

CCJPA RFSOQ201718-001 and RFSOQ201718-002 Questions and Answers

Updated 2/27/2018

Q1. Who were CCJPA's previous on-call consultants?

A1. HDR was our previous on-call consultant. For this round of RFSOQs, we are looking at potentially awarding up to two contracts per RFSOQ to expand the diversity of on-call consultants.

Q2. Are there any DBE requirements for these RFSOQs?

A2. There are no DBE requirements for these RFSOQs because the funding sources do not require them.

Q3. Are the consultant reimbursement rates subject to Federal Acquisition Regulation (FAR)?

A3. In general, CCJPA follows BART procedures and policies for consultant reimbursement rate evaluation. When travel is approved into or out of the CCJPA area where the work under individual Work Directives are to be performed, FAR Part 31.205-46, sections (1) and (2), and Federal Travel Regulations (41 CFR 301-304) for the county in which the majority of the work is performed shall apply.

Q4. Are there caps on consultant fixed fees?

A4. Yes. For details, please review Attachment C: Example Provisional Cost Reimbursement and Rate Agreement, Section V. Fixed Fee.

Q5. Will working as the on-call consultant for CCJPA preclude the consultant work on future CCJPA projects?

A5. It may, in some cases. Conflict of interest may arise if the work an on-call consultant performed for CCJPA under the on-call contract gives them evident advantage (e.g. project background understanding) in bidding for a separate CCJPA procurement process. We will do our best to be transparent about future projects when working with selected on-call consultants.

Q6. Do you expect any fleet planning to be part of the on-call services, specifically for mechanical design or evaluation of new rail vehicles?

A6. Caltrans is usually the entity who procures rail vehicles for the state-supported intercity passenger rail services such as Capitol Corridor, so we don't expect any mechanical design or evaluation consultant work needed for the on-call services. However, we will not preclude it from the scope of services, because situations may change in the future.

Q7. Does the overhead/indirect costs cap of 150% only apply to prime consultants?

A7. Yes.

Q8. Wording about the org chart and the resumes (paragraph J.3.a and b) seem to require clarification. We presume the org chart should include key staff only, a minimum of five persons. We also assume that the resumes included should be for key staff only. Can you confirm? If not, please tell us whose resumes are required, and how many?

A8. Please submit 5 resumes per consultant firm (prime and sub). Those personnel with resumes submitted should be Key Personnel for the on-call service and shown in the organization chart.

Q9. Please describe what is envisioned for State Area Studies and Mode of Access Studies.

A9. An example of station area studies is traffic circulation (car, bus, bike, and pedestrian) studies, and mode of access studies would help CCJPA understand how passengers access our service and how we can improve services and amenities to accommodate different access modes (car, bus, bike, pedestrian, etc.).

Q10. Please further clarify the ability of a contractor to provide future operations and maintenance services, should the contractor be selected to provide on-call service planning.

A10. The Conflict of Interest provision in the sample agreement applies to all types of procurement – planning, operations, and maintenance. The provision in the sample agreement lists the legal guidance that CCJPA follows. If there are any questions regarding the legal guidance, you should discuss them with your company's legal counsel.