RFP #G055

Request for Proposals

A/E Design Services for
Bus Operations, Maintenance, and Administration Facilities

Issued by:
Golden Empire Transit District
1830 Golden State Ave
Bakersfield, CA 93301

Proposals must be submitted
No later than 1:00 PM
February 28, 2013

LATE PROPOSALS WILL BE REJECTED
There will not be a public opening for this A&E

For further information regarding this A&E Design Services contact Susan Eagle
Via Email: seagle@getbus.org

Issued: JANUARY 07, 2013
Golden Empire Transit District (GET) invites A&E Design Services for Bus Operations, Maintenance and Administration Facilities RFP # G055.

Each proposal submitted must be contained in a sealed envelope stating: “A&E Design Services” - Attention: Susan Eagle – “Purchasing Agent” and filed at the offices of the Golden Empire Transit District, 1830 Golden State Avenue, Bakersfield, CA 93301 at or before 1:00 PM PST February 28, 2013. Proposals received after the deadline will be returned to the bidder unopened.

GET encourages participation by the Disadvantaged Business Enterprises.

Bid packages may be obtained by emailing Susan Eagle at seagle@getbus.org, or www.getbus.org
NOTICE IS HEREBY GIVEN that sealed proposals are invited by the Golden Empire Transit District, a public transit district, for A/E Design Services for Bus Operations, Maintenance and Administration Facilities, all in strict conformance with Contract Documents and Specifications therefore, entitled “A/E Design Services for Bus Operations, Maintenance and Administration Facilities” being on file in the offices of the Golden Empire Transit District at 1830 Golden State Avenue, Bakersfield, California.

Each proposal must be contained in a sealed envelope stating “A/E Design Services”-Attention: Susan Eagle – “Purchasing Agent” and filed at the offices of the Golden Empire Transit District, 1830 Golden State Avenue, Bakersfield, California, 93301-1012 at or before 1:00 PM, February 28, 2013.

Copies of the Contract Documents and Specifications may be obtained by emailing Susan Eagle at seagle@getbus.org or www.getbus.org. Each proposal shall be submitted on a form prepared by the Golden Empire Transit District. No proposal may be withdrawn for a period of one hundred and twenty (120) days after opening. The District will not reimburse the proposer for cost incurred in the preparation of their proposals.

The successful proposer shall possess all applicable and valid license(s) at the time the contract is awarded. The Contract to be entered into pursuant to this Request for Proposals is subject to a financial assistance. If for any reason the aforementioned financial assistance is withdrawn, then the District may withdraw this “A/E Design Services for Bus Operations, Maintenance and Administration Facilities” and/or terminate any Contract entered into in accordance with these Contract Documents and Specifications.

All proposers are required to read and completely familiarize themselves with the terms and conditions of the project’s Contract Documents and Specifications, and to submit all necessary paperwork required of the proposer as specified in “Part I Commercial Terms and Conditions” and “Part II General Terms and Conditions.”

The District reserves the right to postpone proposal opening, accept or reject any and all proposals and to waive any informality in any proposal, all as the District deems to being in its own best interests.
GOLDEN EMPIRE TRANSIT DISTRICT
A/E Design Services for Bus Operations, Maintenance and Administration Facilities.

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GOLDEN EMPIRE TRANSIT DISTRICT
A/E Design for Bus Operations, Maintenance and Administration Facilities.

Description of the Project

Golden Empire Transit District is requesting proposals from qualified Architectural / Engineering firm for the planning, design and specification development for construction of a new Bus Operations, Maintenance and Administration building. This new bus operations facility will take place of the existing facility located at 1830 Golden State Ave. Bakersfield, CA. 93301 and be built directly west at 1920 Golden State Ave. Bakersfield, CA. 93301.

The District completed a twenty year facility master plan in 2012 with conceptual designs and recommendations. The District desires the services from A/E firms to design a certified LEED Gold or Platinum Central Bus Facility. Additionally, the A/E will be responsible for developing biddable documents and plans needed to publish an RFP or IFB for construction.

This will be considered to be a single design, bid, build project and not a phased building project. The District has acquired six acres of land adjacent to our current property which allows us to build a complete facility without demolition of any existing buildings or interruption of our daily operations.

Services

The District is requesting the following services from the A/E firm.

Facility Master Plan Review:
The completed 2012 facility master plan needs to be reevaluated and if necessary updated. The A/E will include a review of the findings and recommendations of the previous master plan including construction options, conceptual design and project cost estimates.

Completion of Conceptual Facility Design:
The A/E will reevaluate the design of the new facility and work with the District’s project management staff to finalize the new central bus facility design.

Schematic Design:
Develop a schematic design. The schematic design shall accommodate, operate and maintain 130 bus fleet operations as well as allow for future expansion.

Plan Development:
The A/E will be responsible for developing biddable documents and plans needed to publish an RFP or IFB for construction.
GOLDEN EMPIRE TRANSIT DISTRICT
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Design Development:
This phase will consist of the production of design development plans to 100 percent completion. The design development services uses the initial design documents from the schematic phase and takes them to final completion. This phase lays out the civil, surveying, mapping, geotechnical, environmental mitigation, mechanical, electrical, plumbing, structural and architectural details. This includes site plans, floor plans, sections, elevations, material types, including an outline of material specifications and also includes the production of surveys, maps, traffic plans, geotechnical surveys and cost estimates.

Bidding and Contractor Selection Phase:
The A/E will develop the required documents and plans for a construction IFB. The A/E will assist the District with the bidding process, bid evaluation and selection of the construction firm for the construction of the new central bus facility.

Goals

The overall goals of the project are:

1. To plan, design and build a modern state-of-the-art new central bus facility that will accommodate a 130 transit bus fleet operation as well as allow for future expansion.

2. This project will develop a design for the new central bus facility that elevates the status of the Golden Empire Transit in the City of Bakersfield and public transit industry by exceptional design standards that are both financially and environmentally sustainable. A LEED Gold or Platinum certified building is desired.

3. The new central bus facility design shall substantially increase operation efficiencies and offer modern spacious floor plans to comfortably accommodate 130 office employees, 300 bus operators, operate and maintain 130 buses.

4. Efficiently design the project to meet the physical constraints of the existing land available.
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Proposal Content

List the Following Key Personnel:

- Principal in Charge
- Project Manager
- Design Manager
- Lead Architect
- Lead Design Engineer

For each of the key personnel, describe their experience with similar projects, with an emphasis on bus operations, maintenance, and administration facility projects, projects involving extensive collaboration with public agencies, Board of Directors, contractors, or other stakeholders, and projects involving creative and cost-effective design solutions to challenging architecture, engineering, or construction problems.

For each key personnel, identify the percentage of his/her time that will be committed to the Project. The key personnel must remain engaged on the project, until the expiration of the A/E Contract. The parties recognize that the key personnel constitute a critical element of the project, and that loss of any of the key personnel could cause significant loss to GET. Provide concise resumes for the key personnel including education, work history, relevant project experience, length of time with the firm, and references.

Experience with Similar Projects:
Provide descriptions of past projects performed by the proposer. These descriptions should highlight experience and expertise on projects similar to the project, with emphasis placed on bus operations and maintenance facilities projects.

Project Approach / Project Schedule:
It is intended that the A/E proposing in response to this RFP will expand on the general outline of the description of the project and approach to the project including a detailed list of activities, deliverables, and schedules to be accomplished for the project.

