

Washington State Joint Transportation Committee
Assessment of Public Transit System Capital Funding Needs in Washington State
Responses to RFP questions - August 8, 2018

Question: Is there an expectation for the consultant to confirm and/or supplement fleet, facility, and state of repair information provided by WSDOT in Task 1?

Response: WSDOT has been collecting fleet data for a number of years and we do not expect additional data collection or confirmation will be needed for fleet conditions. For facilities, WSDOT is collecting state of repair information for the first time in order to meet federal requirements. The study could benefit from evaluation of this data, not a full-blown audit but some assessment of the reliability of data reported to WSDOT. As stated in the RFP, "The consultant will work with WSDOT and the Staff Workgroup to ensure the data will meet the needs of this study."

The data will need to be presented and summarized in a way to make it more useful for policymakers.

Question: Is it desirable to catalogue and create recommendations for ancillary 10-year capital needs not described in the RFP, such as technology, fare boxes, bus stop infrastructure, etc.?

Response: We did not anticipate that the study would examine these ancillary capital needs. If you feel that these needs are significant and examination of them could give a more complete picture of overall capital funding needs, your proposal could include an assessment of them, and recommendations for funding them.

Question: Does this study include any analysis of mobility services; e.g., ride share, access services, Uber/Lyft, etc?

Response: The study is intended to examine assets owned by the transit agencies. While it is possible that outside mobility services could lessen the need for agency-owned assets we were not anticipating significant effort in trying to quantify that potential impact.

Question: Can you confirm that the study focuses on buses and not light rail?

Response: Correct. Light rail facilities are owned primarily by Sound Transit which is not included in this study.

Question: Can the additional presentation made to the House and Senate Transportation Committees at the discretion of the chairs of those committees (see page 6, item #8) be bid as an optional task? This would allow us to price the project more accurately.

Response: Yes, it would be acceptable for you to bid these potential presentations as an optional task.

Question: As part of documenting vehicle fleet and facility expansion needs under Task 2, would the Consultant need to assist the agencies in forecasting these expansion needs, or would the Consultant simply need to gather this information from the transit agencies?

Response: For agencies with the resources to forecast and plan the consultant would need to evaluate and comment on reasonableness of agency expansion plans. Smaller agencies may require a more collaborative approach. In either case, it would not be sufficient to simply gather the existing information.

Question: Task 2/Asset Replacement/Investment Plans: In working with the transit agencies, is the consultant expected to evaluate the feasibility of the various agencies' proposals or focus on developing and documenting the different scenarios?

Response: We don't see that as an either/or choice. It is important for policy makers to know that this is an independent, reliable piece of analysis, not simply a repackaging of agency wish-lists. As part of developing and documenting different scenarios the consultant will need to evaluate reasonableness of agency proposals.

Question: Travel/Expenses: How many face to face meetings or presentations are expected? The RFP states 2 (kick-off meeting in October & JTC Committee presentation in December) though the RFP also suggests presenting to the working group following submission of the Draft Report in April 2019 and a possible presentation to the House & Senate Transportation Committees later in 2019. Can you confirm how many meetings we should plan for in our budgets?

Response: It is up to each bidding Consultant to propose how best to utilize the staff workgroup (see Task 5 of the RFP). That said, we anticipate approximately five staff workgroup meetings throughout the study including the initial kick-off meeting. In our experience meeting with the staff workgroup in person is the best way to engage with them.

The consultant will be expected to give a presentation to the JTC in December. As noted above, the presentations to the House and Senate Transportation Committees in 2019 will be subject to the determination of the committee chairs and may be bid as an optional item.

Question: Task 3/Case studies: While we note that the RFP states the case studies are from the transit agencies within the State of Washington, can we also draw on our experience elsewhere across the United States and Canada where lessons could be drawn from?

Response: If you feel that drawing from your experience outside of Washington will further the goals of the study you are welcome to include that as part of your proposal.

Question: T&Cs: What are the liability insurance and workers compensation requirements?

Response: Insurance requirements are specified on page 14 of the RFP. More information on Industrial Insurance is available at <https://bls.dor.wa.gov/industrialinsurance.aspx>.