

**Washington State Joint Transportation Committee  
Independent Review of Cascadia Ultra High Speed Ground  
Transportation System**

**Responses to RFP questions**

**August 30, 2022**

**Question 1:** Would our involvement in the team who undertook the 2019 Business Case Analysis study preclude us from undertaking this study?

**Response:** No, but your proposal should clearly describe how you can provide an independent review, including how you would assess your own prior work.

**Question 2:** The cost section requests direct and indirect labor, typically we do not bill our clients for indirect labor, are you asking for cost plus fixed rates? Would like for us to show pay rates plus overhead and profit? Could we submit our market rates (rates paid by other clients) instead of direct pay rates?

**Response:** The intent of the requirement is to ensure that all the costs you intend to bill are covered by your bid amount. Our preference is for your hourly billing rate to include any overhead (indirect costs) you seek to recover. It is also acceptable to add a percentage for overhead to each invoice as long as that cost is covered in your bid amount.

**Question 3:** Would the selected proposer on this study be precluded from participation in future studies regarding the Cascadia UHSGT, whether issued by the JTC, WSDOT, or another state agency?

**Response:** The JTC cannot respond on behalf of WSDOT or other Executive Branch agencies, however there is no formal policy that we are aware of that would specifically preclude your firm from future work if you are chosen as the consultant for this study.

**Question 4:** Is there any interest from the JTC requestor of this work for including in the independent review study an alternatives analysis that would cover feasible high speed paved road modes and aviation modes as substitutes for UHSGT trains. Additionally on alternatives, is there any JTC interest for including a traditional "no build" alternative that lays out feasible corridor futures when present and expected forthcoming travel modes (such as today's available passenger rail and high-tech express buses) and/or future applications of ultra high bandwidth telecommunications serving up virtual face-to-face proximity may make a new 250 mph rail travel mode to be non-economic and inappropriate?

**Response:** As stated in the RFP section III, we appreciate consultant recommendations for additions that could better accomplish the study's stated objectives. Analysis of potential alternatives could be a helpful addition to this study.

**Question 5:** For the two required samples of work, are they to be provided as separate documents from the proposal or may they be provided as appendices to the proposal?

**Response:** Please provide them in PDF format as attachments to your submittal email and/or as a links where the PDF files can be downloaded.

**Question 6:** What is the file size limit that WSJTC email will accept?

**Response:** Our file size limit on attachments to an incoming email is 35 MB.