Proven Quality of Work:
Provide three references that include, at a minimum, project description, client, contact, phone number, services performed, and approximate project construction cost of similar projects.
GOLDEN EMPIRE TRANSIT DISTRICT
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Evaluation of Proposals

The Committee will evaluate the proposals and will select the Proposer that, in the opinion of the Committee, is best qualified and best demonstrates its ability to meet Golden Empire Transit’s desired Bus Operations, Maintenance, and Administration facility goals.

Evaluation Factors

- Project Management organization & key personnel qualifications
- Experience with similar projects.
- Project approach to the work and project schedule.
- Proven quality of similar work.
- Location of firm.
- Overall Impression/Responsiveness.
- Cost

The factors will be evaluated and rated using rating guidelines with special attention given to the desired quality expressed in the statement of each factor.

Evaluation Rating Guidelines

The proposal will be rated by a qualitative/descriptive method. The following qualitative/descriptive ratings will be used in evaluation of each evaluation factor and the quality rating of the overall proposal:

Exceptional: The Proposer has demonstrated an approach that is considered to significantly exceed stated criteria in a way that is beneficial to GET. This rating indicates a consistently outstanding level of quality, with very little or no risk that this Proposer would fail to meet the requirements of the Contract. There are no weaknesses.

Good: The Proposer has demonstrated an approach that is considered to exceed stated criteria. This rating indicates a generally better than acceptable quality, with little risk that this Proposer would fail to meet the requirements of the Contract. Weaknesses, if any, are very minor. Correction of the weaknesses would not be necessary before the proposal would be considered further.

Acceptable: The Proposer has demonstrated an approach that is considered to meet the stated criteria. This rating indicates an acceptable level of quality. The proposal demonstrates a reasonable probability of success. Weaknesses exist but can be readily corrected through requests for clarification or communications.
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**Marginally Acceptable:** The Proposer has demonstrated an approach that fails to meet stated criteria as there are weaknesses and/or deficiencies, but the weaknesses and/or deficiencies are susceptible to correction through discussions. The response is considered marginal in terms of the basic content and/or amount of information provided for evaluation, but overall the Proposer is capable of providing an acceptable or better proposal.

**Unacceptable:** The Proposer has demonstrated an approach that indicates significant weaknesses/deficiencies and/or unacceptable quality. The proposal fails to meet the stated criteria and/or lacks essential information and is conflicting and/or unproductive. There is no reasonable likelihood of success; weaknesses/deficiencies are so major and/or extensive that a major revision to the proposal would be necessary.

**Competitive Negotiation**

Golden Empire Transit may establish competitive ranges, but use technical competency ranges, conduct negotiations, require bidders to submit new proposals based on the negotiations, and repeat or end the process as in Golden Empire Transit’s best interest.

**Procurement Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>RFP Release</td>
<td>January 7, 2013</td>
</tr>
<tr>
<td>Pre-proposal Job Walk (Not Mandatory)</td>
<td>January 21, 2013</td>
</tr>
<tr>
<td>Last day for questions and clarifications</td>
<td>January 31, 2013</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>February 14, 2013</td>
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<tr>
<td>Committee Proposal Review</td>
<td>February 18 – 21 2013</td>
</tr>
<tr>
<td>Presentations and Interviews (If Necessary)</td>
<td>February 25 – 28 2013</td>
</tr>
<tr>
<td>Notice of Award</td>
<td>March 20, 2013</td>
</tr>
<tr>
<td>Contract Execution</td>
<td>March 29, 2013</td>
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</table>
GOLDEN EMPIRE TRANSIT DISTRICT
A/E Design Services for Bus Operations, Maintenance and Administration Facilities.
Addendum Acknowledgement Form

To: Golden Empire Transit District

Pursuant to and in compliance with your Request for Proposals, calling for bids and related documents. The undersigned bidder, having familiarized himself with the terms and conditions of the contract, the local conditions affecting the performance of the contract the cost of the work at the place where the work is to be done and the drawings and specifications and other contract documents, proposes and agrees to perform the contract within the time stipulated, including all of its component parts and everything required to be performed, and to provide and furnish any and all of the labor, materials, tools, expendable equipment, and all applicable taxes, utility and transportation services necessary to perform the contract and complete in workmanlike manner all of the work require in connection with this proposal and all in strict conformity with the drawings and specification and other contract documents, including addenda number ______.

The bidder has carefully examined the plans and specification for this project prepared and furnished by Golden Empire Transit District and acknowledges their sufficiency.

It is understood and agreed that the work under the contract shall commence by the bidder, if awarded the contract, on the date to be stated in Golden Empire Transit District’s “Notice to Proceed”.

I, the bidder identified below, declare under penalty of perjury that the information provided and representations made in this bid are true and correct and that this declaration was executed on

_____________________, 2013, ______________________________________________.

NAME OF BIDDER: ___________________________________________

CORPORATE OR COMPANY NAME: ____________________________________________

ADDRESS: ________________________________________________________________

__________________________________________________________________________

TELEPHONE: _________________________ FAX: ________________________________

SIGNATURE: ______________________________________________________________
GOLDEN EMPIRE TRANSIT DISTRICT
A/E Design Services for Bus Operations, Maintenance and Administration Facilities.

PART I
COMMERCIAL TERMS AND CONDITIONS
(Equipment, Materials and Services)

Proposals are requested for the Scope of Work enclosed.

1. CONTRACT DOCUMENTS
   a. All terms and conditions included in this solicitation will be incorporated into any resultant contract.
   b. It is the intent of the District to award a firm fixed price contract for this procurement.
   c. The District is exempt from Federal Excise and Transportation Taxes. The District will furnish necessary exemption certificate upon request. Any sales tax, use tax, imposts, excise or other taxes, which are now or which may hereafter be imposed by Congress, by a state or any political subdivision hereof and applicable to the sale or the material delivered as a result of bidder’s proposal and which, by the terms of the tax law, must be passed directly to GET and will be paid by GET.

2. FORM OF BIDS
   Bids shall be submitted only on the Bid Form, furnished to contractors. Bids submitted on any other form will be considered non-responsive and WILL BE REJECTED. The only acceptable method of modifying a bid is by letter, if it is received by the person assigned to open bids prior to the time set for opening of bids.

3. RECEIPT OF BIDS
   a. Sealed bids, an original and two (2) copies will be received by:
      Golden Empire Transit District
      1830 Golden State Avenue
      Bakersfield, CA 93301
      The bid opening will occur at the time and date specified in the announcement.
   b. The District reserves the right to postpone bid opening for its own convenience, to reject any or all bids, and to cancel the requirements at any time prior to bid opening and return all bids unopened.
3. DISCREPANCIES

If a Contractor becomes aware of any discrepancy, ambiguity, error or omission, it shall be reported immediately to the District Staff, who will determine the necessity for clarification.

4. APPEAL PROCEDURES

Requests for approved equals, clarifications of specifications, and protest of specifications must be received by the District in writing 10 work days before bid opening. Requests must be addressed as listed in Item 3 and be clearly marked on the outside of the envelope: "NOT A BID". Any request for an approved equal or protest of the specifications must be fully supported with technical data, test results, or other pertinent information as evident that the substitute offered is equal to or better than the specification requirements. The burden of proof as to the equality, substitutability, and the compatibility of proposed alternates or equals shall be upon the Contractor, who shall furnish all necessary information at no cost to the District. The District shall be the sole judge as to the quality, substitutability and compatibility of the proposed alternates or equals.

