



**REQUEST FOR PROPOSAL
For
PROFESSIONAL DESIGN SERVICES**

The Goleta Train Depot Project

Addendum No. 4

February 19, 2019

1. Clarification Summary of Pre-Proposal Meeting on Friday, February 15, 2019

- i. Page Limit/Font Size. "The cumulative total pages for the proposal must not exceed 30 pages (Minimum Font Size: 12, Single Spaced). Page count is exclusive of cover letter, blank pages or tabs, and any required forms." Page count is *also* exclusive of front and back covers, table of contents, staff resumes, and client references.
- ii. Sealed Cost Estimate. For the sealed cost estimate, consultants are requested to use full all-in rates for individuals.
- iii. Surveying Scope. The RFP indicates that base surveying will be completed by City. This effort has not been completed yet. However, proposers should assume it will be completed by the City. If this changes, it will be addressed during scope/fee negotiations with the selected team.
- iv. Right of way needs along South La Patera Lane. Right of way needs have not been defined for proposed sidewalk/bike lanes along South La Patera Lane. It is envisioned that at a minimum, TCE's will be required to some degree. Permanent takes in some places may also be required, and certainly utility coordination will be needed.
- v. Team Rail Expertise. The City has requested that proposing teams include a rail design expertise due to the LOSSAN objective to include a train storage track in the vicinity of the Goleta Train Depot. The design of the Train Depot will be required to accommodate from a functional standpoint this storage facility located within UPRR/AMTRAK right-of-way. It is the goal of the City/SBCAG team that a decision on the location of the storage tracks will be made by February 2020.

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- vi. Ticket Vending Machines (TVM). TVM's are currently located on the existing platform. However, proposing consultants should assume that additional TVM's should be included within the Train Depot building.
- vii. Plan for Double Tracking. Currently, UPRR has double tracked east of the Goleta Train Platform. At this time SBCAG/City is not aware of any plans for UPRR to double track through the Goleta Train Station area.
- viii. Green House Gas (GHG) Reduction. SBCAG clarified that the most significant objective of the Transit and Intercity Rail Capital Program (TIRCP) Grant, that is funding the Goleta Train Depot project, is to reduce GHG. Consequently, the design for the Goleta Train Depot and related infrastructure improvements should support this objective in every way possible. The station is currently receiving a skeleton commuter service, however, plans are in place to increase the commuter service.
- ix. First and Last Mile. Currently, the Metropolitan Transit District (MTD) is providing first and last mile bus service for the skeleton commuter rail. As commuter rail frequency increases it is envisioned that the MTD bus services will also expand.
- x. Electric Shuttles. The Goleta train Depot project also include the addition of electric shuttles to connect the depot with UCSB, the Airport and business centers within the City. The implementation of the new electric shuttles is being led by SBCAG. The new Depot will be designed to accommodate such shuttles.
- xi. Design vision. The design vision of the proposed depot building has not been determined. Some of the Goleta community support a relationship with the historic South Coast Railroad Museum located in Los Carneros Park. Whatever the ultimate design, the new depot will represent a gateway to the City.
- xii. Project Meetings. After contract award to the successful consultant team, a minimum of monthly Project Team Meetings are envisioned. It is likely that every other meeting will be in-person held at the City offices.

Approved by



Mr. Jaime Valdez
Senior Project Manager
City of Goleta, Neighborhood Services and Public Safety division

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