regional, independent governmental agency established in 2019, under the laws of the State of Oklahoma.
- There are three member cities: Edmond, Norman, and Oklahoma City.
- Responsible for developing, funding, constructing, implementing, operating, and maintaining transportation projects located within the boundaries of the regional transportation district.

RTA LEADERSHIP



Brad Henry
CHAIRMAN
City of Oklahoma City



Marion Hutchinson
VICE CHAIRMAN
City of Norman



James Boggs
TREASURER
City of Edmond



Mary M'Elon
SECRETARY
City of Oklahoma City

Coming
soon!

Vacant

City of Oklahoma City

Coming
soon!

Chuck Thompson

City of Norman

Coming
soon!

Jim Gebhart

City of Edmond

RTA MANAGEMENT



Jason Ferbrache

RTA

Interim Executive Director



Kathryn Holmes

RTA

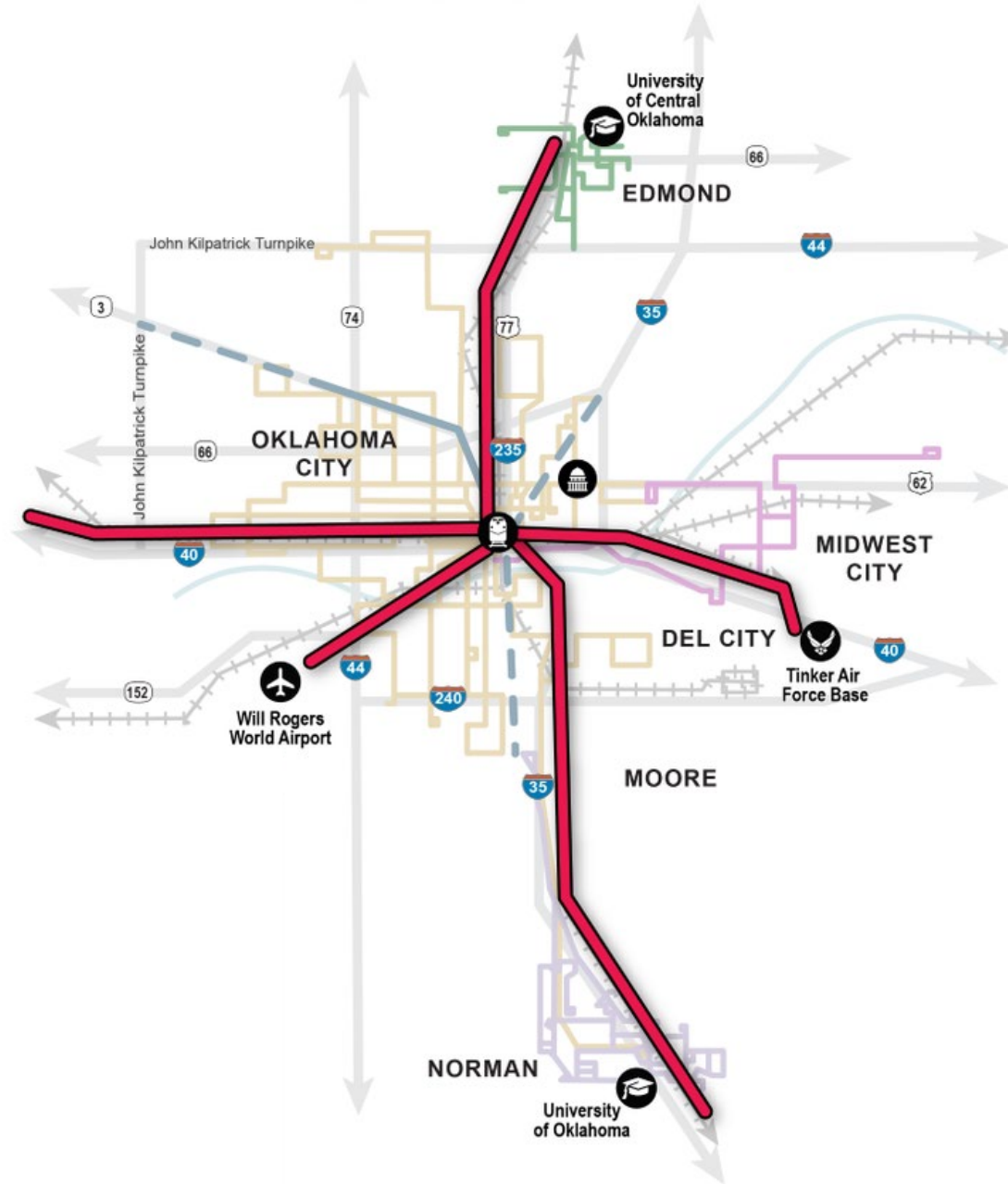
Owners Representative

The background of the image is a photograph of a train in a tunnel, viewed from a low angle looking down the tracks. The train is dark and recedes into the distance. Overlaid on this photograph are white line drawings. On the left side, there are technical sketches of mechanical components, including what looks like a circular hatch or door and a rectangular panel with internal details. On the right side, there are vertical line drawings of structural elements, possibly part of the tunnel's support system or the train's chassis. The overall color palette is dark, with the white text and line drawings providing high contrast.