6. ADDENDA

a. Clarification or any other notice of a change in the Bidding Documents will be issued only by the District Manager and only in the form of written addenda mailed or otherwise delivered to the address of record of each Contractor. Each addendum will be numbered and dated. Under extreme circumstances, an addendum may be in the form of a telegraph. Oral statements or any instructions in any form, other than addenda as described above, shall have no consideration.

b. Each addenda received during the bidding shall be acknowledged in the designated space on the Bid Form with the information therein requested. If none are received, the words "no addenda received" shall be written in the said space.

7. RECEIVING BIDS

Bids received will be kept unopened until the time fixed for the bid opening. The person whose duty it is to open the bids will determine when the time stated above has arrived and no bid received thereafter will be considered.

8. WITHDRAWAL OF BIDS

Bids may be withdrawn only by signature of Contractor, provided the request is received by the person whose duty it is to open bids prior to the time fixed for bid opening. Each bid opened will be considered to be a valid offer, and may not be
withdrawn for a period of thirty (30) calendar days following opening of bids, unless the Contractor is given written notice that the bid is unacceptable.

9. EVALUATION OF BIDS

Bids will be evaluated as stated in the Scope of Work.

10. AWARD OR REJECTION OF BID

a. Award will be made to the lowest responsive and responsible Contractor or Contractors whose bid meet all or the majority of the requirements and conditions set forth in the technical specifications/ Scope of Work.

b. The District reserves the right to REJECT ANY OR ALL bids or any item or part thereof, or to waive any informality in bids when it is in the best interest of the District to do so.

c. The District also reserves the right to award its total requirements to one Contractor or to apportion those requirements among several Contractors, as the District may deem it to be in its best interest.

10. PRE-CONTRACTUAL EXPENSES

Bidders are responsible for all pre-contractual expenses. Pre-contractual expenses are defined as expenses incurred by the Bidder in 1) preparing the bid in response to this invitation; 2) submitting that bid to the District; 3) negotiating with the District any matter related to this bid; or 4) any other expenses incurred by Bidder prior to date of award.

12. PAYMENT

a. Payment Schedule and Invoicing
   1. Payment for equipment, material, and services shall be made 30 days after receipt of invoice.
      a. Proper and complete billing (including support) is received by District.
      b. Acceptance by the District of the equipment, materials and / or services in accordance with the Scope of Work.
      c. Contractual agreements set forth between the District and the Contractor.
      d. Prime Contractor and Subcontractor Payments (if applicable)

Prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 10 days from receipt of each payment the prime contractor receives from the District. The prime contractor agrees further to return retainage payments to each subcontractor within 30 days after the subcontractor’s work is satisfactorily completed. Any delay or
postponement of payment from the above referenced time frame may occur only for good cause following written approval of the District.

13. DELAYS

a. Unavoidable Delays
   If services under the contract should be unavoidably delayed, the District's Chief Executive Officer (C.E.O) shall extend the time for completion of the contract for the determined number of days of excusable delay. A delay is unavoidable only if the delay was not reasonably expected to occur in connection with or during the Contractor's performance, and was not caused directly or substantially by acts, omissions, negligence or mistakes of the Contractor, the Contractors subs, or their agents, and was substantial and in fact caused the Contractor to miss delivery dates, and could not adequately have been guarded against by contractual or legal means. Delays beyond control of the District or caused by the District will be sufficient justification for delay of services and Contractor will be allowed a day for day extension.

b. Notification of Delays
   The Contractor shall notify the Maintenance Manager as soon as the Contractor has, or should have, knowledge that an event has occurred which will delay delivery or installation. Within five (5) calendar days, the Contractor shall confirm such notice in writing, furnishing as much detail as available.

c. Request for Extension
   The Contractor agrees to supply, as soon as such data are available, any reasonable proofs that are required by the District's C.E.O. to make a decision on any request for extension. The District's C.E.O. shall examine the request and any documents supplied by the Contractor and shall determine if the Contractor is entitled to an extension and the duration of such extension. The District's C.E.O. shall notify the Contractor of his decision in writing. It is expressly understood and agreed that the Contractor shall not be entitled to damages or compensation and shall not be reimbursed for losses on account of delays resulting from any cause under this provision.

14. INSURANCE

a. During the performance hereunder and at Contractor's sole expense, Contractor shall procure and maintain the following insurance and shall not of its own initiative cause such insurance to be cancelled or materially changed during the course of herein contract for bid.
   1. Workers' Compensation Insurance with the limits established and required by the State of California;
   2. Employers' Liability Insurance with the limits set forth below;
   3. Comprehensive General Liability, Product/Completed Operations Liability, Contractual Liability, Independent Contractors Liability, and Automobile Insurance with at least the following limits of liability:
a. Primary Bodily Injury Liability limits of $1,000,000 per occurrence;
b. Primary Property Damage Liability limits of $1,000,000 per occurrence.

b. Prior to the District's issuance of a contract, the Contractor must furnish to the District a Certificate of Insurance which shall certify the Contractor's insurance policy adequately covers the above listed requirements. Documents may be delivered or mailed to said office. Language on the certificate shall confirm the following:

1. The District is designated as an additional insured on the Comprehensive Liability and Automobile Liability Insurance described hereinabove.
2. The coverage shall be primary as to any other insurance with respect to performance hereunder.
3. Thirty (30) days written notice of cancellation or material change to District.

15. LIQUIDATED DAMAGES

The District and bidder recognize that liquidated damages requirements are appropriate if parties to a contract may reasonably expect to incur damages in the form of increase costs resulting from the late completion of the contract. Therefore, the District will impose a charge of $100.00 per day, each day after scheduled completion date.
1. PROHIBITED INTERESTS

a. Prohibited Interest
   The parties hereto covenant and agree that, to their knowledge, no board member, officer, or employee of the District, during his tenure or for one (1) year thereafter has any interest, whether contractual, non-contractual, financial or otherwise, in this transaction, or in the business of the contracting party other than the District, and that, if any such interest comes to the knowledge of either party at any time, a full and complete disclosure of all such information will be made in writing to the other parties, even if such interest would not be considered a conflict of interest under Article 4 of Chapter 1 of Division 4 of Title 1 (commencing with Section 1090) or Division 4.5 of Title 1 (commencing with Section 3600) of the Government Code of the State of California.

b. Interest of Members of or Delegates to Congress
   No member of or delegate to the Congress of the United States shall be admitted to any share of or part of this contract or to any benefit arising therefrom.

2. CIVIL RIGHTS.

The following requirements apply to the underlying contract:

(1) NONDISCRIMINATION. In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. 2000(d), section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. 12132, and Federal transit law at 49 U.S.C. 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) Equal Employment Opportunity. The following equal employment opportunity requirements apply to the underlying contract:

Opportunity, Department of Labor,” 41 C.F.R. parts 60 et seq.,(which implement Executive Order No. 11246, “Equal Employment Opportunity”, as amended by Executive Order No. 11375,” Amending Executive Order 11246 Relating to Equal Employment Opportunity, 42 U.S.C. 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination: rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the contractor agrees to comply with any implementing requirements FTA may issue.

(b) Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal transit law at 49 U.S.C. 5332, the contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the contractor agrees to comply with any implementing requirements FTA may issue.

(c) Disabilities. In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. 12112, the contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, “ regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act, “ 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(3) The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

3. TERMINATION OF CONTRACT

a. Termination for Convenience

1. The procurement under this CONTRACT may be terminated by the District in accordance with this clause in whole, or from time to time in part, whenever the District shall determine that such termination is in its best interest. Any such termination shall be effected by delivery to the Contractor of a notice of termination specifying the extent to which performance of work under the contract is terminated, and the date upon which such termination becomes effective.

