

Answers: RFQ # 7607801 Newport Transportation Master Plan

Section 7. Proposal Contents (page 16 of 20):

- Our firm has implemented a telecommute policy in order to keep employees and their families safe during the COVID-19 outbreak. As such, we kindly request that the State accepts electronic submittals via email or secure file. At a minimum we would like to request the acceptance of electronic signatures for the original copy as our signatory is in close contact with immunocompromised persons and trying to avoid outside contact as much as possible.

Response: Electronic submittals are not permitted; however, we will allow and accept electronic signatures.

Page Limit/Font:

- We would like to include a cover letter in our proposal. Would this be considered part of the twenty-page limit?

Response: No. In addition, the twenty-page limit will be waived.

- Are proposal covers and dividers excluded from the twenty-page limit?

Response: No. In addition, see above question 4 response: the twenty-page limit is waived.

- Would resumes and project sheets be allowed in appendices and excluded from the twenty-page limit? Would we be allowed to use a different size and type of font for these documents?

Response: The twenty-page limit is waived. Different size and type font will be allowed.

- In the Technical proposal, the font is to be 12 pt. Calibri or 12 pt. Times New Roman. Would a smaller size font be allowed for org charts, tables, captions, etc.?

Response: Yes. (also, see above response)

Rhode Island Statewide Model (RISM):

- A 2017 RISM Model Maintenance Plan lists a truck model upgrade to be completed in FY 2018. Has this work been completed?

Response: The Division of Statewide Planning does now have a Truck Model component to the Statewide Travel Demand Model. Refinements continue to be made to this new

product; however, the Truck Model component can be applied for this Transportation Master Plan project.

- Please explain how the statewide travel model should be considered for the scope of work. For example, will RIDOA or other state agencies run alternatives of the regional model, or should the consultant team assume that aspect in the work plan?

Response: For suggested projects or interventions that impact road capacity or demographics the Division of Statewide Planning can create a build/no build scenario to examine what impact they might have on VMT, Transit Ridership, and related variables. These variables can be analyzed off model for a variety of purposes, depending on the kinds of metrics that are looked at.

The Travel Demand Model is a macro scale model and is usually applied to major projects or sets of projects to show up in the model as built. Private contractors working on single projects or in one municipality usually take the State Travel Demand Model and add detail to it in order to get the granularity and accuracy needed to look at a local area.

Aquidneck Island Model:

- The link provided in the RFP does not provide any information about this model. Is the Aquidneck Island model a TransCAD subarea model based on the RISM model or does it use different software? When was it last updated?

Response: The Aquidneck Island Model is a microsimulation model using the Simulation of Urban Mobility (SUMO) open source software suite, available at <https://www.eclipse.org/sumo/>. The street network is based off OpenStreetMap data (www.openstreetmap.org) and updated based on local surveys and aerial imagery. It includes TAZ definition files that correspond to the RISM. Calibrated baseline traffic scenarios are in development, based on the RISM and local RIDOT traffic surveys conducted in 2019. Traffic signal behavior is currently approximated and uncalibrated. Traffic demand scenarios are documented individually.

The model repository link is: <https://github.com/paulopperman/aquidneck-island-transport> The www.newportdataport.org page has been updated to include a link to the model. The model is available for use under a CC-BY-SA-4.0 license, and other open source licenses as applicable for software modules.

This model is suitable for local transportation modeling as a supplement to analysis that can be provided by the Rhode Island Travel Demand Model.

GIS:

- Are digital (i.e., GIS-friendly) data layers for sidewalks and crosswalks available?

Response: GIS data layers for sidewalks are available. A city of Newport contractor recorded locations of curb ramps and pavement markings for the City-maintained roadways.

Note that these data layers do not contain data along State-maintained corridors such as America's Cup, Memorial Blvd, etc.

Cost Proposal:

- For the Cost Proposal – should subconsultants be broken out separately (such as an ISBE) as back-up documentation for the total lump sum with hourly rates for the team as a whole?

Response: No, you do not need to break down sub-consultants for the total lump sum on the bid form. You only need to identify the sub-contractors/consultants percentage on the ISBE form for those that qualify in order to gain additional points for scoring.

- Please confirm that you are requiring the submittal of three separately sealed envelopes: (1) Technical Proposal, (2) Cost Proposal, and (3) MBE, WBE, and/or DISABILITY BUSINESS ENTERPRISE PARTICIPATION PLAN Form.

Response: Correct, confirmed.

City of Newport:

- Is parking utilization data available for public facilities?

Response: There is some information available from the City of Newport. For the Gateway Parking Lot, average occupancy by day and to some extent, during peak times. Average time spent at the lot is also available. However, since the lot is not attended at night, some of the data is incomplete.

There is more limited data available for Mary St.: average occupancy per day/week/month. Average time parked can be extrapolated from the number of tickets issued and the total revenue. For the smaller lots, (Touro and Long Wharf) we can obtain average revenue per day/week/month for the hours of operation, i.e., 9AM through 9PM.

- To what extent is the City able to provide multimodal transportation data (vehicular, pedestrian, bicycle counts)?

Response: The City of Newport does not have bike or pedestrian counts.

Newport does not conduct City-wide counts, in general; traffic counts would be provided by the RIDOT, although the City may have some counts associated with a few local projects (such as the Spring/Touro Streets intersection). The RITBA would likely be able to provide numbers of cars that arrive via the Pell Bridge, but we are unsure as to whether they have anything else.

- P7&9. Please describe the role of the “Transportation Master Plan Ambassadors” as it relates to interaction with the consultant team. For example, should the consultant team assume the ambassadors are available as resources for assisting with staffing outreach activities/events, such as surveys or pop-up displays?

Response: Yes, ambassadors will assist in outreach at events and pop up displays once in person events are once again permitted under Covid-19 guidance.

- Per page 10 of the RFQ, please clarify the location and type of data available for this study. For example, what format is the parking data in, and what locations is AADT data available for.

Response: The RIDOT Traffic section would need to be consulted regarding the locations of their traffic counts.

The Newport Parking Manager would need to be consulted for parking data; see above.

Lifecycle cost estimates:

- P11. There is a reference to “lifecycle cost estimates for improvements” that is not in the scope of work. The scope of work references “probable design and construction costs” as an add alternative, but not lifecycle costs. Please clarify if lifecycle costs are required.

Response: Yes, lifecycle cost estimates are required as part of the add alternate.