

# VVTA RFP 2023-01 COMPREHENSIVE OPERATIONS ANALYSIS (COA) ADDENDUM NO. 2

Thursday, April 6, 2023

The following includes the questions posed prior to the deadline for questions on 03/24/2023 and VVTA's responses.

This addendum is provided to all known prospective proposers for clarification of the subject Request for Proposal (RFP).

Q1: "What's the project budget?"

A1: \$550,000.00.

Q2: "What was the budget for the previous SRTP?"

A2: \$80,000.00 per Maged.

Q3: "How does the analysis and outcomes of the SRTP differ from the COA?"

A3: VVTA's vision for this project is to have the awarded contractor review our current system and determine the required changes needed to satisfy the needs of our passengers. An overhaul of the entire system is not out of the question.

Q4: "Given that the answers to the questions will only be available March 30 and the due date is April 6, can VVTA please extend the due date or provide answers sooner than March 30?"

A4: The due date has been extended to April 13, 2023

Q5: "Can VVTA expand on how the following relates to the transfer analysis Task 1.F.: As part of the study, the Proposer is tasked to conduct Title VI Equity Analyses – including a retroactive Analysis of the Barstow Maintenance and Operations Facility, the move of the Hesperia Transfer Hub, Hydrogen fueling station, and any future fare changes."

A5: VVTA needs assistance in completing the Title VI analysis – since Analysis is being completed through the Transit analysis, it is assumed that the information from the transit analysis will aid in completing the different Analyses.

Q6: "What analysis is required for the Maintenance and Operations facility?"

A6: See A5

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- Q7: “What analysis is required for the hydrogen fueling station?”
- A7: How this new location will affect the flow of buses to and from the new facility and see A5 above.
- Q8: “Can VVTA expand on the following item: Based on service changes, expansion and other recommendations, the Proposer shall work closely with VVTA’s Executive Team to develop a detailed fleet plan in accordance with the California Air Resources Board’s (CARB) Innovative Clean Transit (ICT). This will include estimated costs and funding streams including infrastructure. Is VVTA requesting the development of a ZEB plan? Has an ICT ZEB plan already been developed? Is VVTA committed to hydrogen technology?”
- A8: This is to be included in the overall Capital Plan. VVTA has a ZEB rollout plan in place.
- Q9: “Can VVTA describe what they mean by "Paths of travel." as part of Task 3.B.?”
- A9: “Paths of travel” are safe and accessible paths often consisting of dirt, walks, sidewalks, curbs, curb ramps, and other exterior pedestrian amenities in areas to and from existing and proposed bus stop locations.
- Q10: “Can VVTA elaborate on how the on-call tasks would be bid? Could the prime consultant engage subconsultants not included for the COA? Could staffing and rates change?”
- A10: A request for quote to the awarded contractor will be submitted as part of the on-call task. Subconsultants are at the discretion of the awarded contractor – to be included as sub-contractors.
- Q11: “On page 17 (evaluation criteria), can VVTA clarify why Construction Project Management familiarity is important for the COA?”
- A11: The criteria should state “familiarity with Operations Analysis and development of plans to implement needed changes.”
- Q12: “What data will be provided by VVTA to the consultant for Task 2A?”
- A12: The approved budgets, the anticipated funding sources available within the next 5 years, and past three years’ financial statements will be provided to the awarded contractor.
- Q13: “Given the on-call nature of Phase IV, does VVTA expect to award a contract to multiple firms?”
- A13: VVTA intends to award the contract to one contractor.

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Q14: “While phases I through III can be scoped by the proposer (i.e., follow the required Format of Proposals, specifically, bullet H -- approach to accomplish the Scope of Work Requirements), Phase IV does not have any defined scopes. What does VVTA expect as a response to Phase IV?”

A14: Phase IV – please provide an estimate of the costs per hour.

Q15: “How will VVTA evaluate responses for Phase IV?”

A15: The costs per hour from A14 will be evaluated.

