

## Response to SR 37 Corridor Financial Opportunities Analysis RFP Questions

<u>Question</u>	<u>Response</u>
1. Is the consultant expected to evaluate or comment on the preliminary construction cost estimates for the three alternatives already developed at this point [...as part of the Caltrans/UC Davis SR 37 Sea Level Rise Study]?	Alternatives will be the basis for the work; however, SR 37 team will work with consultant to develop near/mid/long term projects.
2. Are operations & maintenance cost estimates available for the three alternatives developed at this point?	Not at this time. Consultant will be expected to provide concept level planning estimates.
3. Will the client provide an updated funding matrix for the project or is the consultant expected to develop funding estimates for all relevant sources, in addition to evaluating potential toll revenues?	Yes, consultant is expected to organize and present funding options.
4. Is a Level One (or Tier 1) Traffic & Revenue forecast sufficient for the purpose defined in Task 4 of the RFP?	Yes, a planning level traffic revenue forecast is sufficient.
5. Will the consultant have access to the Solano Napa Activity Based Traffic Model or would model runs be performed by others?	The Solano Napa ABTM model files will be available to the consultant; however, screen line traffic data will be provided as indicated in Task 4 of the project Scope of Work.
6. Will Origin and Destination data sheets be available from the (above referenced) Traffic Model? If so, at what level of detail e.g. daily, AM, PM time periods etc.?	Yes, the O&D info at the screenlines will be available for AM and PM peak periods.
7. Does the Traffic Model have tolling positions already identified?	No, the traffic model does not include any tolling on SR37.
8. Evaluation criteria; "Schedule and capacity to provide qualified personnel (25 Points)": will higher points be awarded to firms that demonstrate the ability to achieve a shorter schedule than that outlined in the RFP?	Higher points will not be awarded for firms that can demonstrate they can achieve a shorter schedule for project completion
9. Will the consultant be provided access to the most up-to-date travel demand model, with key information such as traffic volume and road network journey time for SR 37 and competing routes - or is the consultant expected to generate its own demand model?	Consultant will be provided with screen line traffic data from the Solano Napa Activity Based Traffic Model. The model files will also be made available should the consultant want to develop further analysis.

<u>Questions</u>	<u>Response</u>
10. Should the toll revenue forecast provide Net Operating Toll Revenues in addition to Gross Potential Toll Revenue? If so, will data on projected O&M expenses, leakage, enforcement costs, and non-toll revenues be provided?	Yes, consultant should be prepared to develop planning level concept O&M estimates.
11. Can STA provide a list of existing reports and studies which the consultant is expected to review for Task 1?	Yes, a list of available resource documents will be provided online on the STA website. However, this set of resources may not be considered a complete list.
12. Regarding Task 6 “Final Report”, does STA expect an ultimate recommendation for a procurement model to pursue or a set of decision-making tools that will allow the Policy Committee to make internal recommendations for which model to pursue?	The expectation is a set of decision making tools as the final product report.
13. If the not-to-exceed budget of \$65k is reasonably reached prior to completing all six tasks outlined in the scope of work, and with particular consideration for Task 5 given the potential for additional meetings, will the STA consider a change order or additional task order?	Yes. Any additional meetings or tasks will be negotiated prior to commitment; however, consultant is expected to be diligent in adhering to the project budget to the extent possible.
14. Does the participation in this engagement prohibit the consultant from participating in future scopes of work related to this project for additional financial analysis (funding availability, financial modelling, debt capacity, credit rating agency engagement, etc.) or further technical analysis (capital cost estimates, T&R studies, etc.)?	No, it does not prohibit the team as long as they represent the owner, on behalf of the owner.
15. Does participation in this engagement preclude the consultant from participating on project teams for delivery of design, build, finance, operations or maintenance of the ultimate project?	No, see response to question above.
16. Please confirm that under both scenarios to be analyzed the tolled and no-tolled lanes will be in addition to the existing SR 37 and whether the exiting SR 37 lanes will be available to traffic.	Consultant expected to provide analysis assuming one toll lane in new facility with free option in existing lanes and a second scenario showing existing and new lane being tolled.

**Questions**

17. Please describe the extent of the screen lines for the traffic data that will be provided from the Solano Napa Activity Based Traffic Model. I.e. will traffic for SR 12, SR 29 and SR 116 be provided?
18. Is tolling expected to be congestion based, either variable or dynamic?
19. Do you intend to select just one proposer or more?
20. Does the cover letter count towards the 15 page limit?
21. Please describe the current status of the environmental process, providing the lead agency and what is the expected completion of this process.

**Response**

The Screenline traffic data will provide details on level of service, origin and destination, and current and future average annual daily traffic.

To be determined.

The intention is to select one qualified consultant team to lead this effort.

The cover page does not count toward the 15 page limit.

Environmental process has not been initiated.