

SRTA's Zero-Emission Fleet Transition Rollout Plan
Consultant Questions and SRTA Response
November 18, 2022

1. Taking into consideration the Thanksgiving holiday and planned vacations, would SRTA consider extending the submission deadline by two weeks?

Given upcoming federal, state, and SRTA requirements for this plan, as well as the timing of SRTA board meetings, SRTA does not plan on extending the submission deadline for proposals at this time.

2. When does SRTA hope to have the plan completed?

The final plan is to be completed and presented to the SRTA Board of Director's by June 22, 2023. The plan must also be submitted to the California Air Resources Board by June 30, 2023.

3. May we use staff on this project whose main office location is in Canada?

Yes, staff whose main office location is outside of the United States may work on this project. However, the selected consultant must provide staff who can participate in at least one multi-day site visit of various regional transit facilities in the Shasta Region (see Task #2).

4. Will Federal Acquisition Regulation (FAR) (10-H) rates be required?

The project is funded with California Senate Bill 1 (SB 1) planning funds. Federal Acquisition Regulation rates do not apply.

5. Who attended the pre-bid conference? Can we receive an attendance list?

A list of firms that attended the pre-proposal meetings is provided below:

- GreenPower Motor Company
- Hydrogen Fuel Cell Partnership
- 3 unidentified call-in numbers

6. Is meeting the 22.2% DBE goal a requirement, or does reaching the 22.2% DBE goal just affect that scoring criteria?

The 22.2% DBE goal is SRTA's goal for all procurements. DBE participation, if any, may add up to 5 points to the total score. If DBEs are proposed as part of the proposal, consultants should indicate approximately what percentage of the work is estimated to be completed by a DBE firm.

7. Can you explain how you established the \$100,000 - \$115,000 value for the contract?

SRTA prepared an independent cost estimate based on the anticipated work to be completed and available grant funding. This is an estimate only and may differ from actual cost proposals from consultants. SRTA encourages consultants to explain the reasoning of their cost proposals if they differ greatly from SRTA's estimated value.

8. Can SRTA comment on the engineering and cost estimating documents that are expected to be included with the Zero-Emission Fleet Transition Rollout Plan (i.e., detail level if any are to be included)?

Consultants should refer to the items necessary to prepare the CARB-required ICT regulation zero-emission transit roll out plan and for applying for grant funds from the federal FTA Low-No/Bus and Bus Facilities programs. SRTA does not anticipate detailed plan-level engineering documents necessary to complete facility projects or charging/fueling stations to be developed at this time. However, consultants should consider providing high-level plans and cost estimates that are reasonable to help SRTA move forward in future phases to implement the transition plan.

9. Who is SRTA's electric utility providers?

Electric utility providers in SRTA's planning area includes Redding Electric Utility (REU), PG&E, and Shasta Dam Area Public Utility District. Both SRTA's property (1255 East Street, Redding, CA, 96001) and Dignity Health Connected Living's properties (200 Mercy Oaks Drive, Redding, CA 96003) are located within the REU service zone.

10. How active and interactive a relationship has SRTA had with Shasta AQMD and their low- and zero-emission incentive programs?

SRTA consults and coordinated with regional partners, including the Shasta County AQMD, on projects as needs arise.

11. How active/interactive has SRTA been with tribal entities in Shasta County on transit matters? Is it expected those interactions will increase in the months ahead?

U.S. Department of Transportation Order 5301.1 ensures that programs, policies, and procedures administered by the U.S. DOT are responsive to the needs and concerns of Native American Tribal Governments. SRTA's Executive Director maintains ongoing communication with tribal councils regarding transportation planning projects (see page 72 of SRTA's [Participation and Partnership Plan](#)) including opportunities to provide input on transit matter. SRTA annually conducts an Unmet Transit Needs report to seek input from everyone across the region on public transit needs.

12. Does SRTA provide services in a Disadvantaged Communities (DAC) or Low-Income Communities (LIC)?

Yes, SRTA provides on-demand transit services in DACs and LIHs. Special needs identified in those areas are available in existing transportation plans linked in the RFP.