2. After receipt of a notice of termination, and except as otherwise directed by the District, the Contractor shall:

a. stop work under the contract on the date and to the extent specified in the notice of termination;
b. place no further orders or subcontracts for materials, services, or facilities, except as may be necessary for completion of such portion of the work under the contract as is not terminated;
c. terminate all orders and subcontracts as to the extent that they relate to the performance of work terminated by the notice of termination;
d. assign to the District, in the manner, at the time, and to the extent directed by the District, all of the right, title, and interest of the Contractor under the orders and subcontracts so terminated, in which case the District shall have the right, in its discretion to settle or pay any or all claims arising out of the termination of such orders and subcontracts;
e. settle all outstanding liabilities and all claims arising out of such termination of orders and subcontract, with the approval and ratification of the District, to the extent that may be required, which approval or ratification shall be final for all the purposes of this clause;
f. transfer title to the District and deliver in the manner, at the time, and to the extent, if any, directed by the District, the fabricated or unfabricated parts, works in process, completed work, supplies, and other material produced as a part of, or acquired in connection with the performance of, the work terminated, and the completed or partially completed plans, drawings, information and other property which, if the contract had been completed, would have been required to be furnished to the District;
g. use its best efforts to sell, in the manner, at the times, to the extent, and at the price(s) directed or authorized by the District, any property of the types referred to above, provided, however, that the Contractor shall not be required to extend credit to any purchaser, and may acquire any such property under the conditions prescribed by and at a price(s) approved by the District, and provided further, that the proceeds of any such transfer or disposition shall be applied in reduction of any payments to be made by the District to the Contractor under this contract or shall otherwise be credited to the price or cost of the work covered by this contract or paid in such other manner as the District may direct;
h. completed performance of such part of the work as shall not have been terminated by the notice of termination; and
i. take such action as may be necessary, or as the District may direct, for the protection or preservation of the property related to this contract which is in the possession of the Contractor and in which the District has or may acquire an interest.

b. Termination for Default

1. The District may, by written notice of default to the Contractor, terminate the whole or any part of this contract, if the Contractor fails to make delivery of the equipment or to perform the services within the time specified herein or any extension thereof; or if the Contractor fails to perform any of the other provisions of the contract, or so fails to
make progress as to endanger performance of this contract in accordance with its terms, and in either of these two circumstances does not cure such failure within a period of 10 days (or such longer period as the District may authorize in writing) after receipt of notice from the District specifying such failure.

2. If the contract is terminated in whole or in part for default, the District may procure, upon such terms and in such manner as the district may deem appropriate, supplies or services similar to those so terminated. The Contractor shall be liable to the District for any excess costs for such similar supplies or services, and shall continue the performance of this contract to the extent not terminated under the provisions of this clause.

3. Except with respect to defaults of subcontractors, the Contractor shall not be liable for any excess costs if the failure to perform the contract arises out of causes beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the default of a subcontractor, and if such default arises out of causes beyond the control of both the Contractor and the subcontractor and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs for failure to perform, unless the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery schedule.

4. Payment for completed equipment delivered to and accepted by the district shall be at the contract price. The District may withhold from amounts otherwise due the Contractor for such completed equipment such sum as the District determines to be necessary to protect the District against loss because of outstanding liens or claims of former lien holders.

5. If, after notice of termination of this contract under the provisions of this clause, it is determined for any reason that the Contractor was not in default under the provisions of this clause, or that the default was excusable under the provisions of this clause, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to termination for convenience of the District.

6. The rights and remedies of the District provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

4. DISPUTES

a. Protests dealing with restrictive specifications or alleged improprieties in the solicitation must be filed no later than eight working days prior to the bid opening or closing. Any other protest must be filed no later than eight working days after award of contract. Protests shall be in writing and addressed to the C.E.O.
b. The protest will contain a statement describing the reasons for the protest and any supporting documentation. Additional materials in support of the initial protest will only be considered if filed within the time limit specified in paragraph a. The protest will also indicate the ruling or relief desired from the District.

c. Except as otherwise provided in this contract, any dispute concerning a question of fact arising under this contract, which is not disposed of by agreement shall be decided by the District, who shall reduce this decision to writing and mail or otherwise furnish a copy thereof to the Contractor. The decision of the District shall be final and conclusive. In connection with any appeal proceeding under this clause, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Contractor shall proceed diligently with the performance of the contract and in accordance with the District's decision.
GOLDEN EMPIRE TRANSIT DISTRICT
A/E Design Services for Bus Operations, Maintenance and Administration Facilities.

RETURN THIS FORM WITH YOUR PROPOSAL

Disadvantaged Business Enterprise

____________________________________ hereby certifies that all reasonable efforts have been made to secure maximum disadvantaged business enterprise (DBE) participation in this contract. *

BY: _________________________________
Authorized Official

_________________________________
Title

Please include on a separate sheet the names, addresses of all DBEs contacted or that will participate in the contract, the scope of work, dollar amount of for each participating DBE. Also describe all efforts which have been made to secure maximum DBE participation.

All participating DBEs must complete the DBE affidavit, attached.

AFFIDAVIT OF DISADVANTAGED BUSINESS ENTERPRISE

I hereby declare and affirm that I am a qualifying DBE as describe in 49 CFR part 26 and that I will provide information to document this fact.

I DO SOLEMNLY DECLARE AND AFFIRM UNDER THE PENALTIES OF PERJURY THAT THE FOREGOING STATEMENTS ARE TRUE AND CORRECT, AND THAT I AM AUTHORIZED, ON BEHALF OF THE ABOVE FIRM, TO MAKE THIS AFFIDAVIT.

BY: _________________________________

Title: _________________________________

Date: _______________________________
GOLDEN EMPIRE TRANSIT DISTRICT
A/E Design Services for Bus Operations, Maintenance and Administration Facilities.

BID FORM

PROJECT SERVICES  $_______________________________

NAME OF BIDDER: ____________________________________________

CORPORATE OR
COMPANY NAME:______________________________________________

ADDRESS: ____________________________________________________

TELEPHONE: __________________________  _________________________

FAX: _________________________________________________________

DATE: ________________________________________________________

SIGNATURE: __________________________________________________
The November 2011 draft final report of the Long-Range Plan provides service and financial plans to move Golden Empire Transit forward. It includes recommendations for the short (2013-2020), the mid (2021-2025) and the long terms (2026-2035) through a variety of proposed projects and programs. The LRP was developed with the Kern Council of Governments and included input from a number of different sources, including stakeholder interviews, roundtable meetings, operator interviews and public outreach.

The major recommendation for the short term is the restructuring of the fixed route bus system, which has been in place for over twenty years. Although annual ridership on GET has increased significantly from its inception in 1973 with 1.8 million boardings to over 7.5 million in 2009, many of the activity centers have shifted over time and there has been increased development in the outlying portions of the service area, which includes the City of Bakersfield and the adjacent unincorporated areas. As a result, there is more demand for “crosstown” routes, including limited stop and express services and less demand for service concentration in the downtown area. The service restructuring is scheduled for implementation in October 2012.

From a capital perspective, the anticipated short term investments include a new transit center at California State University Bakersfield, the rehabilitation of the Downtown transit center and the upgrading of the Southwest transit center. In addition, funds for a new bus operations and maintenance facility are included over a three-year period beginning in 2013-2014.

