



November 16, 2021

Addendum No. 1: RFQP No. 880

To Whom It May Concern:

The Alamo Regional Mobility Authority is providing an addendum and responding to the written questions received on its RFQP No. 880.

- 1. The time allowed for the phase one response is extremely short given the scope of the work and proposal requirements. We ask that you extend the Dec 1st deadline to Jan 14th to allow us to provide a complete response.**

The deadline for submittals will remain December 1st. If chosen for an interview there will be additional time to prepare more detailed information.

- 2. Does the Committee support a bid where the proposed transport solution of the RFQP is the first phase of a larger San Antonio mass transit solution for all residents and with affordable fares? Consistent with the VIA Metropolitan Transit (VIA) corridors (Vision 2040 Plan) and San Antonio Multimodal Transportation Plan. Or should the RFQP focus on the airport to downtown connection only as a stand-alone solution?**

The proposal should focus on the specific parameters described in the RFQP.

- 3. With reference to the images of ModuTram's elevated autonomous transit network (ATN) track and designs below: Will an above-ground, elevated track as per the images below be acceptable in Downtown San Antonio?**

- i. If it runs north-south parallel to I37 and close to that highway from The Pearl to Alamodome, tunneling under any freeways like I35 and other obstacles?**
- ii. A Downtown San Antonio track loop of approximately 5 miles that connects town transit hubs to the airport track and has stations near hotels? This loop will also tunnel where necessary like under I10. This means an elevated track i**

Future discussions with affected entities such as the City of San Antonio and major destinations will be dependent on the proposal selected.

- 4. If the RMA is open to an above-ground track in downtown per Q3, what would the key requirements be for this configuration to have a chance of being chosen as a solution?**

The alternatives will be evaluated based on the description and configuration provided in the response to the RFQP.

- 5. Is the financial feasibility of the transportation solution - for both revenue bonds and other private capital – a key requirement for the project to proceed? How important is it on a scale of 1 to 5, with 5 being most important?**

The financial feasibility is a scoring component of the RFQP as shown in Section 2 B.

6. **How important are affordable system fares for i) residents and ii) visitors on a scale of 1 to 5, for each, with 5 being most important?**

Affordability is not a designated scoring category but will be evaluated as part of the proposed project submission.

7. **Is the Alamo RMA open to other financing solutions such as – for example - the system being fully financed by private capital with the requisite City and State public guarantees and other concessions?**

Financing solutions should be detailed in the proposal and will be evaluated on their merit.

8. **Data and information requests:**

- **San Antonio Multimodal Transportation Plan. The full 2010 and 2040 Congestion model dataset and analysis**

Please visit <https://www.satransportationplan.com/> or contact the City of San Antonio for all available information related to the San Antonio Multimodal Transportation Plan. The Alamo RMA does not have any additional information to provide.

- **VIA Metropolitan Transit (VIA) corridors (Vision 2040 Plan). Corridor passenger demand dataset and analysis.**

This information should be available thru VIA Metropolitan Transit.

9. **Does the San Antonio International Airport (or San Antonio Aviation Department) know about this project (RFQP)?**

The RFQP has been published as a matter of public record since October 1, 2021.

10. **Can we approach the Airport to discuss integration between a proposed transportation project and the Airport terminals?**

Proposers are not precluded from making contact with any agency they deem necessary to provide the information needed for their response.

11. **Who would be the person to contact from the Airport?**

Responsibility for contacting specific entities or individuals is the responsibility of the proposers.

Hopefully, these responses to the questions submitted by the proposers will assist you in the preparation of your responses to the Alamo RMA's RFQP No. 880.

Respectfully,



Reggie Fountain, P.E.
Alamo RMA Operations Engineer