

# Mendocino Council of Governments

## ADDENDUM No. 1

### Request for Proposals

#### Feasibility Study

#### Mobility Solutions for Rural Communities of Inland Mendocino County for Mendocino Council of Governments

Pursuant to the RFP issued by the Mendocino Council of Governments (MCOG) on November 23, 2021, the deadline to submit written questions was December 10, 2021. This Addendum addresses questions received through that date.

*Question #1 contained three separate questions. They are broken down here for clarity:*

**Question 1(a): “Can you provide more background with regards to the service that is currently provided to Inland communities by the Mendocino Transit Authority?”**

Response: The Mendocino Transit Authority currently provides no transit service to four out of five of the inland communities that are the subject of this study (Laytonville, Covelo, Brooktrails, and Potter Valley). The inland community of Hopland receives limited service through MTA’s Route 65.

MTA operates twelve fixed bus routes connecting the Mendocino Coast, the inland valleys, towns and communities to Ukiah, the County seat. Their fixed route service includes intracity routes in Fort Bragg, Ukiah, and Willits. MTA also provides Dial-a-Ride services in Ukiah and Fort Bragg, and one flex route in Ukiah. Americans with Disabilities Act (ADA) paratransit service is available for persons with disabilities who live within  $\frac{3}{4}$  mile of MTA’s local Fort Bragg, Willits or Ukiah bus routes. For information on specific routes, visit MTA’s website <https://mendocinotransit.org/>.

**Question 1(b): “Are consultants supposed to evaluate their performance at all?”**

Response: No, the scope of this RFP does not include evaluation of MTA’s performance.

**Question 1(c): “Is the intent of the study to replace those services, modify and strengthen them, and/or keep but complement them with new/additional mobility options?”**

Response: The intent of this study is not to replace existing transit services, but to complement them with new mobility options appropriate for the rural communities. Per the RFP, this study will assess existing conditions and research mobility solutions and traditional transit alternatives existent in the marketplace that have been implemented in similar locations, for applicability in this rural region. It will also look at developing new innovative solutions (including possible pilot projects) to meet the transportation needs of residents in these remote communities. Additional guidance is provided in task 4, page 7, which states in part “Consultant shall research and analyze a wide range of mobility/shared mobility options and transit alternatives (such as vehicle sharing programs like MioCar, micro-transit options, technology-enabled mobility-on-demand options, clean energy/electric vehicle options, etc.) that have been implemented in other areas with similar challenges, for applicability in this region.”

**Question 2: Under the Professional Services Agreement, items in darker red color, and inside square brackets, DBE Option – page 2, Opt - page 4, and Federal Funding Option – pages 7 and 8. Shall we consider them part of the agreement, or are these options that will not be included in the final agreement?**

Response: The two DBE options noted in MCOG’s standard template apply to projects with federal funding. This grant project has state-only funds, so the DBE options will not be included in the final Professional Services Agreement.

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*Dated 12/15/21*