The LRP estimates that the mid-term ability for the GET system to grow and the region to include new services, such as commuter rail in the high speed rail corridor right-of-way in the northwest and a broader BRT network will likely be significantly influenced by either the presence or absence of a countywide half-cent sales tax. Prior funding vagaries at the state level and uncertain future funding potentials at the federal level have made reliance on local funding, especially as a source of operating revenue, a growing trend nationally. Within California, there are 19 “self-help” counties that have passed transportation funding initiatives, which have broadened their flexibilities to operate services and leverage other funding sources.

Two scenarios, a financially constrained, and a fully funded, are included for the mid-term period. In the constrained alternative revenue hours are sustained at the short term level, with ridership growing at 2% per year to match population growth, and there are no resources available for commuter rail. However, a fully funded scenario both significantly increases bus hours and allows for the implementation of commuter rail.

The long term portion of the LRP is unconstrained financially, focused on meeting the mobility, land use and environmental demands that are anticipated to exist in the region.
SITE PLAN ANALYSIS AND ISSUES

SITE CIRCULATION

1. **Pull In** - The pull in operation was observed as a slow, methodical process that took place over an extended duration of time. There did not appear to be any “bottle necking” on site or off site on Golden State Frontage Road. Buses are pulled in by the drivers and parked for fare removal, fueling and washing by hostlers later in the evening.

2. **Pull Out** - The pull out operation was observed as a slow, methodical process that took place over an extended duration of time. There did not appear to be any “bottle necking” on site or off site on Golden State Frontage Road. Buses are pulled out by the drivers with empty fare boxes, fueled and cleaned from the evening before.

3. **Steam Clean** - The under carriage wash is located outside the Maintenance facility, and is equipped with a parallelogram lift. The wash functions well and is used daily.

4. **Fare Collection** - Fare collection is currently placed in a convenient location within the Operations Facility, in that it is highly visible and proximate to Dispatch. When the Armored truck pulls up, the agent must pass through the central driver area of dispatch to access the vault. When retrieving fares, the money cart is pulled through dispatch and crosses path with drivers entering and leaving the facility.

5. **Fueling** - The fueling operation was not observed, however the location of the fueling island is positioned parallel with the parked buses and requires buses to make a 180 degree left turn to align with the island. This does not seem to be causing a problem.

6. **Bus Wash** - The existing Bus Wash is located in line with fueling, however is located very close to the corner of the site, and requires a sharp left turn around the CNG compressor island when the bus leaves the wash bay. Furthermore, the size of the wash is too short for the existing fleet.

SITE SECURITY

7. **General Site Security** - The site is generally secured by buildings or fence / gates along Golden State Frontage Avenue, the two sides and back property line contiguous to the railroad tracks. Security gates are located at both vehicular entrances to the site.

8. **Administrative / Operations Building Security** - Access to the building interior is secured. At the main entrance to the building there is a security check point for visitors to check in and obtain visitor passes.
9. **Pavement Cracking** - Pavement cracking / spalling was observed immediately South of the Bus Wash and around the fuel island. Water is seeping into joints and causing spalling of the pavement as well as erosion.

10. **Surface Water Runoff** - Drains towards the Administrative / Operations building. Suspect drains have been identified that may be carrying surface oil and water to the storm collection system, and have been barricaded with straw rolls to intercept contaminants. Water samples are required to be taken and tested on a regular basis at these locations.

11. **Operating Capacity** - The capacity of the existing compressors is adequate, and the flow of natural gas is unlimited as it is provided via underground delivery.

12. **Compressor Conditions** - The existing compressors are scheduled to be replaced.

13. **Delivery System** - The existing facility has 2 CNG fuel dispensers.

14. **Staff Parking** - The existing staff parking lot is too small. During shift changes and at peak time periods, staff park on Golden State Frontage Avenue.

15. **Visitor Parking** - Visitor parking is adequate and located well in proximity to the main entrance to the building and security access.

16. **4 Sided Circulation** - The maintenance facility has limited access on the side facing Golden State Frontage Avenue, and the yard. There are adequate turning radii for buses to enter and leave the maintenance bays, however the wall separating the parking lot interferes with buses being able to circulate 360 degree around the building.

17. **Natural Light** - The building has adopted flat, non operable sky lights to take advantage of natural light.

18. **Yard** - The “Bone Yard” has become a place to store items that are being sold on eBay or in other venues.

19. **Dynamometer** - The dynamometer is located adjacent to the yard and outside the Maintenance Building.
20. **Exterior Storage - “C” Train** - This storage container has become, by default, the catch all location for long and short term storage. It is not located in convenient proximity to the Administrative / Operations building and may not provide the best environmental conditions for the storage of certain items such as paper and other fragile items. It is also well hidden by the masonry wall shielding it from Golden State Frontage Avenue, and may be vulnerable to break in.

21. **Paint Booth** - The paint booth is an independent structure added to the facility access to the vehicles within is limited and heat for curing the newer types of paint is missing.

22. **Topography** - The topography of the contiguous vacant site is gentle and blends well with the existing site for integration of buildings, roads and offers simple continuity to the existing site.

23. **Accessibility** - The vacant site is accessible from the existing site as well as from the existing cul-de-sac located at the end of Golden State Frontage Avenue. The site is also adjacent to an existing bike trail and can be connected with a small bridge for bike access from the site.

24. **Overhead Power Lines** - There are overhead electric lines and steel support structures traversing the site along the left edge. This area will not be able to have permanent structures constructed within it, but will function well for surface use and circulation.

**ENVIRONMENTAL - SUN & WIND**

**Prevailing Winds** - The annual prevailing wind pattern in Bakersfield comes from the NW. Although there are subtle shifts in this pattern over the course of the year, Natural Cooling from air movement can be taken advantage of in the strategic orientation and siting of the building.

**Sun Pattern** - The solar energy from the sun can be harnessed and converted to electricity. It can also contribute to the active and passive solar heat gain in a building. The strategic orientation of the building is dependent on the latitude, longitude and azimuth of its geographical location.

**Day Lighting** - The use of natural light in the design of energy efficient buildings is a critical consideration in its orientation and massing. Bakersfield can take advantage of 15.33 hours of daylight in June and approximately 10 hours in December.
SITE PLAN ANALYSIS AND ISSUES

UTILITIES

Existing Utilities - The existing site is serviced by water, electric, storm sewer and natural gas.

Septic System - The existing site is not serviced by local sanitary sewer, but has an existing septic system and leach field.
## GET Preliminary Program

### Current Needs

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### 20% Expansion (2032)

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**MAINTENANCE**

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**SERVICE LANE**

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GET Preliminary Program Area - SF

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Program Numbers:

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DEPARTMENTAL PROGRAM QUESTIONNAIRE

Golden Empire Transit

March 5, 2012

HR Department- Jeanie Hill, Manager (JH)  (3/5/12 1:00 pm)
Finance- Steven Woods, CFO- (SW)     (3/5/12 2:30 pm)
Operations- Candra Cheers, Manager (CC)    (3/5/12 3:00 pm)
Karen King, CEO (KK)       (3/5/12 4:00 pm)
Safety & Training- Bruce Seibel, Manager (BS)     (3/6/12 9:00 am)
Marketing- Gina Hayden, Manager (GH)     (3/6/12 10:15 am)
Maintenance Chris James, Manager (CJ)    (3/6/12 4:15 pm)

- Describe your operation including:
  1. Technology Requirement

(JH)  FleetNet (Las Vegas handles Payroll software and maintenance). Coordinate IT
(JH)  Small application kiosk in main lobby
(SW)  IT needs more data racks

