

Date: February 28, 2014

Listed below are the questions that have been raised concerning the aforementioned RFP.

QUESTION 1.

Please describe in what form the current travel demand model accommodates transit (e.g., thru trip table reduction factors, hard coding of routes/stops onto the roadway network)

ANSWER 1.

The model has both stops and line routes with schedules coded for each route. Mode choice is being updated with logit mode choice with borrowed average coefficients to be modified during updated model calibration. Because this still requires calibration we are planning to use the European approach of only using mode choice to allocate "transit" trips which then uses the schedules and transfer times for the rider to select between

QUESTION 2.

How does the model account for different transit types (e.g., local bus, limited bus, passenger train)

ANSWER 2.

The model currently has simply bus and train, each with their own routes, stops, and with appropriate transfers. There is a transit mode, and the choice for transit system is based upon schedules and transfer times.

QUESTION 3.

What factors are taken into account to determine the potential transit ridership within the model (e.g., walk distance, value of time, park-and-ride/drive access)

ANSWER 3.

The model currently includes walk distance, wait time, in-vehicle time, transfer time, and fare. The coefficients still require calibration. Other parameters can be added if there is additional data.

QUESTION 4.

When the RFP mentions "incorporation of possible transit factors such as accessibility and connectivity" please describe more thoroughly what is envisioned for the model update process.

ANSWER 4.

We believe the previous answers address this question.

QUESTION 5.

Do you have an approximate budget or range for this project?

ANSWER 5.

Please see first set of questions/answers

QUESTION 6.

Is there any DBE requirement for this project?

ANSWER 6.

Given this is federal funding the Santa Fe MPO will comply with applicable federal laws including the Disadvantaged Business Enterprise Program.

QUESTION 7.

Is there a previous Public Transit Master Plan? If so, is it available?

ANSWER 7.

This would be the first Santa Fe Public Transit Master Plan. However, the 2010-2035 Metropolitan Transportation Plan has transit elements that speak to the regional service dynamics. Additionally, the 2012 Metropolitan Bicycle Master Plan is an example of one of three master plans (Bicycle/Pedestrian/Transit) that will be adopted to inform the MTP. All adopted Santa Fe MPO plans may be found on www.santafemppo.org.

QUESTION 8.

What is the timeframe for completion of the 2015-2040 Metropolitan Transportation Plan?

ANSWER 8.

Draft completion by April of 2015 and final draft adoption by June of 2015.

QUESTION 9.

For deliverables, is it acceptable to submit interim reports in electronic format only?

ANSWER 9.

Yes.

QUESTION 10.

How many copies of draft/final reports will you need?

ANSWER 10.

Ten (10) copies including electronic copy.

QUESTION 11.

Are the various transit and planning agencies willing to provide ridership data? What level of participation do you expect from the various agencies?

ANSWER 11.

Yes, and the service providers have expressed a high degree of support for a collaborative product.

QUESTION 12.

You indicate the responses to questions will be provided no later than three days prior to the due date for proposals. You also suggest sending the proposals with sufficient time to ensure delivery. To ensure timely delivery, our proposal must be complete by at least three days prior to the due date for the proposal. Is it possible to provide the responses to questions at least one week before the due date?

ANSWER 12.

Yes, for those questions submitted before February 28th we intend to post by the end of today, February 28th.