

LONG-RANGE TRANSIT PLAN REQUEST FOR PROPOSAL

QUESTIONS AND ANSWERS LOG

Questions received November 21, 2019:

1. Can you expound on what the expectations are for "advise and support the onboard rider survey" and the conduct of a "community survey" in Task2? The SRTA role is to administer the onboard survey. What roles, if any, will the consultant have in the survey design, tabulation and report writing for both the onboard and community surveys? Will the onboard survey include all public transportation services in Shasta County?

SRTA wishes to take an active role in planning and administering the public outreach process in partnership with the Consultant. SRTA will compose the survey with close support from the consultant, meaning that the Consultant will be an active participant in discussions with SRTA staff regarding survey objectives and how survey findings will inform later tasks; provide SRTA with sample surveys/questions from other regions; advise SRTA on the most appropriate wording of questions; and generally advise SRTA to ensure that outreach activities generate the type and quality of public input needed by the Consultant to complete the plan.

SRTA staff will also be administering the survey, including making the survey available on brochure racks on buses and transit centers; riding on the buses to administer one on one surveys to individual riders; and making the survey available on SRTA's website in English and Spanish.

2. In Task 3, what is the time frame for evaluating past efforts to improve public services and performance? Should existing performance measures be utilized for performance evaluation or those developed in Task 5?

As noted in 'Estimated Timeline' column, it is anticipated that the evaluation of existing plans and data will occur in the February to March 2020 timeframe. This and other estimated timelines may be adjusted in consultation with SRTA as needed. In Task #3, the Consultant shall gain an understanding of past and current activities by regional partners to improve public transportation. Existing conventional measures (e.g. mode split, ridership/cost per trip/farebox recovery ratio for different services, number of choice riders, etc.) may be used to evaluate their general effectiveness and progress toward regional outcomes described in the Regional Transportation Plan and Sustainable Communities Strategy. As noted in the 'Task Objective & Future Application' for Task #3, findings shall inform the planning process and support the development of appropriate regional public transportation performance measures and targets associated with Task #5.

Questions received November 14, 2019:

1. What is the nature and date of the StreetLight data SRTA has secured? There seems to be a conflict in item 3.4 in the scope of work: in the SRTA role column, it states, "Provide access to previously downloaded data purchased from StreetLight data." In the consultant Role and Deliverables column, it states, "The consultant shall purchase access to appropriate regional data." These two statements seem to conflict with one another. Can you please clarify, as the purchase of data has implications for the project budget?

SRTA has some [Streetlight Data](#) that was downloaded as part of other planning processes. All such data will be furnished to the consultant. This data is not adequate for the planning process described in the request for proposals (RFP). The consultant will need access to big data to perform new data queries. Purchased data should be generally comparable to Streetlight Data but does not have to be sourced from this specific provider.

2. When was the last on-board survey of RABA riders conducted?

SRTA typically administers a rider survey a part of the TDA-required Unmet Transit Needs process. Public comments are documented in individual Unmet Transit Needs reports:

<https://www.srta.ca.gov/146/Unmet-Transit-Needs-Process>

The most recent comprehensive RABA rider survey was conducted for the 2014 RABA Short Range Transit Plan:

<https://www.srta.ca.gov/DocumentCenter/View/1771/RABA-Short-Range-Transit-Plan-2014-FINAL>

3. Have there been really great examples of successful online engagement in Shasta County by SRTA or other entities? What were the key components of those efforts to drive participation?

With regard to online engagement, a successful recent effort (in terms of numbers of participants and usefulness of comments received) was for the GoShasta Regional Active Transportation Plan:

<https://www.srta.ca.gov/286/GoShasta-Plan-Active-Transportation-Docu>

Strategies that helped make this effort successful include:

- **An online map-based tool for leaving comments that are connected to a specific location. Residents could, for example, drop a pin on a particular intersection and leave a comment on why they feel it is unsafe for cyclists. Hundreds of individuals provided comments that were meaningful and highly utilitarian for the planning process.**
- **Project steering committee members, technical advisory committee members, and community-based bicycle and pedestrian organizations served as information gatekeepers, actively encouraged the public to visit the project website and leave comments.**

4. Does SRTA currently have a long-range financial model for transit operations in the area, or will it be necessary for the consulting team to build such a model?

SRTA does not have a long-range financial model for transit operations. Some forecasts and general assumptions for future public transportation revenues and expenditures can be found in recent planning efforts (see document links in the RFP at the top of page 2). These past efforts may be useful in developing such a model.

5. Has SRTA conducted an assessment of the penetration of app-based rideshare operators in the region?

No.

6. Are cost proposals required to comply with federal acquisition regulation (FAR) part 31 (federal cost principles for for-profit entities)?

See SRTA's sample technical services agreement (<https://www.srta.ca.gov/bids.aspx?bidID=53>), page 2, which states:

"Consultant will require that it and its subcontractors be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (contractors shall refer to, 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and/or parties shall comply with applicable regulations (i) 2 CFR part 220, "Cost Principles for Educational Institutions (OMB Circular A-21);" (ii) 2 CFR part 230, "Cost Principles for Non-Profit Organizations (OMB Circular

A-122); and (b) all parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Contractor, and subcontractor(s), as applicable shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments."

7. Could you please provide a sample copy of SRTA's standard Technical Services Agreement? We were unable to locate it on your website.

A sample copy of the Technical Services Agreement has been uploaded to the website.

<https://www.srta.ca.gov/bids.aspx?bidID=53>