



January 15, 2021

SUBMITTED QUESTIONS RFP 2020-06

SolanoExpress Connection Protection Study

1. Is it possible to get an extension on the deadline, given the holidays?

At this time, STA will not be extending the deadline. One hard copy and one digital copy (CD or flash drive) of your proposal are due at the STA office no later than 4:00 p.m., January 22, 2021.

2. What data will be provided by STA and what data is STA expecting the consultant to acquire and to what level of detail?

STA will provide SolanoExpress route and ridership data and will assist the consultant in contacting other regional transit agencies for additional data.

3. Is STA looking for the connecting option to include payment methods?

The focus of this study does not include integrating payment methods and connection protection into a single application, but STA is open to the possibility.

4. How open is STA to "on demand" service options?

The focus of this Study in connection protection between existing public transit routes/services. "On demand" service options may be presented/explored but are not an acceptable primary solution.

5. Is the goal for the consultant to provide STA with best practices that inform internal staff development of the plan?

The consultant should provide STA with best practices inform development of the plan as part of the Literature Review. The consultant is responsible for developing the plan with regular input from the Project Leadership Team.

6. Does the project focus more on the infrastructure side or the vehicle side of connectors?

The consultant should consider both the infrastructure and vehicle side of connectors. The Study must provide a plan for the implementation of both components and include a comprehensive cost estimate.

7. What open source platform to integrate the data does STA currently have?

SolanoExpress is operated by SolTrans and FAST, each of them have their own AVL and APC operator. Inventory of these platforms and their ability to communicate with each other will be part of the scope.

8. Is integration in the study limited to transit partners listed in the RFP or is STA open to connecting with private operators too?

STA is open to exploring connection protection with any interested partners, including private operators. However, the consultant should prioritize connections with major regional transit operators.

9. Is STA interested to studying future innovative approaches or options, such as first/last mile option like AV?

The focus of this study, funded through a grant from the Transit and Intercity Rail Capital Program, is connection protection. While STA is always interested in innovative approaches, first-last mile options are beyond the scope of this study. Many Solano residents commute long distances to the Bay Area or Sacramento, relying on multiple transit agencies (such as taking a SolanoExpress bus to connect with a BART train). First/last mile solutions would not address connectivity issues on these long trips.

10. What connection windows (in minutes) are acceptable/desirable for BART, WETA and Capital Corridor connections?

The connection windows will be somewhat contingent on the proximity of the SolanoExpress stop to the connecting transit facility. However, 5-15 minutes would be a generally acceptable range.

11. Is the pilot envisioned to be two weeks or one month in duration?

The pilot will be one month in duration, but this includes a training period for SolanoExpress employees. Actual field testing will likely be two to three weeks in duration.

12. What does STA envision the pilot will involve? For example, piloting technologies, processes, operational changes, or all of the above?

The pilot will involve technologies and processes but will occur on an existing SolanoExpress route/timetable and exclude operational changes.

13. This project envisions collaborations across several different transit agencies. To what extent is “connection protection” uniformly understood across the participating agencies? Will the consultant be expected to foster a singular vision/mandate in this regard, or has this already been achieved?

“Connection protection” is a concept that all participating agencies have previously discussed or studied, but at this time there is no singular vision/mandate uniting these piecemeal studies. The SolanoExpress Connection Protection Study includes a collaborative Project Leadership Team to help foster a more cohesive vision among Bay Area transit agencies, and the consultant is expected to keep this goal as a core focus of the study.

14. How many copies of the proposal are required? (Cover letter says 1 hard copy, 1 CD/Flash drive, but page 8 says 4 hard copies and 1 CD/Flash drive)

*Please disregard the submittal information on page 8; this is an error. **One hard copy and one digital copy (CD or flash drive)** of your proposal are due at the STA office no later than 4:00 p.m., January 22, 2021.*

15. Is a form required for DVBE participation? (There is a 3% DVBE goal but I don't see a form included with the RFP)

No Form is required. List the DVBE firm in the budget, indicating what percentage is expected from the contract.

16. Can you clarify which sections are subject to Section 1: Qualifications 10-page limit (shown on page 8 of RFP)? Which sections are considered "qualifications"? For example: Does that include section 3 -10 on pages 7 & 8 of RFP? Or just specific sections?

The 10 single-sided page limit only applies to the Firm Qualifications section and excludes resumes and the transmittal letter. There is no page limit for the other sections of the proposal.

17. Does the cost of any equipment and training required for the pilot study need to be included in the Task 6 budget?

The cost of required training and equipment purchase for the pilot study need to be included in the Task 6 budget.

18. Are recommendations for equipment expected to include transit operator's vehicles and facilities outside of the operators of SolanoExpress?

One of the core priorities of this study is to provide equipment recommendations for SolanoExpress, but compatibility with equipment used or planned to be used by other regional transit operators must be considered.

19. Does STA have a DVBE roster for review or is there a list of DVBE firms on STA's consultant database?

DVBE firms may be found here: <https://caleprocure.ca.gov/pages/sbdvbe-index.aspx>

20. If there continue to be health considerations across California in the upcoming weeks regarding the coronavirus (COVID-19), would STA consider accepting proposals as PDFs/electronic files via email and not require hard copy submittals?

STA requires one hard copy and one CD/Flash drive of the proposal in order for the proposal to be considered.

21. What data will be available for analyzing connectivity with regional services?

STA will provide SolanoExpress route and ridership data and will assist the consultant in contacting other regional transit agencies for additional data.

22. Can you please share any further information on the Caltrans/CCTA IDTO work?

Caltrans and California PATH have been conducting efforts developing an Integrated Dynamic Transit Operation (IDTO) System for multimodal suburban transit, in collaboration with Contra Costa Transportation Authority (CCTA) and Tri-Delta Transit. The IDTO system aims at supporting enhanced transit operations by dynamically holding vehicles at bus stops to meet with connecting passengers (Transfer Connection Protection or T-CONNECT), adjusting transit routing to pick up passengers not on regular routes or avoiding congestion regions (Dynamic Dispatch or T-DISP), facilitating first-mile and last-mile shared riders (Dynamic Rideshare or D-RIDE), and providing travelers with real-time trip update information. All these applications are integrated into the IDTO framework and operate in real-time to enable enhanced connectivity, more convenient public transit service and improved service quality for the suburban travel public.

More information about the Caltrans IDTO can be found at the following resources:

<https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/research-notes/task3152-rns-08-20-a11y.pdf>

<https://path.berkeley.edu/research/connected-and-automated-vehicles/integrated-dynamic-transit-operation-idto-system-using>