Q16: “Does VVTA utilize any transit planning software that would be available to the consultant, such as Remix, Swiftly, etc.?”

A16: Yes, currently Swiftly Run Times & Speed Map.

Q17: “Can you please expand on the level of effort and detail required in producing studies related to the 2028 Olympics and the World Cup as noted in Task 1C?”

A17: VVTA needs an evaluation to determine how these events may affect our service in coordination with LA Metro and other Transit Agencies.

Q18: “Task 1C noted that the SBCTA has requested VVTA's support for the upcoming Brightline project. What is expected of the proposer to provide this support?”

A18: Determining the route changes to be made to each of the stations and how to best serve the needs of our passengers who may use this service – especially commuters.

Q19: “Task 1A notes to conduct an analysis of service utilization for deviated fixed routes and fixed routes. Is VVTA requesting analysis of service utilization only for its fixed routes and no other services (such as demand response, micro transit, and paratransit) in Task 1?”

A19: Fixed, County, Deviated, Intercity, Commuter, Micro Link, and Direct Access.

Q20: “Can VVTA please clarify what materials can be uploaded to Public Purchase and what needs to be sent via mail?”

A20: Technical and Cost proposals and all required documents may be uploaded to Public Purchase. All documents that need to be notarized – a hard copy original has to be sent to VVTA within 5 working days after proposals are due.

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Q21: “Can VVTA confirm that the proposal can be submitted electronically in lieu of a hard copy submittal?”

A21 Yes.

Q22: “... can VVTA clarify which forms/items need to be mailed to VVTA?”

A22: See A20 above

Q23: “Page 7, Section i, Item ii:

*‘Proposer must list all services, equipment, and facilities that the proposer has provided and/or operated under contract during the past five (5) years. Include company name, address, phone number, and contact.’*

“We understand that the intent of this requirement is to assess the experience and capabilities of the proposers. However, as a company with an extensive list of clients and projects, compiling such comprehensive information for the past five years would be highly time-consuming and may not accurately reflect the scope of our expertise. In light of this, and the fact that we are submitting 5 client references and case studies regarding our relevant project experience, we respectfully request your consideration to modify this requirement or exclude this requirement from the RFP. Also please clarify if this requirement is required for our subcontractor partners. “

A23: Please provide not less than 5 reference for the company, and at least 3 references each of the subcontractors. Case studies are not required.

Q24: “Please provide the average weekday ridership, preferably from early 2023 or fall of 2022, for the each of services to be surveyed: urban fixed route, county routes, commuter, intercity, Micro transit, and ADA complementary paratransit. If this isn’t available at the service type level please provide the most disaggregate ridership available”

A24: Average weekday daily ridership for Motor Bus (Includes Fixed, County & Intercity) is 2,078. Commuter is 71.

Q25: “Is VVTA requesting surveying for Saturday and Sunday as well. If so, the same ridership that is being requested for weekdays is also desired from Saturday and Sunday.”

A25: Average Saturday daily ridership for Motor Bus (Includes Fixed, County & Intercity) is 1,130. Sunday is 724. Commuter does not operate on weekends.

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Q26: “Can VVTA clarify which forms need to be submitted by subcontractors?”

A26: All the required forms in Attachment E, except for the price proposal. However, these need to be submitted by the Prime Proposer with their technical proposal.

The dates below remain the same:

Description	Previously Scheduled	Changed to:
Addendum to Answer Questions	2:00 PM PDT, Thursday, March 30, 2023	2:00 PM PDT, Thursday, April 6, 2023
Proposal Due Date	3:00 PM PDT, Thursday, March 30, 2023	3:00 PM PDT, Thursday, April 13, 2023

As stated in the RFP, all addenda must be acknowledged. Please use Attachment E included in the RFP package to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this RFP may be a cause to deem Potential Proposer as “Non-Responsive.”

\*\*\*\*\* End of Addendum No. 2 \*\*\*\*\*