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Responses to Submitted Questions for Clarification of RFQ #101521

On Call Transit Planning and Engineering Services for Cabarrus County Transportation Service (CTS) and Concord Kannapolis Area Transit (Rider)

Deadline for questions/requests for clarification: Tuesday, October 29, 2020 at 12:00 PM ET

- Is there an estimated value or budget amount available for these services?
No, not at this time. As it's an on-call contract, tasks will be let to the selected firm/team as funds become available. An anticipated range would be somewhere between \$100,000-\$900,000 over the five years, but other than the first task order in the RFQ, funding would have to be secured to move forward with the others. We believe we'll fund most if not all of the five tasks, but it's not guaranteed at the moment.
- An "original" copy is noted as a requirement; is an electronic signature acceptable as an original?
Yes.
- On the firm workload, would it be acceptable to provide current and projected workload of the team members listed in the proposal, or is an overall firm workload required?
Please disregard the question related to firm workload. Please provide current and projected workload of the team members listed in the proposal.
- Who will the study contract be with? Rider Transit, the City of Concord, Cabarrus County or a combination thereof?
The contract will be with the City of Concord.
- Can you please provide a standard contract with the contracting entity for our legal review?
A standard contract template can be provided. It will be posted along with this document at <https://ckrider.com/about/#doing-business>. The template will not include specific details of the final contract for this project (e.g. final negotiated rate and terms).
- Will the selected firm be allowed to add additional subconsultant partners throughout the life of the contract based on the task orders?
Yes.



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- If we were to add DBEs firms as subcontractors per task order throughout the life of the contract, with whom should DBEs be registered?
DBEs should be registered with the State of North Carolina Department of Transportation.
- Does Rider Transit have access to tools such as Public Input, MetroQuest, or public engagement platforms/licenses, and if so, will the selected firm be granted access to use those licenses?
Rider Transit has access to Public Input and can work with the selected firm to coordinate access.
- Is CATS a funding partner for the overall on-call planning effort or is their engagement limited to the high capacity/TOD portion of the contract?
CATS is not a funding partner for the overall on-call planning effort. At this time, CATS' anticipated participation is limited to the HCP/TOD portion of the contract.
- Will there be a single project manager from Rider Transit for all on-call tasks, or will there be multiple project managers?
There will be a single project manager for each task, but the project manager may be different for each task and will be determined as each task is let.
- For the first task regarding agency consolidation activities, are there specific stakeholders we should anticipate talking with beyond CCTS, CK Rider, and the cities or counties of the service area? (e.g. Area Agency on Aging, or workforce development organizations)
This will be determined during the scoping period of the task.
 - Are there departments within Cabarrus County that need to be engaged (e.g. HR, DSS) or County Board elected?
This will be determined during the scoping period of the task.
- For the fourth task regarding a customer service survey program, is the intent to survey consumers/system riders about their experience using the services, or is the intent to be about performance measurement and metrics related to customer service (e.g. on-time performance, vehicle loading, etc.)?
The intent is to survey consumers/system riders about their experience using the services.
 - If customer surveying refers to direct surveying of riders, what is the preferred method for conducting the survey? E.g. On-board vehicles, at stops before passengers board, online?
At a minimum, surveys should be conducted on board vehicles and online. Other options can be discussed during the scoping period of the task.
 - Is APC data available? Will boarding and alighting be part of the survey?
Rider Transit has recently installed APC technology on fixed route vehicles. At this point, the APC data has not been validated.



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- The RFQ refers generally to vertical construction and architectural services. Could you elaborate more on the kinds of architectural services you expect needing during the duration of the contract?

We envision that the selected firm will be able to provide realistic visual imagery/renderings of facilities such as maintenance/operations facilities, HCT mode alignments, station/stop amenities, park & ride/multi-modal facilities, and potential/conceptual transit-oriented development projects.

- What are your meeting preferences as they relate to COVID precautions?
 - Are you comfortable with in-person meetings, workshops, interviews?
 - Would you prefer to use virtual tools instead?
 - Is a hybrid option preferable, depending on COVID status?

We prefer in-person events, but anticipate the need for hybrid or virtual environments depending on the status of COVID-19 locally.

- Could you please clarify the difference between Section 5 – Current and Projected Workload of the Firm and the criteria in Section 3 – Personnel to “list all current or anticipated assignments of the staff.”

Please disregard the question related to firm workload. Please provide current and projected workload of the team members listed in the proposal.

- If entire firm workload is required in Section 5, is this required for all subconsultants as well as the Prime consultant?

This is not required for subconsultants. It is the responsibility of the Prime to ensure that subcontractors have sufficient capacity to complete their assignments.

--- End of list---