

## STAFF REPORT

**SUBJECT:** State Route 246 Santa Ynez River Bridge Feasibility Study

**MEETING DATE:** April 21, 2011

**AGENDA ITEM:** 6E

**STAFF CONTACT:** Sarkes Khachek

### RECOMMENDATION:

Authorize the release of a Request for Proposal to study the feasibility of improving access to the city of Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles, and pedestrians.

### SUMMARY:

The Measure A Strategic Plan includes \$300,000 for the preparation of a feasibility study for the State Route 246 Santa Ynez River Bridge near the city of Lompoc. The Strategic Plan schedules the feasibility study to begin in FY 2010/11 with anticipated completion in FY 2012/13. The feasibility study will help determine whether Lompoc's eastern gateway should remain on its current alignment on SR 246 and be raised above flood level or whether a new alignment should be constructed to reduce flooding risks, such as an extension of Central Avenue.

SBCAG staff, in coordination with the feasibility study team consisting of the City of Lompoc, County of Santa Barbara and Caltrans has developed a request for proposal for consultant services for preparation of a feasibility study. Staff is recommending the board authorize its release.

### DISCUSSION:

The Measure A Investment Plan includes \$8 million for a project on SR 246 to "Improve access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles, and pedestrians."

This could mean improving the existing SR 246 connection to the east side of the city of Lompoc either through replacing the existing SR 246 Bridge, widening the roadway and shoulders and elevating the bridge and roadway above the flood elevation; or by establishing a new alignment above flood elevation with a new bridge at a different location such as an extension of Central Avenue.

The SR 246 Santa Ynez River Bridge project is scheduled to begin project development, in FY 2027/28 in the Measure A Strategic Plan with construction scheduled for FY 2034/35 with an estimated preliminary total project cost of \$27 million. The balance of funding is anticipated in the Strategic Plan to come from State Transportation Improvement Program (STIP) funds.



View of the SR 246 Santa Ynez River Bridge

In order for the City of Lompoc to know sooner than FY 2027/28 whether it is feasible for its eastern gateway to remain on its current alignment and be raised above flood level, or whether a new alignment is required to reduce flooding risks, and whether the city should begin modifying its general plan and circulation elements accordingly, the Strategic Plan includes

\$300,000 for the development of a SR 246 Santa Ynez River Bridge Feasibility Study beginning in FY 10/11. The feasibility study is anticipated to be completed in FY 2012/13.

SBCAG staff has assembled a feasibility study team that includes staff from the City of Lompoc, County of Santa Barbara and Caltrans. An RFP for consultant services was developed in coordination with the study team.

Staff is recommending that the board approve the release of a Request for Proposals to solicit consultant assistance. It is anticipated that the consultant selection process could be completed as early as July 2011 and a contract with the consultant, including the negotiated price, would be presented to the board for approval.

### **Recommendation**

Authorize the release of a Request for Proposal to study the feasibility of improving access to the city of Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles, and pedestrians.

### **ATTACHMENT:**

Request for Proposal – State 246 Santa Ynez Bridge Feasibility Study



## REQUEST FOR PROPOSAL

### STATE ROUTE 246 SANTA YNEZ RIVER BRIDGE FEASIBILITY STUDY

ISSUE DATE:	April 21, 2011
PROPOSALS DUE:	<b>May 26, 2011 at 4PM</b>
CONTACT PERSON:	Sarkes Khachek, Transportation Planner
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## **1.0 INTRODUCTION**

The Santa Barbara County Association of Governments, herein referred to as “SBCAG”, is soliciting proposals from qualified consultants, herein referred to as “CONSULTANT”, to prepare a feasibility study for the State Route (SR) 246 Santa Ynez River Bridge project near the city of Lompoc, California. The development of the Feasibility Study is being undertaken by SBCAG in partnership with the City of Lompoc, County of Santa Barbara and California Department of Transportation (Caltrans). SBCAG is the designated Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA) and Local Transportation Authority (LTA) for Santa Barbara County.

