

CCJPA On-Call Bicycle Access Planning Services RFSOQ

Questions and Answers

Pre-Submittal Meeting – July 28, 2015

Q: How is lack of or abundance of automobile parking at Capitol Corridor stations related to bicycle access?

A: Each Capitol Corridor station has its own set of inadequacies related to bicycle access, and the amount of auto parking may be an issue at certain stations. We are generally looking for a holistic approach when considering improving station bicycle access.

Q: Are you looking for team expertise with various CCJPA partners (e.g. State of California, Amtrak, local cities)?

A: Yes, any experience of the team working with the State, Amtrak, and local cities along the Capitol Corridor route will be welcome, as those relate to understanding of the complexities of the Capitol Corridor service.

Q: Section J.3.c of the RFSOQ document states that there is a limit of three relevant projects to be listed in the SOQ, is this correct?

A: Yes, please limit the list of relevant projects to three.

Q: The RFSOQ states that the Project Manager shall have professional accreditation in the State of California. What does this mean?

A: Professional accreditation is referring to things such as AICP. A professional accredited Project Manager is encouraged, but not absolutely necessary.

Q: There is no mention of DBE in the RFSOQ document. Are there any DBE requirements for proposers?

A: No, there are no DBE requirements since CCJPA does not anticipate receiving federal funds for the implementation of bicycle access related projects.

Q: Are there any specific stations or particular concerns related to bicycle access that CCJPA is focused on?

A: There are nuanced bicycle access issues at each Capitol Corridor station. For example, Davis, which sees a lot more bicycle users than the average station and has plans for many more bike lockers, has different bicycle access concerns than Hayward, which probably lacks adequate access to the station itself.

Q: What aspects of the CCJPA Bicycle Access Plan have been already implemented and what aspects have not?

A: We have implemented car modifications to accommodate more bicycles, and we're in the process of implementing electronic bicycle lockers at most of our stations. However, we have encountered significant challenges in implementing the foldable bicycle rental idea from the Bicycle Access Plan.

Additional Questions

Q: What are some other possible tasks that could be part of the on-call bicycle access professional services?

A: An additional possible task for the chosen consultant team that was not explicitly stated in the RFSOQ is to apply for strategic grants associated with pedestrian and bike projects for the purpose of enhancing bicycle access of the Capitol Corridor service and stations.

Q: [RFSOQ page 3, Item 2.c.1: Fixed Fee] In reference to the fixed fee not to exceed 8%, this is less than other CA public agencies typically allow. Is this flexible?

A: This is not flexible. We are using BART's guidelines and not going to stray from those standards.

Q: [RFSOQ page 4, Item J.3.b: Section E – Resumes for Project Team for the Agreement] In reference to the statement that, “a total of five (5) resumes are to be submitted and are limited to two pages in length,” is the number of five resumes meant to be a maximum of minimum amount of resumes to be included, and if so, is it per firm included on the team or an absolute number for both prime and subs included together?

A: The number of five resumes is meant to be a maximum for each consultant and each subconsultant. For example, there would be 5 resumes from the prime consultant, and if there are two subs, then 5 each from the subs.

Q: [RFSOQ page 5, Item J.3.d: Section F – Example Projects which Best Illustrate Proposer's Qualifications for this Agreement] In reference to the statement, “Select no more than three (3) projects that demonstrate the Proposer's experience...” is the number of three projects meant to be a maximum amount of example projects per firm included on the team or an absolute number of example projects for both prime and subs included together?

A: The limit of three example projects is for the prime and subs separately.

Q: [RFSOQ page 5, Item J.3.e: Section H – Additional Information] In reference to the statement, “Limit the narrative to two (2) pages,” does this mean 2 pages per firm included on the team or an absolute number of Section H pages for both prime and subs included together?

A: The limit of two pages of Additional Information is for the prime and subs separately.