

STA COMPREHENSIVE TRANSPORTATION PLAN CONSULTANT SUPPORT SERVICES RFP
RESPONDENT QUESTIONS AND STA REPLIES

1. Q – How many Transit Facilities of Regional Significance (TFORS) are there? Is there a list of TFORS? Are they mapped?

A – There are 29 TFORS, as shown in the attached list (Attachment A) and map (Attachment B). However, STA will use a modified version of the TFORS list to eliminate those facilities with no appreciable walking or bicycle traffic.

2. Q – Has a percentage for DBE involvement been established?

A – STA does not have an independently-established DBE percentage at this time, and is seeking guidance from the Metropolitan Transportation Commission (MTC) on the DBE percentage to use. When that information is available, it will be provided.

3. Q – Will STA allow for the required minimum insurance policy limits to be satisfied by Proposer's Umbrella policy?

A – Yes, provided the Umbrella policy meets the rest of the criteria.

4. Q – Page 141 of the RFP states that STA, its officers, officials, employees and volunteers are to be named as additional insureds on proposer's general and auto liability policies. Page 140 of the RFP states that "The STA, its officers, officials, employees and volunteers are to be covered as insured" on the general and auto liability policies. We assume this is an error and should require STA to be covered as "additional insured" rather than "insured," which would be consistent the sample endorsement language on page 141. Please confirm that STA should be covered as an "additional insured" on the general and auto liability policies.

A – This is correct. STA, its officers, officials, employees and volunteers should be named as **additional** insureds.

5. Q – Can you please specify UDBE goal for this project?

A – See answer to question 2.

6. Q – Aside from Exhibits O-F 10-O1, 10-O2, and 10-P, what other forms, if any, are required to be submitted with the proposal?

A – In addition to 10-O1, 10-O2 and 10-P, if the proposal includes sub consultant contracts of more than \$25,000, there is language on pages 117, 118 and 120 that must be included. The requirement for a contract submittal with the original signature of an authorized official can be fulfilled by submitting Form O-F.

7. Q – Are we required to submit our cost proposal using the examples provided in Attachment III (Exhibit O-H)?

A – No. Exhibit O-H is an example, but it is not a required format.

8. Q – Can STA provide guidance on the nature of the demonstration project that will be defined for the interview?

A – Not at this time. We will provide demonstration project guidance to those that are selected for the second phase of the selection process.

9. Q – Will STA consider modifying to the required insurance coverages for sub-consultants on the project team? The scope and scale of sub-contractor effort on this project is unlikely to warrant such high liability limits. Specifically, we would propose:

- a. Reducing the required limit of insurance for General Liability to \$1,000,000 per occurrence and \$2,000,000 aggregate.
- b. Reducing the required limit of insurance for Auto Liability to \$1,000,000 combined single limit.

A – Yes, STA will consider a reduction in insurance for sub-consultants commensurate with the percentage of work effort on the project.

10. Q – Regarding verification of insurance coverage, will STA allow sub-consultants to include the endorsement language directly on the insurance certificate, rather than requiring an amendatory endorsement to be separately issued by the insurance carrier? Consultation with our insurance broker leads us to believe that the process of obtaining approval for client-specified amendment language can be time-consuming and costly, which could prevent us from participating on the project according to STA's desired schedule. We believe that our policy complies with the stated terms and request that STA accept other evidence of such coverage besides an amendatory endorsement.

A - Yes, provided that the main consultant takes full responsibility for the work of its sub-consultants.

11. Q – What is the status of plan components under development by STA staff (p.4/5 RFP); and what work would you specifically identify for consultant team on these?

- a. Purpose and Goals – any consultant required work?

- b. Bicycle plan – text– any consultant required work?
- c. Pedestrian plan – text– any consultant required work?

A – STA has completed the purpose and goals and the bicycle and pedestrian plan text, and is not requesting consultant support on these items.

12. Q – Policies to guide prioritization of funding of projects and programs (p. 5 RFP) Is this drafted? Need to be developed in its entirety?

A – STA will develop the guiding policies on its own, and is not requesting consultant support on these items.

13. Q – CTP Update Community Outreach – Do you anticipate a consultant role in remaining required community outreach? Will STA staff manage and conduct required outreach?

A – STA is not requesting consultant support for community outreach as a part of this RFP, and does not anticipate doing so with a separate RFP.

14. Q – Project Cost Estimation – Are all projects vetted through committee/outreach and finalized? The project timeline (30 days from Start Date) for this task is aggressive and requires that the list be delivered to the consultant team complete and with no need for modifications.

A – The initial project list was proposed by the 7 cities and the county, vetted by the STA Technical Advisory Committee, and adopted by the STA Board. If respondents believe the timeline in the RFP is too aggressive, they should submit an alternate timeline as a part of their proposal.

15. Q – Mapping and Graphics Support – how many maps/graphic elements are anticipated? The answer to this question will have an impact on our hours allocation and proposed budget.