As the LTA, SBCAG is responsible for administering the Measure A transportation sales tax program. Measure A is a 30 year half-percent sales tax that is expected to generate \$1.050 billion in revenue. The Measure A Investment Plan includes \$8 million for a project on SR 246 to “Improve access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles, and pedestrians.” The SR 246 Santa Ynez River Bridge project is scheduled to begin project development, including preliminary engineering and environmental studies, in FY 2027/28 in the Measure A Strategic Plan with construction scheduled for FY 2034/35.

Of the \$8 million for the project, \$300,000 has been allocated to the preparation of a feasibility study scheduled to commence in Fiscal Year 2010/11. The feasibility study will determine whether Lompoc’s eastern gateway should remain on its current alignment on SR 246 and be raised above flood level, or whether a new alignment, perhaps connecting to Central Avenue in Lompoc, should be constructed to reduce flooding risks.

This Request for Proposal (RFP) for the feasibility study describes the required scope of services, the consultant selection process, and the minimum information that must be included in the proposal submitted to SBCAG by firms interested in being the CONSULTANT for this study.

## **2.0 PROJECT BACKGROUND**

In November 2008, voters in Santa Barbara County overwhelmingly approved with 79% support a ballot measure to extend a one-half percent sales tax for transportation that was set to expire in 2010. The Road Repair, Traffic Relief and Transportation Safety Measure, referred to by its ballot designation "Measure A" will implement needed transportation improvement projects and programs in Santa Barbara County from 2010 to 2040. It will generate approximately \$1.050 billion over its life and will help leverage and match an estimated \$0.50 billion in state and federal funds. Measure A went into effect and revenues began to be collected on April 1, 2010. Funds will be spent on high priority transportation projects and programs identified for voters in the Measure A Investment Plan.

The Measure A Investment Plan includes \$8 million for a project on SR 246 to “Improve access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles, and pedestrians.”

This could mean improving the existing SR 246 connection to the east side of the city of Lompoc either through replacing the existing SR 246 Bridge, widening the roadway and shoulders and elevating the bridge and roadway above the flood elevation; or by establishing a new alignment above flood elevation with a new bridge at a different location, such as an extension of Central Avenue.

In October 2010, the SBCAG Board approved the Measure A Strategic Plan which schedules the delivery of Measure A projects and programs based on financial constraints including measure revenue projections and the availability of matching funds. The SR 246 Santa Ynez River Bridge project is scheduled to begin project development in FY 2027/28 in the Strategic Plan and the project's total estimated cost is \$27 million. The balance of funding is anticipated in the Strategic Plan to come from State Transportation Improvement Program (STIP) funds.

In order for the City of Lompoc to know sooner than FY 2027/28 whether it is feasible for its eastern gateway to remain on its current alignment and be raised above flood level, or whether a new alignment is required to reduce flooding risks, and whether the city should begin modifying its general plan and circulation elements accordingly, the Strategic Plan includes \$300,000 for the development of a SR 246 Santa Ynez River Bridge Feasibility Study beginning in FY 10/11. It is anticipated to be completed in FY 2012/13.

### 3.0 PROJECT SETTING

The project setting encompasses the City of Lompoc and the county unincorporated areas of Vandenberg Village, Mesa Oaks, and Mission Hills in the north and portions of State Route 246 and Highway 1 to the east. Exhibit 1 depicts the study area and roadway map.

Exhibit 1. Project Setting Map



#### **4.0 STUDY COORDINATION**

SBCAG will be the lead agency for the feasibility study and will administer the contract with the selected CONSULTANT. SBCAG staff will provide direction to the CONSULTANT and will assign a designated representative to be the daily contact person for the CONSULTANT.

A feasibility study team will be formed to assist in the selection of the CONSULTANT and to provide direction in the development of the feasibility study. The CONSULTANT, under SBCAG's direction, will coordinate the feasibility study, and facilitate team meetings with the stakeholders including the City of Lompoc, County of Santa Barbara and Caltrans.