STUDIES UNDERWAY

RTA Projects

- **North-South Corridor**
 - Connects Edmond to Norman through Oklahoma City
- **East Corridor**
 - Connects Downtown OKC to Tinker Air Force Base
- **Airport Corridor**
 - Connects Downtown OKC to Will Rogers World Airport
- **West Corridor**
 - Connects Downtown OKC to West OKC/Yukon



Adopted RTA Transit System Plan (April 21, 2021)

LEGEND

- Potential Regional Transit Corridor
- Initiatives by Others (Under Design)
- Initiatives by Others (Under Study)
- Edmond Existing Fixed-Route Bus System
- OKC Existing Fixed-Route Bus System
- Midwest City Existing Fixed-Route Bus System
- Norman Existing Fixed-Route Bus System
- Major Roads
- Existing Railroad
- Oklahoma River



FUNDING SOURCES

Funding Sources

- RTA is currently funded by contributions from its member cities.
- RTA has received planning funds through a USDOT RAISE Grant.
- RTA anticipates seeking voter approval for a sales tax to support administrative expenses, operations, maintenance, financing, and access fees.
- RTA anticipates the capital costs of projects it implements will be funded in part with federal planning funds or FTA or FRA discretionary grant funding.
- RTA anticipates it will issue long-term bonds to finance portions of the capital program.

Background

- RTA desires the services of professional engineers to perform on-call engineering services for the RTA.
- This will be a task order contract. When services are needed, the consultant will provide a Preliminary Task Order which shall include a scope of work and cost of the proposal.
- RTA will award one or more on-call contracts with a term of three years with an option to renew for two additional one-year terms.



SCOPE OF SERVICES

Scope of Services

- Civil design and/or construction management services
- Full range of engineering services including preliminary studies, public outreach, drawings, specifications, estimates
- Develop standard plans and specifications
- Respond to plan check comments
- During construction, make on-site visits, review submittals, shp drawings and test results, draft change orders



SELECTION PROCESS

Selection Criteria

- Ability of Firm to Perform
 - Assessment of organization in general
 - Number and types of projects completed
 - Demonstration of ability to be responsive to RTA's on-call needs
- Capabilities of Consultant Team Members
- Qualified Consultant Firms will be asked to provide a fee schedule for Firm members and participating individuals on the team once the selection process is complete.

Timeline

- May 16 - Questions regarding proposal due by 5:00 today. Submit to info@rtaok.org
- May 24 – Response to questions will be posted at www.rtaok.org
- June 7 – Proposals due electronically to info@rtaok.org
- June 20 – Interviews
- July 19 – Award of Agreement
- July 31 – NTP

Communication

- All communications regarding this RFP should be emailed to info@rtaok.org
- Bidders should not discuss this solicitation with any member of the RTA Board of Directors, the Evaluation Committee, or RTA/COTPA staff.

The background features a dark purple illustration of a train track receding into the distance. A train is visible on the tracks. On the left side, there is a white line-art inset showing a close-up of a train car's side and window.

ADMINISTRATIVE MATTERS

Administrative Matters

- Sample Master Service Agreement
 - The agreement is good for 3 years and may be extended for up to two additional one-year terms
 - The agreement shall not exceed \$100k per fiscal year for each of the 3 years
 - Work is done on a task-order basis
- Insurance Requirements
 - Commercial General Liability, Automobile Liability, and Professional Liability – all with a limit no less than \$1M per occurrence
- Federal Required Forms and Terms & Conditions
 - Standard Federal Transit Administration (FTA) forms are required to complete as part of contract
 - As a recipient of FTA grants, the RTA agrees to adhere to all applicable federal laws, regulations, and directives associated with federal funding

The background of the image is a detailed line drawing of a train station. On the left, a train is partially visible, with its windows and doors outlined. The tracks extend into the distance, flanked by station platforms and overhead structures. The entire scene is rendered in a dark, muted purple color. Overlaid on this background is the word "QUESTIONS?" in a large, bold, white, sans-serif font, centered horizontally and slightly above the vertical middle.

QUESTIONS?