13. What is Dignity Health Connected Living?

Dignity Health Connected Living (DHCL) is a local non-profit focused on serving the needs of seniors and underserved families. SRTA contracts with DHCL to provide transit personnel, fuel, and vehicle maintenance for day-to-day operations of the [ShastaConnect](#) services. Under this technical services agreement, SRTA permits DHCL to use SRTA-owned vehicles.

14. To what extent will SRTA increase their direct control, including the option of ownership, over transit vehicles in the next 1-5 years, against the current control/ownership of transit vehicles operated by Dignity Health Connected Living?

SRTA does not own property designated for transit operations, maintenance, and fueling at this time. All of the fleet property needs are currently handled on DHCL-owned property at 200 Mercy Oaks Drive, Redding, CA, 96003. SRTA is currently in the process of transitioning vehicles for the contracted services under SRTA ownership as older vehicles are replaced. It is anticipated this process may be complete within the next few years. SRTA's decision on additional future transit operation changes will be made following completion of this project.

15. How many new buses would need to be purchased by 2026, 2029, etc. Make and model?

That is exactly the question SRTA anticipates this project to help answer. SRTA does not know how many vehicles or what type of vehicles will need to be purchased or should be purchased. This need depends on what recommended makeup of zero-emission vehicles is proposed and approved by SRTA, as well as the availability of vehicles to meet operational needs. SRTA will have a better projection of what vehicles will need to be purchased at completion of this project, including timing of when to replace gasoline fueled vehicles with zero-emission ones.

16. What is the current makeup of the service fleet?

DHCL operates six DHCL-owned vehicles, five 5310 Caltrans-owned vehicles, and three SRTA-owned vehicles to operate ShastaConnect services (see table on next page).

Vehicles Used for ShastaConnect Services

Vehicle #	Model Year	Acq Year	Vehicle Type (NTD)	Manufacturer	Model	Engine/Year	Fuel Type	Size (ft)	Pass. Seats	Whlchr Pos.	Condition	License Type	Ownership	Ambulatory and/or Wheelchair Accessible
1	2019	2019	CU	Ford	Starcraft	6.8 liter	Gas	25	12	2	Excellent	Class B	5310	Both
2	2019	2019	CU	Ford	Starcraft	6.8 liter	Gas	25	12	2	Excellent	Class B	5310	Both
3	2019	2019	CU	Ford	Starcraft	6.8 liter	Gas	25	12	2	Excellent	Class B	5310	Both
6	2013	2013	CU	Ford E-350	Starcraft	5.4 liter	Gas	21	8	2	Okay	Class C	DHCL	Both
8	2013	2013	CU	Ford E-450	Elkhart	6.8 liter	Gas	23	12	2	Poor	Class B	DHCL	Both
9	2013	2013	CU	Ford E-450	Elkhart	6.8 liter	Gas	23	12	2	Poor	Class B	DHCL	Both
10	2013	2017	CU	Ford E-350	Starcraft	5.4 liter	Gas	21	8	2	Okay	Class C	DHCL	Both
11	2019	2019	Van	Ford	Transit	3.5 Liter	Gas	21	9 or 5	2	Good	Class C	SRTA	Both
12	2019	2019	Van	Ford	Transit	3.5 Liter	Gas	21	9 or 5	2	Good	Class C	SRTA	Both
13	2019	2019	Van	Ford	Transit	3.5 Liter	Gas	21	9 or 5	2	Good	Class C	SRTA	Both
14	2021	2021	CU	Ford	Starcraft	6.8 liter	Gas	25	12	2	Excellent	Class B	5310	Both
15	2021	2021	CU	Ford	Starcraft	6.8 liter	Gas	25	12	2	Excellent	Class B	5310	Both
57	2018	2018	Transit	Ford	Transit-Con	2.5 liter	Gas	15	5	1	Excellent	Class C	DHCL	Both