

**THE COUNTYWIDE TRAVEL DEMAND MODEL UPDATE TO IMPROVE
MODELING TRUCK IMPACTS**

RFP A08-021

Questions and Answers

- Q1: Does the cover letter, title page, and table of contents count against the page limit?
- A1: No, we will not count the above as part of the page limit.
- Q2: Would front and back covers and section dividers count against the page limit?
- A2: No, we will not count the above as part of the page limit.
- Q3: Page 9 of the RFP states that ACCMA staff will start contract negotiations with the top firm/team. Page 10 of the RFP goes on to state that "it is expected that the terms of the contract will be acceptable to the consultant." In the event that a proposer desires to negotiate contract terms, must a proposer include exceptions and suggested language in its proposal?
- A3: CMA's sample contract, included as Attachment 1 to the RFP, has been used as the basis for a number of different consultant contracts. CMA believes the current contract form is appropriate, and does not believe that the standard form should be changed as suggested by the questioner. As noted in the RFP (see 7.E on page 10), it is expected that the terms of CMA's sample contract will be acceptable to the consultant. If the consultant identified as the top firm / team believes that one or more terms of the contract should be changed, this request can be included as part of the contract negotiation process.
- Q4: Could you amplify and expand on the applications intended for the improved truck model? The second paragraph under Section 1.1 begins to get at this, but it would be helpful if examples of two or three other possible uses and applications of the model were provided.
- A4: The ACCMA would like to be able to better forecast truck/freight demand and analyze resulting congestion impacts in order to determine what types of improvements to the CMP network would be most beneficial. This information will be used to inform the CMP and CWTP planning processes.
- Q5: What concerns/issues are there with the present truck model used by ACCMA?
- A5: It is inadequate for planning purposes and the data is very old.
- Q6: Do you anticipate that this study will require any new (i.e., primary) data collection efforts? If you do, could you indicate what they are?
- A6: Yes we do anticipate that recent data will be required. It is unknown what types are needed and if they are available from existing sources or if they will need to be collected.

Q7: Is there a proposed budget for this work, or a budget range?

A7: The ACCMA seeks competitive cost proposals for this work. The ACCMA received a \$240,000 Partnership Planning grant from Caltrans and has provided a \$60,000 match for a total of \$300,000 to fund both ACCMA staff time and work done by consultants.

Q8: When are the Questions and Answers going to be posted on the website?

A8: It will be posted on Tuesday, September 23, 2008.

Q9: Is the RFP primarily focusing on the Truck Model? Are there any housekeeping issues that need to be identified in the scope of work? Do we need to validate the model?

A9: The focus of this RFP is to expand the ACCMA's modeling capabilities to include forecasting trucks/freight in Alameda County. Currently the model is being updated to account for Projections 07 land use and ramp metering. This updated model will be available to the selected consultant. Given the magnitude of the changes to the model to forecast trucks, it is assumed that the model will need to be validated.

Q10: Can you clarify the use of Truck Model will be for freight forecasting rather than developing a Truck Model?

A10: The ACCMA is not intending to create a Truck Model, but to expand our existing model to better forecast freight flows in Alameda County.