

CRC Project
Investment Grade Traffic & Toll Revenue Analysis Services
RFP

RFQ Questions & Answers

Q: (We) have been asked to act as a sub-consultant on this project. We are concerned about RFP Section 6.5 which states that “The selected firm(s) will be precluded from bidding on any design-build solicitation for construction of the CRC Project unless it can demonstrate that any personnel working on this traffic and toll revenue study are isolated (firewalled) from firm personnel participating in developing a design-build proposal for the firm.”

We do not want to be ineligible for any future design-build solicitation. Our plan is to assign personnel to this project who will not be part of any design-build pursuit or communicate with (our) other staff who are part of any future pursuit. Is that a sufficient firewall for maintaining our eligibility for the design-build project?

A: WSDOT reviews conflict of interest (COI) situations on a case-by-case basis and in conformance with established WSDOT policy. Firms are encouraged to review the WSDOT Organizational Conflicts of Interest (OCOI) policy provided in the link below. <http://www.wsdot.wa.gov/publications/manuals/fulltext/M3043/OCOI.pdf>

Q: On the consultant submittal information form, for sub-consultant team members, do the Washington UBI and Statewide Vendor ID numbers need to be filled in? This sometimes takes more time than allowed in the proposal due date timeframe.

A: Entering the term “Pending” is acceptable at submittal time, however, proposers should know that WSDOT will not approve any proposed sub-consultant(s) to a prime agreement without the completed Washington UBI information provided.

Because approved sub-consultants do not receive payments directly from WSDOT, the Statewide Vendor ID is not required.

Q: If a WSDOT study is being used as a reference, how does one go about requesting the reference form be completed? Is it the same process as outside references? (A different form than the one included with the RFP has been used in the past for WSDOT studies.)

A: WSDOT recognizes the potential for confusion here. Therefore, for the purpose of uniformity regarding this solicitation, please use the form provided in the RFP. Requests for references for WSDOT projects should be directed to the project manager of that project.

Q: Should references return the completed forms to the email address CSOSubmittals@wsdot.wa.gov or to the fax number 360.705.6838?

A: WSDOT prefers to receive references via fax (360-705-6838) as noted on the reference form. If the reference does not have a fax machine, references can be e-mailed to the address: CSOSubmittals@wsdot.wa.gov. Regardless of the method of delivery, references must be sent by the reference to WSDOT and not by the consultant responding to the RFP.

Q: Data on previous forecasts. Will consultants be required to submit data showing how their forecasts of traffic and revenue from previous projects and the actual levels of traffic and revenue realized by these projects?

A: The RFP states in scoring criterion 1.2.2 that the lead firm should, for projects identified by the firm in response to scoring criterion 1.2.1 explain the accuracy of and any differences between traffic and revenue forecasts compared to actual traffic counts and toll collections. Proposals are expected to address all scoring criteria and other RFP requirements.

Q: Fuel prices. Will consultants be asked to model the impact of different levels of gas prices?

A: The RFP suggests that the model be able to efficiently assess the sensitivity of results to changes in model inputs and parameters. An example listed is higher gas prices. However, specific analysis and outputs will be determined during the course of the modeling effort.

Q: Disaggregation. Will consultants be asked to disaggregate travel and revenue forecasts by trip purpose and traveler income?

A: Specific outputs will be determined during the course of the modeling effort.

Q: Truck traffic. Will consultants be asked to prepare separate estimates for truck travel and truck diversion?

A: The RFP suggests that the model be able to reliably estimate traffic volumes by vehicle classification and various diversion behaviors. However, specific outputs will be determined during the course of the modeling effort.

Q: Scenarios/Confidence Intervals. Will consultants be asked to provide alternative scenarios and provide confidence intervals for their estimates?

A: The RFP anticipates scenario development to include more than one toll scenario and the use of risk and probability analysis to assist the Client Team in evaluating scenarios. Specific details will be determined during development of the scope of work and in the course of the modeling effort.

