Northeast Ohio Areawide Coordinating Agency (NOACA)

Request for Proposals

Greater Cleveland Regional Transit Authority (GCRTA) Pathways to Transit: First Last Mile Connections to Transit Stations

Vendor Questions as of May 1, 2026

1. ***In our review of the TLCI RFP documents for the Greater Cleveland Regional Transit Authority (GCRTA) Pathways to Transit: First Last Mile Connections to Transit Stations RFP, we noticed that there are two different budget amounts noted within the document*** [see section (VI)(C)(2) on page 10 and section (VIII)(B) on page 12]***. Can confirmation/clarification be provided that the anticipated budget for this planning study is $125,000?***

The anticipated budget for this study project is $125,000.

Section (VIII)(B) of the RFP states that "This RFP does not constitute an offer or a contract. No contract in excess of $79,567.50 may be awarded without a resolution by the NOACA Board of Directors." The dollar amount referenced in this section of the RFP is the calendar year 2026 procurement cost threshold at which the agency must obtain the approval of the NOACA Board of Directors for award of contract. In other words, any contract that costs less than or equal to $79,567.50 may be awarded under the authority of the agency's Executive Director. Any contract that has a cost exceeding $79,567.50 requires approval of award from the Board of Directors.

2. ***Are consulting firms or their subconsultant partners eligible (without a scoring or evaluation penalty) to respond and be considered for the TLCI projects, if they have ongoing contracts with either of the respective organizations that received the TLCI grant funding?***

If the scope of work for the ongoing or existing contract between the vendor and the entity that received TLCI grant funding includes drafting of *specifications, requirements, statements of work, or invitations for bids* for the project that is the subject of the study, that vendor would be prohibited from responding to the request for proposals. An ongoing contract or contracts between a vendor and the grant-funded entity for *other* work that does *not* relate to the subject of the TLCI study would not preclude a vendor from responding to the TLCI Planning Study RFP.

In addition, if the vendor has access to non-public confidential, proprietary, or trade secret information that would give them an unfair competitive advantage, that vendor would be prohibited from responding to the solicitation.

Our response on this question is based on NOACA's required compliance with federal procurement regulations, specifically 2 CFR Part 200 *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards*. Sections 200.317 – 200.327 state the procurement standards that apply to this solicitation.

3. ***When assessing first/last-mile connections, should the analysis reflect stations and trains as they operate today, or also account for near-term changes such as the GCRTA strategic plan, recent TOD corridor planning efforts, and upcoming new train cars?***

This will depend on how near-term the changes will be and how certain they are to happen. The general approach would be "all of the above," with a "base scenario" analysis assuming current operations, and further analysis of how planned changes would impact first/last-mile connections and recommendations. However, if such changes are imminent, it may be more appropriate to assume the changes have happened in the base scenario analysis. The project team and steering committee will be able to provide guidance on specific cases, as needed, during the study process.

4. ***If we're submitting with subconsultants, should we include a "Staff and Direct Cost" sheet for each firm in our pricing form?***

Yes, vendors should include a *staff and direct cost* sheet for each subconsultant in their in their business proposal. In addition, the total cost of each subconsultant contract should also be included as an entry under the direct cost portion of the prime contractor's pricing proposal, in order to provide a total project cost (that includes subcontractor costs).