

# Coordinated Plan: Questions and Responses

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Question 1: Do you have a deadline for the final product(s)?

The Project schedule is negotiable. The only firm deadline is associated with the grant funded element of the project (Coordinated Plans). This deliverable has a 3 year window in which funds must be spent. We anticipate a schedule that delivers well ahead of this timeline.

Question 2: Regarding the requested four separate cost proposals related to the Coordinated Plan, the two SRTP's and the service extension in Amador County, can you please confirm that they should be incorporated into the overall submitted proposal rather than bound separately?

We will leave it open to the proposing firms whether the requested proposals are bound together or bound separately. As long as the cost proposals are clearly delineated, the intent of the RFP will be considered met.

Question 3: Would the budget for the project be available?

The CCOG, ACTC and TCTC have been awarded \$110,490 in FTA 5304 Strategic Partnership Transit funds. This amount is intended to deliver the updated Coordinated Plans for all three regions.

The RTPA's also wish to deliver Short Range Transit Plans (CCOG/TCTC) along with a route analysis (ACTC), however, these items are NOT covered by the grant. Each agency is responsible for evaluating and funding the additional deliverable they are interested in.

Question 4: Do you have a price range for these component parts – for the Coordinated Plan, for each SRTP, for the ACTC Route Analysis?

There are no firm budgets associated with the component parts. Each agency will evaluate the cost proposal for the component they are interested in. Due to the interrelated nature of the Coordinated Plan and component parts, the agencies anticipate that much of the work involved in producing the Coordinated Plan will benefit the component plans. Unfortunately, the exact economy of scale for the request is unknown. Each Agency will evaluate their proposal for affordability and make a decision on funding it.

Question 5: In order to create a realistic budget for on-board surveying for the two systems, it would be helpful to know:

1. Revenue hours of service on each route, for both systems
2. Average daily ridership per route, for both systems

For Tuolumne County Transit:

Revenue hours of service	Route 1- avg. daily- 12.8 / Avg daily trips- 110
	Route 2- avg. daily- 11.8 / Avg daily trips- 47
	Route 3- avg. daily- 9.5 / Avg daily trips- 61
	Route 4- avg. daily- 4 / Avg daily trips- 25
	Route 5- avg. daily- 5.6 / Avg daily trips- 25

For Calaveras Transit:

(Monthly) Vehicle Service Hours, avg: 1,037	Red Line- / Avg riders- 61
	Blue Line- / Avg riders- 25
	Copper Line- / Avg riders- 4
	Purple Line- / Avg riders- 16
	Green Line- / Avg riders- 1
	(daily)