2. Number of Personnel

(JH)  2 people and Jeanie. Would like another person
(JH)  Andrew (health assessments) would need an office as well (reports to half Marketing/ half HR)
(SW)  5 staff and Steven (including an IT person-under finance, maintenance as well)
(SW)  Getting solar energy grants, trying to cover the cars and buses
(SW)  Hybrid CNG vehicles are being considered
(SW)  CNG vehicles may be replaced with CNG Hybrid over time
(CC)  170 flex drivers, 70 full time drivers, 9 dispatch (2 3 person shifts at times), 3 supervisors (need offices), 6 street supervisors, 6 street supervisors (cubes)
(KK)  2 (self, executive assistant, planner)
(BS)  7 total – 4 training driver coordinators, 1 maintenance trainer, 1 safety & claims and Bruce
(GH)  7 total staff.
(CJ)  23 mech (equal shifts); 5 vehicle supervisors; 1 facility supervisor; 3 techs (parts room);
  9 service cleaners; 1 small vehicle fueler; 5 large vehicle fuelers; 5 building and grounds (2 shifts); 2 painters; 3 radio/electronic techs; 1 purchasing agent; 25 non-
3. Types of Spaces/Rooms Envisioned

(JH) 5 Offices and need to be enclosed and sound proof
(JH) HR office
(JH) Interview Rooms (for 4 people)
(JH) Secured storage (fire proof)
(JH) Gym/exercise area
(JH) Break room
(JH) Better, high tech board room
(SW) Supervisor & IT need offices
(SW) Executive area should be away from the staff
(SW) Supervisors only require offices
(SW) Some privacy issues. Small conference room.
(SW) Document storage is an issue (C Train outside maintenance)
(BS) Private offices for all
(BS) Classroom space
(GH) Private office (Andrew)
(GH) Security space
(GH) Assessment supervisor offices
(GH) 2 private offices for marketing
(GH) 2 cubicles for marketing – Graphic Designer & Outreach Coordinator

4. Hours of operation

(JH) 7:30-5:30pm, off every other Friday
(SW) Supervisor & IT need offices
(BS) Training anytime
(CJ) 3 shifts

5. Seasonal hours & staff levels, etc.

(JH) Not seasonal, they are 24/7.
(SW) None now but would like to partner up with schools. Intern opportunity would be
great, teaming with local colleges CalState has 5,000 students. Community colleges
have approximately 8,000 students.
(CJ) No seasonal employees

- What parts will be included in the new arrangement?
  (JH) Cubicles are not reusable
Vault is out of space
Personal records are out in the open
Large women’s bathroom
Storage space in Jeanie’s offices for forms, etc
Patio – outdoor dining area for staff adjacent to larger break room
Lost & Found room
Quiet room
All CNG fleet by 2005.
All buses CNG; Kern Regional fuels here also
Office
Maintenance training (classroom/bay)
Operational windows
Driver’s Lounge
Wellness center, daycare, multi-use Board Room

What other departments, facilities, etc. do you interact with regularly (e.g. deliveries, personnel)?

Interact with all departments
Department located with other groups but not direct adjacency is acceptable
Interact with Operations the most – not critical proximity
Not near toilet rooms and lost and found.
HR Persons – separate space but accessible
Work with CEO (Karen King) & Maintenance (Chris James) at least once/day
Andrew should be near Paratransit Ops & Ops manager
Marketing – HR/Operations/Planning/Admin (adjacent)/Maintenance (nearby)

What problems do you have with your existing facilities?

Outgrown
Need a larger break room. Break room is too loud with no amenities.
Schedule conflicts for rooms everywhere
Gym is interfering with the assessments
Privacy!
Women/Men equal facilities- currently, nothing for nursing mothers
Closest space in offices
Overall, not conducive in general to most of their operations
Want offices, not cubicles
Secured storage is not fireproof
HVAC not balanced properly
All crowded. No space whatsoever.
Like windows but they transmit heat.
(SW) Concrete slab transmits cold.
(SW) No radio room.
(SW) Double size of break room.
(SW) No designated, appropriate IT servicer room.
(SW) There are no locker rooms or shower facilities.
(SW) Board room needs to be quite, a bit larger. Awkward arrangement.
(SW) Need a 40 person training room.
(SW) Temporary buildings would be used for training and one for 4-5 offices.
(SW) Weight room is over used and loud when assessments are occurring.
(SW) HVAC system is not properly balanced and likely undersized.
(CC) Normal parking ok, training causes parking overload.
(CC) Operators pick quarterly in process run by union – occurs in Break Room which is awkward.
(CC) Needs to be more public (image important).
(CC) Security is less than in some other CNG facilities.
(KK) More security.
(BS) Security
(GH) Lack of storage space, lost & found.
(CJ) Out of space
(CJ) Offices on mezzanine are not ADA compliant
(CJ) Want 2 more in-ground lifts
(CJ) Tool box crib location

- **What do you like best about your existing facilities?**

  (JH) Nice people
  (JH) Likes her closet in her office
  (JH) Windows are important
  (JH) Windows need to be oriented
  (JH) It doesn’t appear that the people have any nostalgia associated with it
  (JH) Cameras have been a good addition in the parking lot
  (JH) Outdoor area near the kitchen/break room is important.
  (SW) Glass and vision angles are good
  (SW) Too hot in summer, too cold in winter
  (SW) Seems very safe
  (CC) Patio with umbrellas
  (CJ) Parts is acceptable on two levels with fork lift

- **What ideas do you have about a new space?**

  (JH) State of the art
  (JH) The building needs to reflect the progressive systems
  (JH) Need better HVAC. Hasn’t been balanced in quite some time, especially since all the additions
  (JH) Hot water tank was up in the ceiling space and burst
  (JH) Need a patio (health and wellness fair). Outdoor receptacles for functions
(JH) Need available space for expansion
(JH) Older records could go off site, otherwise record storage needs to be on site. Digital records would be big help
(JH) Overheard conversations is problematic
(JH) Security needs to be upgraded for employee security, especially the front door/lobby
(JH) Need a larger bulletin board for HR notices. Need a locked one for legal notices.
(JH) Need a lost and found area, especially for bikes
(JH) Natural light is important
(SW) Want to cover buses & cars with PV – use to run new electric controls for CNG compressors
(SW) One story
(SW) Easy wayfinding
(SW) Executive area away from staff
(SW) GET is fiscally conservative. Consider this in the design.
(SW) Need queuing space for drivers at dispatch.
(SW) Want to make sure this is the right approach for the project. They have a lot of land.
(SW) Chris had the solar panel report. CMAC program for solar panels. $3M and another $1M would be good
(SW) Solar applications
(SW) Reconfiguring the floor plan for better internal circulation
(SW) Single floor would be preferable.
(SW) Historically, GET has not borrowed money.
(SW) Partnering opportunities may be a possibility, daycare, police, retail(?), office space, public CNG Fueling
(SW) There are a lot of expansion possibilities
(SW) Commuter rail may be eating into the operational dollars
(SW) May need some local matching funds at some point
(SW) Hybrid technology is a consideration later
(SW) Solar fueling stations could work
(SW) Los Angeles built an underground facility in LA and has retail shops above.
(CC) Space to support Health Fair in May & other social activities
(CC) Plan for the future rather than trying to correct current problems
(CC) Green, energy efficient
(CC) Solar
(KK) Share with other users – transit operators training?
(KK) Environmentally friendly
(KK) Excess office space for growth
(KK) Forward thinking. Design what is optimal
(BS) Maintenance training classroom close to maintenance – accommodate up to 60 people
(BS) Bay training
(BS) Skid plate on site would be an option
(GH) Operable windows
(GH) Welcoming lobby
(GH) Locate cubicles in a separate area
(CJ) Larger oil tanks (2 @ 2,000 now – new & used)  
(CJ) Larger lube room  
(CJ) Larger bus wash with recycling & blower as CNG buses carry off water which ruins concrete  
(CJ) Reclaim body shop  
(CJ) Paint booth (early 90s) to replace (poor lighting, no heat)  
(CJ) Existing utilities are outdated  
(CJ) Especially electric  
(CJ) Needs real re-build area in maintenance  

