

**Washington State Joint Transportation Committee**  
**Measuring Fuel Conversion Emission Reductions**  
**Responses to RFP questions**  
**February 7, 2024**

**Question 1:** Is there a preferred format for the tool?

**Response:** No preferred format going into the study, however, any format selected should be compatible with the tools being developed to report emission reductions to the Department of Ecology.

**Question 2:** Should the tool consider other CERA-funded transportation sector projects noted in the RFP, or is the scope limited only to fuel conversion projects?

**Response:** The scope of this study is fuel conversion projects, however, any tool developed under this study should work together with other emission reduction measurement tools, which include other CERA funded initiatives.

**Question 3:** Task 1 requires an analysis, and the analysis must identify different project types that require GHG monitoring, identifying where monitoring factors differ among types, for instance charging investments vs. EV investments. Could you please provide additional examples of "monitoring factors"?

**Response:** The JTC will look to the successful consultant to consider and recommend additional monitoring factors. As pointed out in the materials linked to the RFP, Department of Ecology is using the factors developed by the California Air Resources Board (CARB). Those materials may provide potential additional monitoring factors.

**Question 3:** • Task 1 requires the "Ability to use existing tools for Carbon Emission Reduction Account fuel conversion investments, including identifying aspects of those tools that may need to be modified". Could you provide more insight into the existing toolset? Does the existing toolset consist of third-party software that would require integration? Is the existing toolset based on a spreadsheet?

**Response:** Those tools are still being developed by both WSDOT and the Department of Ecology based on standards developed by CARB. The intent of the quoted language in the RFP was to articulate the requirement that measuring tools developed under this RFP should work with the methodology being developed by other agencies rather than being a stand-alone system. The importance of tool consistency is highlighted by the narrative describing task 1: "For Task 1 the Consultant will first familiarize themselves with the methodologies and tools selected by WSDOT and the Department of Ecology to date for tracking and measuring GHG emissions from the transportation sector...". This will be part of the compensated work of the study.

**Question 4:** Will presentations to the JTC at committee hearings be virtual or in-person?

**Response:** This will be at the Chair's discretion. Any proposal should cost in-person attendance by consultants.

**Question 5:** Approximately how many people are expected to be involved the Staff Workgroup?

**Response:** Approximately 4-6 work group members.

**Question 6:** 2. Do attachments and appendix material for the proposal count towards the 8 page maximum length?

**Response:** No. The 8 page maximum length is for the proposal itself not including attachments or appendices.