

Shasta Regional Transportation Agency
Response to Questions on Requests for Proposals (RFPs)
for
Shasta Coordinated Transportation Plan Update and
Shasta Intercity Transportation to Sacramento and Bay Area Feasibility Study and
Action Plan
(Posted August 27, 2015)

Q1: Will you be providing a list of all who attended or called in to this morning's (August 24, 2015 at 11:00 AM) pre-proposal meeting?

A1: *Known attendees from the August 24, 2015 pre-proposal conference call include:*

Jacob Bennett – Moore & Associates

David Tokarski – DKS Associates

Thomas Pogue – Eberhardt School of Business, UOP

Steve Wilks – IBI Group

Ross Peterson and Jeremy Dalton – CR Peterson Consulting

Q2: How much of the \$30,000 budget – for Intercity study—is being allocated to SRTA staff administration?

A2: *The grant budget estimated that approximately 11% of the \$30,000 budget would be used for SRTA staff administration.*

Q3: Please provide an overview of actions taken from the action plan/next steps from last year's (2014) *Coordination of CTSA Services Review*.

A3: *Actions taken/followed (recommended, or not) include:*

- *RABA fixed route and paratransit service continues under current JPA*
- *SSNP continues role as providing CTSA transportation services provider (although not coordinator) under an agreement signed December 2014 between SSNP and SRTA, expiring June 30, 2016.*
- *SRTA takes on role of interim transportation services coordinator, under same agreement*
- *SRTA provides funding research and grant writing support to public and social service agency transportation providers*
- *Update to Shasta County Coordinated Human Transportation Plan underway. Initial update of agencies providing transportation services completed.*
- *Unmet transportation needs process/hearings continue, including definition of "unmet needs that are reasonable to meet." Mobility management plan not prepared.*

Q4: What specific studies, plans, and reports will be made available to the consultant to aid in the projection of demand for intercity service?

A4: *Known information that SRTA will make available to the consultant to aid in the projection of demand for intercity service are below.*

- *Redding Municipal Airport Airport Express analysis*
- *AirSage Commute Report from April*
- *Caltrans 2015 Interregional Transportation Strategic Plan*

Q5: How will proposed DBE participation influence proposal evaluation? Will it be all or nothing—i.e., full points awarded for meeting or exceeding the goal of 5.1 percent, with no points awarded for no DBE participation or participation below 5.1 percent? Or will partial points be awarded for proposals that include DBE participation below the 5.1% goal—i.e., three points awarded for proposed participation of 3 percent, etc.?

A5: *In scoring proposals, those with DBE participation of 5.1% or higher will receive five points; all other proposals will receive zero points for DBE participation.*

Q6: The RFPs each list expected project schedules. Would SRTA entertain a faster project completion schedule in either case?

A6: *SRTA would entertain a faster project completion schedule for the Intercity Transportation study and action plan, given SRTA staff availability over the Fall and Winter. The Coordinated Transportation Plan Update schedule may be accelerated as long as the consultant exercises care and due diligence in working with the various providers/stakeholders; an accelerated schedule is also subject to SRTA staff availability.*

Q7: Is the potential for cost savings the primary motivation for issuing a joint RFP between these two projects?

A7: *They were released as two independent RFPs. If the highest scoring proposals for each RFP come from the same consultant, then there may be economies of scale for the chosen consultant and for SRTA administrative efforts.*