



# Questions & Answers

## *Request for Proposals for Technical Services for the San Francisco Freeway Network Management Study*

Date: September 11, 2024  
To: Interested Firms and Individuals  
From: Rachel Hiatt, Deputy Director for Planning  
Subject: Request for Proposals to Provide Technical Services for the San Francisco Freeway Network Management Study (RFP 24/25-02)

The Transportation Authority received the following questions in italics submitted by 5:00 p.m. on September 6, 2024.

The following questions were asked during the Pre-proposal conference held on September 5, 2024.

1. *Will you send out this presentation after this meeting?*

The Pre-Proposal presentation is posted on the Transportation Authority's website and can be found [here](#).

2. *The Macro modeling will be done by the Transportation Authority. There is no information about micro simulation or modeling in the RFP.*

The Transportation Authority does not expect to include micro simulation.

3. *What level of effort is the Transportation Authority expecting in terms of using SF-CHAMP model outputs to estimate revenues?*

SF-CHAMP can provide high-level revenue information. For detailed revenue estimates, the Transportation Authority would need a different toolset for revenue analysis, though with budget considerations the project team will need to determine the appropriate level of detail for revenue estimates.

4. *About data collection (O/D data, traffic counts, flows), is there a budget?*

No. It's important to include assumptions for data collection and should be shown as a line item in the budget. The Transportation Authority has access to INRIX speed data, Caltrans PeMS sensor and census traffic data, and biennial Congestion Management Program traffic counts.

5. *The consultant would help define vision, goals and objectives, but the Transportation Authority has already done previous work. Do you have a framework with specific goals, objectives, and metrics that you want to use or does the Transportation Authority want to start from scratch?*

We do have previous work from past efforts. The most consistent factors between the current study and previous efforts are the goals and objectives. The modeling and technical work are very different in that now we are examining all the variables: entire freeway, segments, design, operation. Because of this the evaluation process and metrics may be adjusted. The Transportation Authority will examine this with the project team.

The following questions were submitted by the September 6, 2024, 5:00 p.m. deadline.

1. *If interviews are held, will the Transportation Authority conduct interviews in-person or virtually?*

Interviews, if necessary, will be held virtually on the Zoom platform.

2. *Will responses to Section V 4. Assurances and Miscellaneous Items, items b. through f., count towards the 15-page limit?*

Responses to Section V 4. Assurances and Miscellaneous Items, items b. through f., will count towards the 15-page limit.

3. *Is Form 15-H (Good Faith Effort) required if the DBE requirement is met in the proposal?*

Submission of Form 15-H is not required if the DBE goal is achieved.

4. *Task 4b denotes that the consultant should note any relevant experience in calculating greenhouse gas and other emission and pollutant exposure and propose other recommended data to complete this task. Could the Transportation Authority clarify the level of detail they are expecting with the GHG analysis? Is it more high level in nature or more detailed?*

The Transportation Authority is considering looking at a reduction in greenhouse gas and other pollutants as a metric, though we know this can be challenging to calculate. If incorporated in to the study, we anticipate this to be a more high-level analysis to support the concept evaluation.

For more information regarding the RFP, visit the Transportation Authority's website:  
[www.sfcta.org/contracting](http://www.sfcta.org/contracting)