

Questions Submitted by WSP 08/08/2017

- Q1. Page 3 of the RFP states that the "Total amount payable to the Consultant shall not exceed \$9.500.000.00 and with a performance period of the contract from the date approved by VCTC to the completion of the PA/ED phase or 12/30/2021 whichever is the lesser." The \$9.5M maximum contract amount was re-stated on page 19. The PSR/PDS, however, listed a Current Capital Outlay Support Estimate for the PA&ED for \$14 million. In addition, the SCAG 2017 Federal Transportation Improvement Program identifies \$14,497,000 in required funding for the PAED. Please clarify how the \$9.5M maximum Consultant contract amount was determined. Also, please clarify if cost proposals in excess of \$9.5M will be disqualified or deemed nonresponsive.
- A1. The procurement guidelines for federal aid projects require VCTC to estimate the cost of consultant work associated with this project. VCTC assisted by three large southern California outside agencies developed three independent bottom-up estimates based upon the Scope of Work and the Project Study Report (PSR). The three estimates ranged from \$8 million to \$9.5 million. VCTC taking the conservative approach adopted the \$9.5 million estimate for the project.

The funding programmed in the 2017 Federal Transportation Improvement Program includes all federal funds available to VCTC at this time and should provide sufficient cushion should the project come in at a higher cost than estimated.

Cost proposals over the \$9.5 million estimate will not result in disgualification. Consultants are encouraged to develop a defensible line item project estimate based on the Scope of Work contained in the RFP. VCTC may elect to exceed the estimate stated in the RFP provided that hours and cost per hour are deemed reasonable and in line with the Scope of Work.

- Q2. The pre-bid meeting is scheduled on August 31, just two weeks before proposals are due. Can the submittal date be extended to allow proposers to (1) better evaluate and respond to answers to questions at the pre-bid meeting, and (2) explore potential opportunities that may be discussed at the pre-bid meeting?
- VCTC has extended the deadline for proposal submission to September 28th at 4:00 PM. A2.
- Q3. Would it be possible to receive answers to questions related to cost/pricing prior to the August 25 deadline for releasing responses to written questions?
- А3. Answers to this question have been posted on 8/18/2017.
- Q4. Page 3 of the RFP states, "submit five (6) hard copies and one (1) electronic copy. . ." Please verify whether the number of hard copies to be submitted is five or six.
- A4. Six hard copies should be submitted.

Questions Submitted by Celtis Ventures 08/11/2017

- Q1. Are you anticipating that all marketing/communications associated with the US 101 PAED project will be handled by the chosen consultant team? Or will marketing/communications tasks not explicitly called out in the RFP (such as social media, email marketing or advertising) fall under the purview of Celtis as VCTC's general marketing and outreach consultant?
- A1. The chosen consulting team will be responsible for all marketing and communication associated with US 101 PAED project including social media, email marketing or advertising.



U.S. 101 HOV Lane Project Project Approval & Environmental Document Phase RFP Questions and Answers

Questions Submitted by Moffatt & Nichol 08/14/2017

- Q1. When the RFP states not to exceed 9.5 million, does that mean they will not accept anything higher, even with good reason?
- A1. Cost proposals over the \$9.5 million estimate will not result in disqualification. Consultants should develop a defensible line item project estimate based on the Scope of Work contained in the RFP. Consultant are advised to be mindful of the \$9.5 million estimate as VCTC will be required to negotiate a reasonable contract based on the estimate.
- Q2. Do they want 5 or 6 hard copies of the proposal? The RFP reads: "five (6)"
- A2. Six hard copies are required.
- Q3. Is there a page limit?
- A3. There is no page limit.
- Q4. If we meet the DBE Goal, do we still have to provide a GFE? The RFP reads: "...proposer prepare and submit a GFE irrespective of meeting the DBE goal.
- A4. Yes, this serves to protect the bidder in the event of error in DBE calculations or other scenarios.

Questions Submitted by AECOM 08/14/2017

- Q1. Is the signature sheet the last page of the Sample Contract and the page numbering for that page should be 15 of 15?
- A1. Yes.

Questions Submitted by WSP 08/18/2017

- Q1. Page 3 of the RFP states that the "Total amount payable to the Consultant shall not exceed \$9,500,000.00 and with a performance period of the contract from the date approved by VCTC to the completion of the PA/ED phase or 12/30/2021 whichever is the lesser." The \$9.5M maximum contract amount was re-stated on page 19. The PSR/PDS, however, listed a Current Capital Outlay Support Estimate for the PA&ED for \$14 million. In addition, the SCAG 2017 Federal Transportation Improvement Program identifies \$14,497,000 in required funding for the PAED. Please clarify how the \$9.5M maximum Consultant contract amount was determined. Also, please clarify if cost proposals in excess of \$9.5M will be disqualified or deemed non-responsive.
- A1. The procurement guidelines for federal aid projects require VCTC to estimate the cost of consultant work associated with this project. VCTC assisted by three large southern California outside agencies developed three independent bottom-up estimates based upon the Scope of Work and the Project Study Report (PSR). The three estimates ranged from \$8 million to \$9.5 million. VCTC taking the conservative approach adopted the \$9.5 million estimate for the project.

The funding programmed in the 2017 Federal Transportation Improvement Program includes all federal funds available to VCTC at this time and should provide sufficient cushion should the project come in at a higher cost than estimated.



U.S. 101 HOV Lane Project Project Approval & Environmental Document Phase RFP Questions and Answers

Cost proposals over the \$9.5 million estimate will not result in disqualification. Consultants are encouraged to develop a defensible line item project estimate based on the Scope of Work contained in the RFP. VCTC may elect to exceed the estimate stated in the RFP provided that hours and cost per hour are deemed reasonable and in line with the Scope of Work.

- Q2. Would it be possible to receive answers to questions related to cost/pricing prior to the August 25 deadline for releasing responses to written questions?
- A2. Answers to this question have been posted on 8/18/2017.
- Q3. Does VCTC want a page limit on the proposal (i.e. 75 pages excluding, resumes, forms, table of contents, and appendix)?
- A3. There is no page limit.

Questions Submitted by Michael Baker International 08/18/2017

- Q1. There is a specified cap of \$9.5 million for performance of all the services listed in the RFP and for an EIR/FONSI environmental class of action. The corridor is a 26 mile long project with multiple alternatives as defined in the PSR-PDS and the RFP scope of work. These alternatives can range from placing non-standard HOV lanes in the median that would have a lesser impact, to other alternatives that require outside widening and have a significant impact on numerous existing bridges and require modification of several interchanges. The \$9.5 million cap is inconsistent with the typical level of effort for a project of this magnitude with multiple alternatives to be evaluated. Can you please elaborate on how this dollar value was arrived at given the historical costs of preparing this level of CEQA/NEPA documentation on similar projects in California?
- A1. The procurement guidelines for federal aid projects require VCTC to estimate the cost of consultant work associated with this project. VCTC assisted by three large southern California outside agencies developed three independent bottom-up estimates based upon the Scope of Work and the Project Study Report (PSR). The three estimates ranged from \$8 million to \$9.5 million. VCTC taking the conservative approach adopted the \$9.5 million estimate for the project.

The funding programmed in the 2017 Federal Transportation Improvement Program includes all federal funds available to VCTC at this time and should provide sufficient cushion should the project come in at a higher cost than estimated.

Cost proposals over the \$9.5 million estimate will not result in disqualification. Consultants are encouraged to develop a defensible line item project estimate based on the Scope of Work contained in the RFP. VCTC may elect to exceed the estimate stated in the RFP provided that hours and cost per hour are deemed reasonable and in line with the Scope of Work.