

# **Stanislaus Regional Transit Authority**

**(StanRTA)**

**REQUEST FOR PROPOSALS**

**NO. 2021-04**

**FOR**

**COMPREHENSIVE OPERATIONAL ANALYSIS  
& SHORT- AND LONG-RANGE TRANSIT PLANS**

**ADDENDUM #2**

**July 21, 2021**

Contact Information:

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In response to questions, the attached clarifications and revised language are made part of the above cited Request for Proposals. All other terms and conditions remain in effect.

Please acknowledge receipt of this and any other Addenda on the proposal forms.

**1. Task Overlap – There are a number of Tasks in the RFP (split between the COA and SRTP/RFP) that seem to have a good deal of overlap. For example:**

- **Tasks 1 and 11 (Project Management)**
- **Tasks 2 and 12 (Review of Existing Studies)**
- **Tasks 3 and 13 (Data collection and review of operations)**
- **Tasks 6 and 14 (Develop Service Standards)**

**Is it possible to combine tasks if we show how we combined them?**

The Authority agrees that there is overlap in identified Phase I and II tasks. Proposers may combine activities to suit their project approach. The tasks are identified for completeness in the project description and cost proposal line items.

**2. On page 2, the RFP states: “All potential outcomes shall be scrutinized through the lens of Title VI and environmental justice analysis.”**

**Does StanRTA have a specific Title VI analysis process it would like the consultant to use?**

It is left to the Consultant’s prerogative how they conduct the Title VI activities required for the COA. The Authority desires a thorough and complete Title VI report addressing fare and service equity for the final recommended alternatives.

**3. On page 24, the RFP states: “The new Authority was created with very high expectations for improved service levels, operational efficiency, and improved ADA paratransit services.”**

**Can the StanRTA be more specific about what it means/expects when it says...**

- **Improved service levels?**
- **Improved operational efficiency?**
- **Improved paratransit performance?**

In creating the StanRTA, local leaders established a vision that a single organization with greater combined resources would provide integrated fixed route and demand responsive services. This coordination had never been achieved by the individual transit systems. The result was overlapping fixed-route service along key corridors such as McHenry Avenue and abrupt

transitions from one system to the other long city boundary lines. Fares, fare media, the hours and days MAX and StaRT operate differ as do the technologies used.

Regionalization of transit in Stanislaus County has already created administrative efficiencies and a transit-centered agency culture. The COA with the SRTP and LRTP are the documents and planning processes are the tools for the Authority to work with the Consultant to design and implement the desired improvements.

**4. Can proposers submit the electronic copy of the cost proposal and price proposal on the same USB drive if files are labeled clearly?**

Yes.

**5. Can proposers use regular pages as divider pages if they are clearly marked instead of traditional divider pages with tabs?**

Proposers are requested in Section 109 (p. 8) of the RFP, to provide clearly identified divider pages to enable the evaluation team to easily read the submitted proposal and locate key passages and references during review. If Proposers believe they can accomplish this with a regular page, they may do so.