• **What are the parts of your operation that are the most important?**  

(JH) Privacy but connected  
(JH) Secured facility  
(JH) Homeland security systems (CCTV & other systems currently installed with HS funds)  

• **What areas of your operation may:**  
  
  1. **Grow? When & how?**  

    (JH) Hoping HR will morph into something different  
    (JH) Funded by Fed, State, Local- Challenge to handle budget gaps  
    (JH) Five years out for another staffer  
    (JH) Presently (3) personnel – add 1 in 2013 budget  
    (JH) Need space for 1 HR person now  
    (SW) 2-3 more people in IT in next ten years; 2 more in Finance  
    (KK) BRT may happen but with 40’ buses  
    (GH) Daycare – staff number not determined  
    (CJ) Maybe drop 3rd shift if fuelers are 24/7  
    (CJ) Need 2 fueling lanes with 100 buses  

  2. **Shrink? When & how?**  

    (CJ) Inspections going from 3,000 mi to 6,000 mi  

• **General Comments:**  

  (SW) “Radio Room” is snug & houses IT servers; Drivers room should double; Board Room doubles as training meeting room; Maintenance wants space for training for Certification programs  
  (SW) Fixed buses start in around 7:30pm. Fuel school buses now  
  (SW) Finances are in good shape  
  (SW) Roof & mechanicals of Ops building are original. Would like to knock down and start over.  
  (SW) Could reuse building for offices, daycare, etc.
(SW) Add electric car chargers for public run by solar
(SW) New property has electric, storm, maybe cable. Need to get off septic and use City sewer
(SW) In process of digitizing records; recycle paper.
(SW) 2 new temporary buildings sized at 20’ x 40’. One will be training and one will be 4-5 offices. Working on utilities and accessibility.
(CC) Flex drivers drive paratransit work more than 40 hours/week. Always looking for drivers. Flex drivers have different pay scale.
(CC) Discipline Room – glass window
(BS) Driver training room with partitions – toilet rooms and kitchenette to accommodate 6-8 people
(GH) Common areas connect Operations and Paratransit Operations
(GH) Customer service – 9 staff. 2 onsite and Jill (customer service supervisor) – sometimes 3. 7 are located at the downtown transfer station.
(GH) Add public entrance
(GH) Staff workout area
(GH) Andrew’s office needs to be adjacent to wellness and near to assessment.
(CJ) Sustainability; writing grant for solar power to reduce carbon footprint; only 1 US solar Manufacturer
(CJ) CNG fueling = 7 minutes; also fuel regional transit; schools; some cars

GET Program Notes:

Parameters:
- Counter-clockwise circulation
- Separate bus & auto
- Security zones
- Operator autos – dispatch – bus parking sequence
- Easements
- CNG compressors stay put

Preliminary Program:

<table>
<thead>
<tr>
<th></th>
<th>CURRENT</th>
<th>2032 (+20%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40’ Bus</td>
<td>85</td>
<td>106</td>
</tr>
<tr>
<td>Paratransit</td>
<td>19</td>
<td>24</td>
</tr>
<tr>
<td>Non-Rev</td>
<td>25</td>
<td>31</td>
</tr>
<tr>
<td>Admin/Ops</td>
<td>47</td>
<td>54</td>
</tr>
<tr>
<td>Ops-Full</td>
<td>70</td>
<td>88</td>
</tr>
<tr>
<td>Ops-Flex</td>
<td>170</td>
<td>213</td>
</tr>
<tr>
<td>Maint</td>
<td>60</td>
<td>75</td>
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</tbody>
</table>
Golden Empire Transit District
20 Year Facility Master Plan

Memorandum 3

CONTENTS:
• Phasing Narrative
• Phasing Plan
• Revised Site Plan

WD Project No. 455501
3/30/2012
PHASE 1

1. Locate two (2) modular buildings and parking.
4. Build new Wash Bays and Fare Drop Off building.
5. Build additional Bus parking lot extension on vacant land.

PHASE 2

1. Demolish existing Maintenance Building, yard and other outdoor spaces south of existing Maintenance Building.
3. Remove three (3) modular buildings.
4. Demolish existing Bus wash.

PHASE 3

1. Build new parking lot south of existing Maintenance Building.
2. Re-surface / clean up parking lot where existing modular buildings and Admin / Ops Building were located.
3. Build new CNG Fueling Island and Public CNG Fueling Station.

PHASE 4

1. Demolish and remove existing Fueling Island.
2. Build Day Care facility.
3. Construct Park and Ride lot, bike parking and pedestrian / bike bridge.
Golden Empire Transit District
20 Year Facility Master Plan

Memorandum 4

CONTENTS:

- Site Plan
- Floor Plan
- Rendering
- Design/Construction Schedule
- Cost Estimate

WD Project No. 455501
4/16/2012
# GOLDEN EMPIRE TRANSIT

**Master Plan – Draft Construction Schedule -**April 16, 2012

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Locate two (2) modular buildings and parking.</td>
<td>1.5 Months</td>
</tr>
<tr>
<td>2. Build new Maintenance Building and Lobby / Training facility.</td>
<td>7 Months</td>
</tr>
<tr>
<td>3. Build new Admin / Ops Building.</td>
<td>7 Months</td>
</tr>
<tr>
<td>4. Build new Wash Bays and Fare Drop Off building.</td>
<td>2 Months</td>
</tr>
<tr>
<td>5. Build additional Bus parking lot extension on vacant land.</td>
<td>1 Month</td>
</tr>
<tr>
<td><strong>TOTAL ANTICIPATED CONSTRUCTION PHASE DURATION</strong></td>
<td><strong>7 MONTHS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE 2</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Demolish existing Maintenance Building, yard and other outdoor spaces south of existing Maintenance Building.</td>
<td>3 Months</td>
</tr>
<tr>
<td>2. Demolish existing Admin / Ops. Building.</td>
<td>2 Months</td>
</tr>
<tr>
<td>3. Remove three (3) modular buildings.</td>
<td>1 Month</td>
</tr>
<tr>
<td>4. Demolish existing Bus wash.</td>
<td>1 Month</td>
</tr>
<tr>
<td><strong>TOTAL ANTICIPATED CONSTRUCTION PHASE DURATION</strong></td>
<td><strong>3 MONTHS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE 3</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Build new parking lot south of existing Maintenance Building.</td>
<td>1 Month</td>
</tr>
<tr>
<td>2. Re-surface / clean up parking lot where existing marketing modular building and Admin / Ops Building were located.</td>
<td>1 Month</td>
</tr>
<tr>
<td>3. Build new CNG Fueling Island and Public CNG Fueling Station.</td>
<td>2 Months</td>
</tr>
<tr>
<td><strong>TOTAL ANTICIPATED CONSTRUCTION PHASE DURATION</strong></td>
<td><strong>2 MONTHS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE 4</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Demolish and remove existing Fueling Island.</td>
<td>2 Months</td>
</tr>
<tr>
<td>2. Build Day Care Facility.</td>
<td>4 Months</td>
</tr>
<tr>
<td>3. Construct Park and Ride lot, bike parking and pedestrian / bike bridge.</td>
<td>3 Months</td>
</tr>
<tr>
<td><strong>TOTAL ANTICIPATED CONSTRUCTION PHASE DURATION</strong></td>
<td><strong>4 MONTHS</strong></td>
</tr>
</tbody>
</table>

