

MONTEREY BAY AREA RAIL
NETWORK INTEGRATION STUDY
REQUEST FOR PROPOSALS

FREQUENTLY ASKED QUESTIONS

RFP online here: http://bit.ly/TAMC_Bids (posted 12/5/18)

- Questions are due January 25, 2019 at noon
- Proposals are due **February 7, 2019**, at noon

Frequently Asked Questions (FAQ)
As of 1/4/19

Questions submitted via email:

1. “What are the Overall expectations of the study?”
 - The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area by determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. This study will also assist the Transportation Agency by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City.
2. “What are the expectations of the state vis a vie [sic] the state rail plan?”
 - The Study will lay the groundwork for implementing the 2018 California State Rail Plan on the Central Coast, defined as the region that “encompasses the Central Coast rail network between San Jose in the north and Santa Barbara/Goleta in the south, including the UPRR Coast Route and Monterey and Santa Cruz Branch Lines”. This study shall focus on the Monterey Bay Area. You can review the 2018 California State Rail Plan online here: <http://www.dot.ca.gov/californiarail/>; the state expressed specific objectives for the Central Coast in the 2022, 2027 & 2040 time horizons.
3. “Do you have any thoughts or specific firms to help with travel demand forecast? Steer Davie Gleave is currently doing the travel model for the State?”
 - No, TAMC has not specified which firms might help with travel demand forecasting.
4. “Does TAMC view the travel demand modeling as an important element in the project?”
 - TAMC believes that the travel market analyses that have been done for the State Rail Plan are likely sufficient for the purposes of this study but is open to alternative proposals or ideas that would most effectively accomplish the goal of the study. The scope includes the following suggested task: “Summarize existing travel market analyses for planned services, and perform a new travel market analysis, if needed for new alternatives”.

5. “What is the coordination with the freight rail and what type of work needs to get done?”
 - The consultant team should have expertise in working with commuter, intercity, and freight railroad operators and should be creative in suggesting ideas for implementing a bold new vision in keeping with the 2018 California State Rail Plan. In the case of the Monterey Bay Area, the freight railroad operators are Union Pacific for the coast mainline route and the St. Paul & Pacific Railroad Co. LLC, a subsidiary of Progressive Rail Inc., for the Santa Cruz branch line. Coordination with freight railroad operators should be considered an important part of this project.

Questions from the pre-proposal conference:

6. What is TAMC staff’s role on the project?
 - TAMC staff will be performing oversight of the project, reviewing and editing the feasibility study, making presentations to the TAMC Board and committees, facilitating the stakeholder and public outreach effort, and ensuring continuity between the subject study and related studies being undertaken around the region and the state.
7. What is the relationship between this study and the Santa Cruz County Unified Corridor Investment Study?
 - TAMC expects this feasibility study to coordinate closely with the Santa Cruz County Regional Transportation Agency’s planning effort that is expected to follow on the completion of the Unified Corridor Investment Study (<https://sccrtc.org/projects/multi-modal/unified-corridor-study/>).
8. Is this just going to be a compilation of previously completed studies for the region?
 - This study is expected to start with a document review and synthesis of existing plans and studies, and build on work already developed, in order to show where the state can best invest its transportation funds.
9. Does TAMC anticipate the study to include new ridership analyses or forecasts?
 - No, although some limited forecasting may be included in order to update some of the older forecasts. The work recently completed for the State Rail Plan is expected to be most useful for this effort.
10. Can TAMC get ridership data from SMART [Sonoma Marin Area Rail Transit] as a real-life ridership comparable?
 - TAMC can request current ridership information from SMART staff.
11. Can the contract be set up as a task order contract to enable it to evolve from a feasibility study into grant application assistance work such as benefit cost analyses and cost estimating?
 - TAMC will inquire of the State whether this is an eligible expense for this grant, and, if so, may update the RFP accordingly, via Addendum.
12. Is the final product expected to be a glossy graphic document for public outreach purposes or a technical report making the case for grant applications, or a hybrid of both?
 - TAMC wants this document to be coordinated and consistent with the State Rail Plan, with an element that can be used for public outreach efforts and to explain the

findings in an easy-to-understand manner, as well as technical background information that can be used to substantiate grant applications.

13. What is the current level of Union Pacific's commitment to any of the rail projects studied to date?
 - Union Pacific, owner of the coast mainline tracks between San Jose and San Luis Obispo, has not committed to any new passenger service on the Central Coast at this time. Any service proposed to use their tracks would require an agreement with Union Pacific and require investments in the corridor based on that agreement. TAMC is working with the State to determine the level of investment in the corridor, and recently helped Caltrans to secure a grant for Positive Train Control in the corridor from Gilroy to San Luis Obispo (Caltrans is the lead implementing agency).
 - The Monterey Branch line is owned by TAMC and the Cities of Seaside and Monterey from Castroville to Monterey; any service on that line is not subject to approval by Union Pacific.
 - The Santa Cruz Branch Line is owned by the Santa Cruz County Regional Transportation Agency. The details of any passenger service on that line are tangential to, but important to coordinate with, this feasibility study.
14. What are the options for increasing rail through the Elkhorn Slough, given the 2040 Rail Plan vision for hourly rail service to Santa Cruz and Monterey?
 - The Association of Monterey Bay Area Governments is developing a study of sustainability options for the Elkhorn Slough in the face of sea level rise. This feasibility study should include this concurrent work in its document review and include consideration of the constraints of operating through the Slough.
15. Do subconsultants need to fill out the same cost exhibits for Caltrans?
 - Yes.
16. Does TAMC think RTC modeling should be included in the study?
 - No.
17. Does TAMC want the study to include station area master planning?
 - No.
18. Do the station/service cost estimates need updating?
 - Yes.
19. Has Union Pacific approved side platforms for future stations?
 - No.