- a. Pedestrian Plan – do you have an estimate of required maps and graphics?
- b. Bicycle Plan – do you have an estimate of required maps and graphics?
- c. TLC Plan – do you have an estimate of required maps and graphics?
- d. Other CTP chapters – do you have an estimate of required maps and graphics?

A – The number of maps and graphics is unknown, and will be in part determined by the proposals submitted. It may be effective to propose a cost-per-item and a cost ceiling for mapping and graphical support.

16. Q – Transit Facilities of Regional Significance: **TFORs** – these are already identified by staff? Do you have a map or list identifying the TFORs?

A – See answer to Question 1.

17. Q – Task D.2.6 – this Site Report is potentially a significant field undertaking under the available budget and timeline – is your intent that this be kept general; using MTC/ABAG promulgated TOD/walkable community urban design concepts?

A – STA does not have design guidelines separate from those of MTC/ABAG, and would be satisfied if those guidelines are proposed. Respondents should show how they would balance the availability of aerial photos and other electronic records, need for detail and the limits of cost and time in proposing how to conduct field reviews.

18. Q – Task D.2.9 – do you wish to create something like your existing *Transportation and Land Use Toolkit*? Or, updating of your *Planning Commissioner’s Workshop Presentation*? Or is there another brochure format that you are envisioning? Do you have a precedent in mind?

A – STA envisions a brochure that could be provided to STA Board members, other elected officials and local Planning Commissioners, rather than a technical manual or toolkit to be used by professionals.

Criteria for Transit Facilities of Regional Significance

Adopted December 10, 2008

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.

Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
 - a. Routes to destinations outside Solano County or between two or more cities in Solano County
 - b. Peak hour headways of 1 hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

Transit Facilities of Regional Significance

Facility Name	Location	Description
Passenger Stations (rail, ferry, bus)		
Suisun City Train Station	Main Street – Suisun City	Existing train station and platform for Capitol Corridor; short-term auto parking; bus loading and unloading spaces; 250+ park-and-ride across Main Street.
Vallejo Ferry Terminal	Mare Island Way/ Georgia Street – Vallejo	Existing Ferry terminal: ticket station, waiting area, dock. 900-space parking lot; bus stops.
Fairfield Transportation Center	Cadenasso Drive – Fairfield	Existing Multimodal transit center: 640 surface and structure parking spaces; covered bus bays.
Vacaville Intermodal Center	Allison and Ulatis Drives – Vacaville	Future bus stations with covered bays, 200-space surface lot (Phase I). Phase I is fully funded and scheduled for construction in 2009. Phase II 400-space parking structure; not yet funded.
Fairfield/Vacaville Intermodal Station	Peabody and Vanden Roads – Fairfield	Future train station and platform for Capitol Corridor; 200 space surface parking in Phase I with 400 space structure in Phase II. Not fully funded; existing passenger train service commitment.
Dixon Train Depot	A St and SR 113 – Dixon	Existing train depot for Capitol Corridor; 114 space parking lot; future passenger platform. Not fully funded; no passenger train service commitment.
Passenger Transfer Sites (bus)		
Curtola Park and Ride	Curtola Parkway – Vallejo	Existing intercity bus transfer site and 419-space park and ride lot. Future park and ride parking structure and intercity bus station; Phase I fully funded.
Davis Street Park and Ride	Davis Street – Vacaville	Intercity bus transfer site and 250-space Park and Ride lot.

Dixon Park and Ride Lot	Market Lane and Pitt School Road – Dixon	89 space Park and Ride lot; stop for Route 30.
York/Marin Transfer Station	York and Marin Streets – Vallejo	Bus transfer station serving Routes 80 and 85
Sereno Transfer Station	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Bus transfer station serving Route 85
Park and Ride Lots		
Existing Park and Ride Lots	Existing Park and Ride Lots not co-located with other facilities	Vacaville Leisure Town – 45 spaces Vacaville Cliffside – 125 Vacaville Bella Vista – 200 spaces Fairfield Green Valley – 59 spaces Vallejo American Canyon Road * – 22 spaces Benicia Lake Herman Road * – 48 spaces Benicia E Street – 15 spaces Vallejo Benicia Road – 13 spaces Vallejo Magazine Street – 19 spaces Vallejo Lemon Street – 64 spaces Rio Vista Front and Main – 20 spaces
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Benicia – Southampton Road Benicia – Downtown Park Benicia – Industrial Way
* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.		
Support Facilities (ferry, bus, rail)		
Vallejo Ferry Maintenance and Fueling Station	Nimitz Avenue, Mare Island – Vallejo	Ferry maintenance facility and fuel station
Vallejo Transit Bus Maintenance yard	1850 Broadway – Vallejo	Maintenance and storage yard for Vallejo Transit intercity buses
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory Street – Fairfield	Maintenance and storage yard for FAST intercity buses

Union Pacific Railroad Tracks	Solano County; Dixon, Fairfield, Suisun City, Benicia	Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carqinez Strait.
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Attachment B – TFORS Map