



Eastern Sierra Transit Authority (ESTA)

Addendum to Request for Qualifications for Architectural and Engineering
Services for
The Eastern Sierra Transit Authority
Transit Operations Facility Project

Date: August 12, 2020

From: Phil Moores, Executive Director,
Eastern Sierra Transit Authority

This is an addendum to the Request for Qualifications issued July 10, 2020.

- I. Questions asked and answered from a potential bidder.
- 1) What is the construction budget? (Page 6: "This is a simple one-story office building and it is assumed that the cost of designing and engineering the project will not exceed the cost of building it.")
 - a) The previous bids for Architectural and Engineering services were extremely high. The total project budget is \$1.2 million.
 - 2) Who is the project manager or contact for the client?
 - a) Phil Moores. Contact information is listed below.
 - 3) The RFP says under timing requirements that "ESTA will require the work to be complete by September 10, 2020" (page 8). Please clarify.
 - a) The "work" referred to on number 5 page 8 of the RFQ is just the RFQ response itself.
 - 4) "Maintenance container electricity" is mentioned on page 2 of the RFP. What is this?
 - a) There are two shipping containers on the property used for storage. Providing electricity to these containers is part of the project.
 - 5) "Design team to study existing conditions to identify possible site issues that may affect locations of new structures" (page 3). Is this intended as a master plan for the site (e.g., the siting of future buildings to be constructed)? If so, what are the future anticipated structures and uses? Or is this intended to indicate that the scope of work should include the siting of the proposed Transit Operations Facility on the parcel?
 - a) There are no other future buildings planned for the property. This requirement is meant to assess the viability of the proposed buildings location on the property.
 - 6) How much parking is anticipated? Regarding the "vehicle storage", is this enclosed or exterior? Is this parking for employees or for busses? Is the work of a transportation consultant anticipated as required?

- a) Around 30 employees plus visitors will need parking. This project does not include the bus yard where buses and other vehicles are stored. No transportation consultant is needed. There is sufficient staff experience to inform the project.
- 7) Are there specific requirements for the "fare counting room" and "dispatch areas"? Additionally, the RFP mentions "special systems" (page 4). What systems are anticipated?
- a) The fare counting room will be a simple office space, but a one-way glass window between the dispatch and the fare room is recommended. A safe will be placed there. The dispatch area will need sufficient data and power lines to operate the computers and radio. The radio is on a console type system, but a simple two-way radio system. Multiple computer screens will be employed. Window to provide a full view of the bus yard is recommended.
- b) Special systems are not specified or identified at this time, but may be realized during planning.
- 8) For submittal by email, how should the Fee schedule be submitted ("Under separate sealed cover" on page 8)? Should this be done with a separate email? Password-protected PDF?
- a) The intent of this requirement is to select a firm on the basis of qualifications alone, without regard to price. Any method that accomplishes this is acceptable. Separate sealed hardcopy or electronic sealing will comply.
- 9) What is the level of communications engineering that is required? (Page 5, "Electrical Engineering" scope.) Is there anything unique for your dispatch?
- a) As stated earlier, our dispatch is fairly low-tech. no consoles or special equipment is utilized. Desks and sufficient space for multiple monitors and a two-way radio will suffice.
- 10) Our understanding is that the Airport is outside of City limits (building review via Tyson in both cases). What are the other agencies with review? For example, are reviews required by the Airport Authority, City of Los Angeles, Federal Aviation Authority, Federal Transportation Authority, State agencies, etc.? Is the intent that the Design Team leads the permitting process or will this be led by ESTA?

- a) Inyo County will be the primary permitting agency. The other entities you mention may want to weigh in, and that will be determined as part of the permit preparation process.
 - b) The Design Team must understand the permitting requirements and prepare construction documents that will smoothly comply with the permitting process once construction begins. The Design Team will not be acquiring the permits as part of this design project.
- 11) For “proof of various professional registration, licenses, and certificates” is a listing of license numbers adequate?
- a) A listing of the licenses and how to verify them is adequate.

Any further questions and answers about this project will be posted as addendums on ESTA’s website.

Project Manager Contact:

Phil Moores
Executive Director
Project Manager
(760) 872-1901 ext. 12
pmoores@estransit.com