**Note:**
The durations illustrated in each Phase are anticipated to be concurrent.
The overall time frame of the project will be dependent on the ability to provide utilities to the site and will be impacted by the degree of environmental work required.

| **TOTAL ANTICIPATED PROJECT CONSTRUCTION PHASE DURATION** | **+ 16 TO 18 MONTHS** |
## GET Preliminary Project Estimate

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th># Units</th>
<th>Unit Cost</th>
<th>Subtotal</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admin/Ops Building</td>
<td>SF</td>
<td>17,300</td>
<td>$163.00</td>
<td>$2,819,900</td>
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<tr>
<td>Maintenance Bldg</td>
<td>SF</td>
<td>29,200</td>
<td>$175.00</td>
<td>$5,110,000</td>
<td></td>
</tr>
<tr>
<td>Allowance Maintenance Equip</td>
<td>LS</td>
<td>1</td>
<td>$500,000.00</td>
<td>$500,000</td>
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<tr>
<td>Service Lane</td>
<td>LS</td>
<td>1</td>
<td>$1,310,000.00</td>
<td>$1,310,000</td>
<td>Incl. 1 wash &amp; water recycle</td>
</tr>
<tr>
<td>Site Development (Existing Site)</td>
<td>SF</td>
<td>50,000</td>
<td>$6.50</td>
<td>$325,000</td>
<td>Incl. site fencing, landscape, etc.</td>
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<tr>
<td>Site Development (Vacant Site)</td>
<td>SF</td>
<td>215,000</td>
<td>$6.50</td>
<td>$1,397,500</td>
<td>Incl. site fencing, landscape, etc.</td>
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<tr>
<td>GET Parking</td>
<td>SPACE</td>
<td>164</td>
<td>$1,945.00</td>
<td>$318,980</td>
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<tr>
<td>Park &amp; Ride Lot</td>
<td>SPACE</td>
<td>188</td>
<td>$1,945.00</td>
<td>$365,660</td>
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<tr>
<td>Park &amp; Ride Station</td>
<td>SF</td>
<td>1,200</td>
<td>$150.00</td>
<td>$180,000</td>
<td></td>
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<tr>
<td>CNG fueling for GET</td>
<td>LS</td>
<td>1</td>
<td>$300,000.00</td>
<td>$300,000</td>
<td>Exist. Compressor, new fuel station</td>
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<tr>
<td>CNG fueling for others</td>
<td>LS</td>
<td>1</td>
<td>$400,000.00</td>
<td>$400,000</td>
<td>Exist. Compressor, new fuel station, storage tank</td>
</tr>
<tr>
<td>Canopy over buses</td>
<td>SF</td>
<td>75,000</td>
<td>$27.00</td>
<td>$2,025,000</td>
<td></td>
</tr>
<tr>
<td>Canopy over GET employee cars</td>
<td>SF</td>
<td>29,750</td>
<td>$27.00</td>
<td>$803,250</td>
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<tr>
<td>Daycare Building</td>
<td>SF</td>
<td>7,560</td>
<td>$135.00</td>
<td>$1,020,600</td>
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<tr>
<td>Daycare Playgrounds</td>
<td>SF</td>
<td>8,640</td>
<td>$15.00</td>
<td>$129,600</td>
<td>Equipped playground = $25/sf</td>
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<tr>
<td>Daycare Parking</td>
<td>SPACE</td>
<td>62</td>
<td>$1,945.00</td>
<td>$120,590</td>
<td>$0</td>
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<tr>
<td>Demolition of buildings</td>
<td>CF</td>
<td>32,850</td>
<td>$32.00</td>
<td>$1,051,200</td>
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<tr>
<td>Demolition of CNG fueling bldg</td>
<td>CF</td>
<td>2,170</td>
<td>$32.00</td>
<td>$69,440</td>
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<tr>
<td>Demolition of CNG fueling</td>
<td>LS</td>
<td>1</td>
<td>$50,000.00</td>
<td>$50,000</td>
<td>compressor remains</td>
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</table>

### SUBTOTAL CONSTRUCTION COST

<table>
<thead>
<tr>
<th>Description</th>
<th>%</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN CONTINGENCY*</td>
<td>20</td>
<td>$3,659,344</td>
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<tr>
<td>TOTAL CONSTRUCTION COST</td>
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<td>$18,296,720</td>
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</table>

### Soft Costs (permits, fees, etc)

<table>
<thead>
<tr>
<th>Description</th>
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<th>Subtotal</th>
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</thead>
<tbody>
<tr>
<td>Owner Construction Contingency**</td>
<td>5</td>
<td>$914,836.00</td>
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<tr>
<td>TOTALSOLAR</td>
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<td>$34,316,100</td>
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</table>

### Solar Cells over Buses

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th># Units</th>
<th>Unit Cost</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar cells over busses</td>
<td>SF</td>
<td>75,000</td>
<td>$210.00</td>
<td>$15,750,000 Incl. structural enhancement of canopies</td>
</tr>
</tbody>
</table>

### Solar Cells over Employee Cars

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
<th># Units</th>
<th>Unit Cost</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar cells over employee cars</td>
<td>SF</td>
<td>29,750</td>
<td>$210.00</td>
<td>$6,247,500 Incl. structural enhancement of canopies</td>
</tr>
</tbody>
</table>

### SOLAR SUBTOTAL CONSTRUCTION COST

<table>
<thead>
<tr>
<th>Description</th>
<th>%</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN CONTINGENCY*</td>
<td>20</td>
<td>$4,399,500</td>
</tr>
<tr>
<td>TOTAL SOLAR CONSTRUCTION COST</td>
<td></td>
<td>$26,397,000</td>
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</tbody>
</table>

### Design Contingency covers unknown condition & details. Will be reduced to zero as the design progresses.

### Construction contingency is funds that Owner should have on hand to cover change orders.

### Assumptions:
- Ordinary spread footings
- No environmental remediation
- Does not include extension of public utilities
- Does not include solar arrays on parking canopies

---

* Design contingency covers unknown condition & details. Will be reduced to zero as the design progresses.

** Construction contingency is funds that Owner should have on hand to cover change orders.
GOLDEN EMPIRE TRANSIT DISTRICT  
A/E Design Services for Bus Operations, Maintenance and Administration Facilities.

Procurement Schedule - Revised

<table>
<thead>
<tr>
<th>Event</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP Release</td>
<td>January 7, 2013</td>
</tr>
<tr>
<td>Pre-proposal Job Walk (Not Mandatory)</td>
<td>January 21, 2013 10:00 am</td>
</tr>
<tr>
<td>Last day for questions and clarifications</td>
<td>January 31, 2013</td>
</tr>
<tr>
<td>Proposal Due Date</td>
<td>February 28, 2013</td>
</tr>
<tr>
<td>Committee Proposal Review</td>
<td>March 4 - 6, 2013</td>
</tr>
<tr>
<td>Presentations and Interviews (If Necessary)</td>
<td>March 12 – 14, 2013</td>
</tr>
<tr>
<td>Notice of Award</td>
<td>March 20, 2013</td>
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<tr>
<td>Contract Execution</td>
<td>March 29, 2013</td>
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