#### **5.0 AGENCY RESOURCES**

Previously completed reports and studies may be useful to consultants in developing a proposal and preparing the feasibility study. These materials are available for review on the SBCAG Measure A website, [www.measurea.net](http://www.measurea.net), under RFP\Grant Opportunities.

These reports include:

##### **A. SBCAG State Route 246 Central Avenue Extension and Purisima Road Traffic Study**

In June 2008, SBCAG completed the SR 246 Central Avenue Extension Traffic Study. The objective of the planning study was to examine the traffic issues with various roadway improvement alternatives to access the City of Lompoc from SR 246. A total of four alternatives were evaluated as part of the traffic study.

##### **B. Caltrans Reports**

In May 2004, Caltrans completed the SR 246 Transportation Concept Report (TCR). The TCR evaluates current and projected conditions along the route, incorporates community values and input regarding the route, establishes a twenty-year planning vision or concept, and recommends long-term improvements to achieve the concept. More detailed information on this route is incorporated in the report, including information on Segment 1 (Ocean Avenue west of Floradale Avenue, PM 8.30 to 9.55), Segment 2 (east city limit to Purisima Road intersection, PM 9.56 to R12.26), and Segment 3A (Purisima Road to Domingos Road, PM R12.26 to R20.85).

##### **C. SBCAG TransCAD Travel Model**

SBCAG is currently maintaining a 2000 base year and a 2030 travel forecast under the 2009 Regional Transportation Plan. In order to comply with the SB375 requirements, SBCAG has just completed the Request for Proposal process and is about to launch a major upgrade of its countywide travel model using the TransCAD software. This model upgrade will involve integration between land use models and the current travel demand model together with a number of model enhancements. Completion of the model upgrade is expected by spring 2012. Based on progress achieved at the time that work begins on the Feasibility Study, a new long term forecasts including 2020 and 2035 may be available for use by the CONSULTANT for this project. Currently, existing travel forecast based on 2000 base year and a 2030 horizon year will be available for use by the CONSULTANT.

#### D. City of Lompoc TransCad Travel Model

As part of the City of Lompoc General Plan update, Fehr & Peers developed a new travel demand forecasting (TDF) model for the City. The TDF model was built using Caliper Corporation's TransCAD model software. The City's model will be available for use by the CONSULTANT during the project. The model base year is 2008 and is projected out to 2030 for build out of the General Plan.

#### E. County of Santa Barbara La Purisima Road Widening Project Study Report

In June 2008, the County of Santa Barbara completed a county-level Purisima Road Widening Improvements Project Study Report. The PSR analyzed three alternatives for widening Purisima Road from State Route 1 (SR 1) to State Route 246 (SR 246). The PSR focused on widening Purisima Road to better accommodate bicyclists and thus encourage this alternative mode of transportation, improve air quality, and increase safety.

#### F. SR 246 Santa Ynez River Bridge Alternatives Cost Estimates

A cursory review of alternatives for SR 246 was prepared by Parsons Brinkerhoff as part of the development of the Measure A Strategic Plan in 2009. Alternatives included raising the highway above flood levels on its current alignment with replacement of the existing bridge and extending Central Avenue and constructing a new bridge across the Santa Ynez River. The analysis included assumptions regarding number and type of lanes, bridge type, length required to span the floodway, and costs estimates to deliver the alternatives.

### **6.0 SCOPE OF SERVICES**

The scope of services below, to be completed by CONSULTANT hired by SBCAG, includes a brief description of the deliverables associated with the feasibility study. Deliverables should be prepared to Caltrans standards. Feasibility study team members should receive at least one draft of each deliverable for comment prior to the finalization of the feasibility study. The proposed scope of services is to be considered a guide for preparation of the study. The CONSULTANT may propose modifications to the scope of services that could include, but is not limited to, additions or deletions to any of the deliverables.

#### **A. Purpose & Need**

Develop the purpose and need statements for the project for potential use in environmental document.