Q: Partial project. Will consultants be asked to prepare estimates reflecting the traffic and revenue associated with a partial or phased project?

A: Yes, this requirement is specified in section 1.2.

Q: Impact of Road Pricing. Will consultants be asked to assess the impact on traffic and revenue forecasts of possible future imposition of road pricing (per mile fees) in the project area?

A: To be determined during scope of work development with the apparently successful consultant.

Q: Alternative toll levels. Will consultants be asked to test the traffic and revenue implications of alternative toll levels?

A: Yes.

Q: Critiques of existing CRC traffic and revenue forecasts. Will consultants be provided with materials submitted for the public record criticizing CRC's current traffic and revenue forecasts?

A: To the extent possible, the selected consultant will be provided with whatever data, information or materials they request to inform their work. The RFP anticipates that the selected consultant will review previous forecast information which could include critiques of this information.

Q: Disclosure. Will consultants be required to disclose their model and model assumptions as part of their report?

A: The RFP does not contain a requirement that the consultant disclose their model. Details related to the content of the investment grade report(s) will be further identified during development of the scope of work with the successful consultant.

Q: Economic cycles. Will consultants be asked to model the effect of periodic economic recessions on traffic and revenue?

A: The RFP suggests that the model be able to efficiently assess the sensitivity of results to changes in model inputs and parameters. An example listed is slower economic growth. However, specific analysis and outputs will be determined during the course of the modeling effort.

Q: I-205 tolling. Will consultants be asked to examine the effects of tolling I-205?

A: The CRC project will not toll I-205. However, this may be an analysis tool used by the consultant. Specific analysis and outputs will be determined during the course of the modeling effort.

Q: Housing market changes. Will consultants be asked to incorporate an analysis of changes in housing market patterns within the Portland MSA since 2008 in their analysis?

A: The consultant, during the course of model development, may incorporate such an analysis if the consultant determines it is important for providing the model reliability and analysis characteristics described in the RFP.

Q: Transit forecasts. Will consultants be asked to validate the assumptions and results of corridor transit ridership forecasts, i.e. for CRC LRT ridership?

A: The RFP requires a final modeling set that is capable of reliable estimates of traffic diversion from auto to transit. Specific analysis and outputs will be determined during scope and model development work.

Q: Park and Ride Pricing. Will consultants be asked to assess the impact on traffic and revenue if CRC LRT park and ride lots in Vancouver are priced rather than provided free to transit users?

A: To be determined during scope and model development work.

Q: Revenue-maximizing toll. Will consultants be asked to estimate the revenue maximizing level of tolls, i.e. the maximum toll that can be charged before diversion due to the price elasticity of demand results in total revenue decreases from further increases in toll rates?

A: The RFP includes scenario development work to include various toll rate schedules. Specific analysis and outputs will be determined during scope and model development.

Q: Income incidence. Will consultants be asked to provide estimates of the incidence of tolls by income class?

A: To be determined during scope and model development work.

Q: Incidence by state. Will consultants be asked to provide separate estimates, by state of origin, of the amount of tolls to be paid by residents of Oregon, Washington and other states?

A: This will be determined during scope and model development work to address analysis needs for the investment-grade and for scenario development and analysis with the Client Team and stakeholders.

Q: Diversion-related VMT. Will consultants be asked to provide an estimate of the increase in vehicle miles traveled attributable to longer trips associated with toll based diversion to I-205?

A: This will be determined during scope and model development work to address analysis needs for the investment-grade report and for scenario development and analysis with the Client Team and stakeholders.

Q: Schedule changes. How will scheduled delivery of products by contractor be affected by ongoing, un-resolved project issues, including US Coast Guard review of navigational clearances, litigation of the project's environmental impact statement, and possible state referenda on legislation to provide project financing?

A: At this time, the scheduled delivery of products by the consultant is assumed to be unaffected by the items identified.