#### **B. Concept Level Design of Alternatives and Alignment Analysis**

- Develop concept level designs for various alignment alternatives. Concept level designs should be developed for at least two alternatives elevated above flood flows: (1) SR 246 Santa Ynez River Bridge on its current alignment and (2) the extension of Central Avenue across the Santa Ynez River to SR 246, creating a new gateway to the city.
- Review designs with the feasibility study team
- Develop plans, profiles and sections by alternative



**C. Environmental Setting**

Describe the archeological, geographic, natural, and socio-economic characteristics and resources within the study-area.

**D. Constraints Analysis**

In general, the feasibility analysis can be carried out using CEQA and NEPA impact thresholds or similar methodology to determine the extent of any potential impacts. In addition, the Feasibility Study shall determine if each alternative is consistent with local plans (including the *Lompoc General Plan* and *County Comprehensive Plan for the Lompoc Area*).

**E. Hydrologic and Hydraulic Analysis**

During heavy winter rains, Route 246 between Purisima Road and Route 1 is subject to flooding, since the road bed lies within the flood plain.

- Identify components of each alternative that may increase the risk of flooding to surrounding properties in the study-area.
- Determine if any of the alternatives will alter the course of the Santa Ynez River.
- Define proposed elevations of bridge to convey the 100-year flood with appropriate freeboard.

**F. Biological resources**

The land uses in the study-area are largely agricultural and may contain a number of biological resources. Preservation and enhancement of natural resources are encouraged in both the *City of Lompoc General Plan* and the *Santa Barbara County Comprehensive Plan – Lompoc Area*.

- Describe the potential effects of each alternative on the natural resources in the area (including rare or endangered species, sensitive habitat, and wetlands.)
- Identify any permits that may be required and describe the anticipated ease or difficulty of obtaining each permit.

**G. Cultural resources**

Some alternatives may traverse through largely undeveloped, agricultural areas. With La Purisima State Park located just north of Purisima Road within the study-area, there is a potential for disturbance of cultural resources during construction.

- Determine if construction and long-term use of the roadways under each alternative could disturb cultural resources in the area.
- Determine types of archeological studies that are required, if any, and if Caltrans Preliminary Environmental Study (PES) forms will be required.

## **H. Farmlands**

Some alternatives may require construction of a new roadway and bridge that will traverse existing agricultural areas. Some alternatives may also result in the taking of farmland to accommodate the added roadway capacity. As such, these may impact usable farmland and agricultural operations.

- Examine and quantify the existing land classifications (including Williamson Act designations), production, and access issues and how the project alternatives might impact agricultural resources.

## **I. Socio-Economic and Community Effects**

New road and bridge construction under has the potential to affect existing land uses in the area. Characterize the potential socio-economic effects and impacts the alternatives may have on the community.

## **J. Right of Way**

- Determine whether the alternatives will require additional right of way outside of property owned by Caltrans, the County of Santa Barbara or the City of Lompoc and if any relocation of utilities may be required.
- Define right of way needed by each alternative and all costs associated with obtaining such right of way.
- Define all utility relocations required and all costs associated with such utility relocations.

## **K. Traffic Analysis**

Prepare a traffic analysis for the study area based upon the alternatives included in the feasibility study in the year of construction and following construction. Provide an analysis on the impact that alternatives would have on Level of Service in the City of Lompoc including specific explanation of: traffic flow changes in the downtown (old-town) area, including changes in truck traffic; and impacts to the Central Avenue/H Street intersection.

## **N. Cost Estimate & Phasing, Environmental Document, & Schedule**

Include an estimate of probable support, right of way and construction costs for each of the alternatives based on the preliminary nature of this study. The estimates of cost shall consider all anticipated work items to build the improvements such as:

- Earthwork (excavation and embankment)
- Roadway costs including base, paving, major drainage
- Traffic items such as signing, striping, signals
- Structural Items such as retaining walls, bridge foundations, bridge superstructure
- Utility Relocation

- Non-standard features by alternative

**O. Environmental Document**

Provide a best estimate of the type of environmental document most likely to be required for each alternative assuming that the project is funded with non-federal sources only and assuming that the project is funded with federal and non-federal sources.

**P. Delivery of Alternatives**

Estimate the amount of time it would take to deliver each alternative through construction, based on constrained and unconstrained funding scenarios. Information about the time to complete at least the following components should be included:

- Project Approval\Environmental Document
- Plans, Specifications & Estimates
- Right of Way Acquisition
- Construction

**Q. Recommendation on Alternatives**

- Based on the deliverables produced, rank the alternatives and provide a recommendation on the most feasible alternative and the reasoning for the recommended alternative.
- Explain items not studied or addressed in the feasibility study that may need to be considered in subsequent studies.

**R. Public Outreach**

Public outreach will include at least two public meetings and presentations: one to the Lompoc City Council and one to the SBCAG Board of Directors.

**S. Feasibility Study Team Meetings**

Facilitate regular meetings with the Feasibility Study Team.

**T. Other**

The consultant shall specify other critical issues to be considered in the feasibility study.

**7.0 FEASIBILITY STUDY DEVELOPMENT SCHEDULE**

SBCAG anticipates a timeframe of not more than 18 months to complete the Feasibility Study and to produce the identified deliverables. CONSULTANT shall be responsible for completing the deliverables listed in the scope of services within that timeframe. CONSULTANT shall prepare a Project Delivery Schedule in bar chart format that includes sufficient activities to manage their work and identifies all deliverables listed in the accompanying chart. The work should be shown to be completed within a time frame of no more than twelve months. However, CONSULTANT is

encouraged to identify methods to expedite delivery of the study objectives. The total budget established for completion of all consultant services is \$300,000.

The schedule envisioned by SBCAG for completing the Feasibility Study is as follows:

<b>Date/Meeting</b>	<b>Action</b>
July 21, 2011	SBCAG signs contract with CONSULTANT
August 2012	SBCAG Board approves SR 246 Santa Ynez River Bridge Feasibility Study.

## **8.0 PROPOSAL REQUIREMENTS**

CONSULTANTS shall submit a proposal containing sections as described in the following outline and include the information described.

### **A. Executive Summary**

This section should include the CONSULTANT'S overall understanding of the study. This section should also provide a brief summary of what is to be covered in the remaining sections of the proposal. CONSULTANT shall briefly outline its qualifications for performing work, its management and technical approaches for the project, and similar project experience. Within this section, the CONSULTANT shall also identify all participating firms cooperating in the effort as sub-consultants and the services to be provided.

### **B. Technical Approach**

CONSULTANT shall outline its technical approach for the implementation of the study. The technical approach shall be submitted in a format that can be used as the Scope of Services that will be attached to and made part of the contract between SBCAG and CONSULTANT. The content of the technical approach shall include, but is not limited to, the following:

1. A description of the methodology to be used in providing deliverables.
2. An assessment of supplemental data collection or other items and/or resources that will be required from SBCAG, California Department of Transportation, or other agencies.

### **C. Management Approach**

CONSULTANT shall include brief resume summaries of each of the key study personnel. Resume summaries should focus on experience and qualifications relevant to the project. CONSULTANT shall also identify and describe a management approach for development of the study, which shall include, but is not limited to, the following:

1. A narrative Management Plan that describes how the CONSULTANT'S team will be organized and managed to ensure that the required work is of high quality and completed within the schedule and budget.

2. A Project Delivery Schedule, which describes the work to be performed to complete the Feasibility Study. The schedule shall contain sufficient activities and milestones to adequately describe the services required to complete the project. The schedule should be in a bar chart format.

**D. Experience of Firm and Personnel**

CONSULTANT shall provide a brief description of relevant similar experience by members of the study team, including familiarity with the local environment. Experience should preferably be within the last three years. The following information should be included in a table.

1. Provide a brief description of CONSULTANT'S involvement in similar study efforts. Include technical analysis experience on those studies as well as the following information for reference purposes:
  - Members of CONSULTANT team (by name)
  - Study description and services provided
  - Total study cost
  - Total cost of services provided
  - Study start date and completion dates
  - Budget and schedule performance
  - Sub-consultants involved
  - Name, telephone number and address of the CONSULTANT'S contact person
2. Provide an organization chart that shows proposed study team members (specific individuals by name) and the aspects of the study they will work on.

**E. Resources**

CONSULTANT shall provide an estimate of the resources required to complete the scope of services. The estimate of staff hours should be in spreadsheet format and at a minimum include total hours by task, and name and classification, in addition to a total for the entire project.

**F. Cost Proposal**

The cost proposal shall be fully inclusive of all services required to complete the Feasibility Study scope of services, and shall include the CONSULTANT'S overhead rate, profit percent, and an itemized list for direct costs. The budget for this project is \$300,000.

## 9.0 PROPOSED EVALUATION CRITERIA

Written proposals will be evaluated based upon the criteria and point system below. SBCAG reserves the right to add the proposer's interview scores into the evaluation criteria or to select proposers based solely upon their written proposal or oral interview.

Section	Content	Scoring Category and Percent
<b>Executive Summary</b>	<ul style="list-style-type: none"> <li>▪ Project understanding</li> <li>▪ Overview of technical and management approach</li> <li>▪ Identification of team and roles</li> </ul>	5%
Technical and Management Approach	<ul style="list-style-type: none"> <li>▪ Description of implementation approach</li> <li>▪ Outline of scope of services and deliverables</li> <li>▪ Schedule for delivery</li> <li>▪ Suggestions on ways to improve implementation</li> <li>▪ Description of team members with organization chart</li> </ul>	40%
Experience of Firm and Personnel	<ul style="list-style-type: none"> <li>▪ Description of related experience by firm/team in last five years, include:               <ol style="list-style-type: none"> <li>1) Project description and services provided</li> <li>2) Dates of service and total value of services</li> <li>3) Budget and schedule performance</li> <li>4) Client contact</li> </ol> </li> <li>▪ Brief description of experience by key team members</li> <li>▪ Knowledge of local environment</li> </ul>	45%
Resources	<ul style="list-style-type: none"> <li>▪ Table of total person-hours estimated to complete scope of services</li> <li>▪ Hours listed by specific task and by specific individual (i.e. Project Manager, Engineer, etc.)</li> </ul>	10%

## 10.0 EVALUATION AND CONTRACTING PROCESS

Consultant proposals will be evaluated by a selection committee consisting of SBCAG staff and staff from the City of Lompoc, County of Santa Barbara, and Caltrans. The most promising proposers will be invited to interview with the committee to explain their relevant experience, project understanding, and their approach and methodology to completing the project.

The selection committee will rank the firms and recommend to the SBCAG Board of Directors that contract negotiations be initiated with the highest-ranking firm. If negotiations with the highest-ranking firm are unsuccessful, negotiations will be conducted with the next highest-ranking firm. This process will be repeated until an acceptable contract is negotiated.

## 11.0 SUBMITTAL INFORMATION

**Proposal.** Proposers shall submit five (5) copies (including one unbound copy) of the proposal to SBCAG. Proposals must be submitted in a sealed envelope in response to the RFP.

Proposals must be received by **May 26, 2011 at 4:00 p.m** at the address below:

Santa Barbara County Association of Governments  
Attention: Sarkes Khachek, Transportation Planner  
260 North San Antonio Road, Suite B  
Santa Barbara, CA 93110-1315

**Late Submittal.** A proposal is late if received at any time after 4:00 p.m., May 26, 2011. Proposals received after 4:00 p.m. will not be considered and will be returned to the proposer and marked "LATE PROPOSAL".

**Compliance.** Failure to comply with the requirements of the RFP may result in disqualification. SBCAG is not responsible for finding, correcting or seeking clarification regarding ambiguities or errors in proposals.

**Errors.** If a proposal is found to contain ambiguities or errors, it may receive a lower score during the evaluation process. Errors and ambiguities in proposals, including proposal cost estimates, will be interpreted in favor of SBCAG.

**SBCAG Property.** All proposals become the property of SBCAG upon submission. Although SBCAG intends to keep all proposals confidential (with the exception of the successful proposal which becomes public information upon acceptance by SBCAG), SBCAG will not be responsible for materials obtained by other parties without the consent of the proposer. The cost of preparing, submitting and presenting a proposal and participating in an interview is at the sole expense of the proposer. SBCAG has the right to reject any or all of the proposals received as a result of this solicitation. Solicitation of proposals in no way obligates SBCAG to contract with any firm or individual. The decision to award a contract is at the discretion of the SBCAG Board of Directors.

**Cost of Proposal Preparation.** SBCAG shall not be liable for any pre-contractual expenses incurred by any proposer or by any selected consultant. Each proposer shall protect, defend, indemnify, and hold harmless the SBCAG from any and all liability, claims or expenses whatsoever incurred by, or on behalf of, the entity participating in the preparation of its response to this RFP. Pre-contractual expenses are defined as expenses incurred by proposers and the selected consultant, if any, in:

- Preparing proposals and related information in response to this RFP.
- Negotiations with SBCAG on any matter related to this procurement.
- Costs associated with interviews, meetings, travel or presentations.
- All other expenses incurred by a proposer/consultant prior to the date of award and a formal notice to proceed.

**Questions.** All questions on the RFP must be directed to Sarkes Khachek, Transportation Planner, and received no later than May 12, 2011, at 5 p.m. either by e-mail at [skhachek@sbcag.org](mailto:skhachek@sbcag.org) or by telephone at 805-961-8913.

**Addenda.** Responses that require that an addendum be issued to the RFP will be posted on the SBCAG Measure A website, [www.measurea.net](http://www.measurea.net), no later than May 13, 2011 at 5 p.m. It is the responsibility of proposers to check the SBCAG Measure A website to determine if addenda have been issued. Any addenda to the RFP will become part of the RFP.

**Revisions.** SBCAG reserves the right to revise the RFP prior to the date that proposals are due. Revisions to the RFP will be in the form of an addendum and will be posted on the SBCAG website no later than May 13, 2011 at 5 p.m.

## 12.0 CONSULTANT SELECTION SCHEDULE

The consultant selection process will be conducted on the following schedule:

April 21 <sup>st</sup>	SBCAG Board of Directors Authorizes Release of RFP
May 12 <sup>th</sup>	Last Day for Proposers to Submit Questions on RFP to SBCAG
May 13 <sup>th</sup>	All Addenda to RFP Posted on SBCAG Website by 5 p.m.
<b>May 26<sup>th</sup></b>	<b>Deadline of 4p.m. for Firms to Submit Proposals to SBCAG</b>
Week of June 27 <sup>th</sup>	Interviews of Shortlisted Firms
July 21 <sup>st</sup>	SBCAG Board Action on Consultant Recommendation
July 25 <sup>th</sup>	Contract Signed with Consultant
July 28 <sup>th</sup>	Contract Start Date

## 13.0 CONFLICT OF INTEREST

Notwithstanding any other provision of this RFP, it is the practice of SBCAG to preclude specified firms from providing professional services to SBCAG on certain Measure A projects.

These firms are identified as follows:

*Any firm, individual, partnership, corporation, association, or other legal entity currently retained for professional services by an owner or developer or any other representative of a real property*



*interest adjacent to, or coincident with, the proposed Measure A project. For purposes of this discussion, "currently retained" shall mean any professional services contract in force on the due date of a technical proposal for engineering or construction services for a Measure A project, or during the term of the project.*

#### **14.0 INQUIRIES**

Inquiries concerning this RFP should be directed to:

Santa Barbara County Association of Governments  
Sarkes Khachek, Transportation Planner  
(805) 961-8913 | [skhachek@sbcag.org](mailto:skhachek@sbcag.org)

**### END ###**