

Questions about BMC RFP
Access to Rail Stations in the Baltimore Region
Access 2000 Update

- 1) Will there be a pre bid meeting? **No.**
- 2) What is the project's budget? **The Baltimore Regional Transportation Board (BRTB) does not have a set budget for this project. All proposals will be evaluated on the basis of technical merit and proposed cost. This is not a low-bid procurement. The Baltimore Metropolitan Council (BMC) reserves the right to negotiate with one or more respondents selected on the basis of the initial technical merit and proposed cost.**
- 3) Will the scope of work include addressing accessibility within the station areas as well as around and to the stations? Most notably, will the study require assessment of ADA access within rail stations? **This effort is to address walk and bike access to the stations for BRTB consideration, however if you observe an ADA issue inside of a station it can be noted.**
- 4) What digital data will be made available to the winning team and how much reference data will the consultant be required to collect? For example, will land use, future land use, zoning, property lines, property ownership, environmental inventory, contours, and topo mapping data be available for our use or should we anticipate gathering that data ourselves? **The BMC uses a map template (<http://www.baltometro.org/TEMP/BaltimoreRegionMapTemplate-11x17.pdf>) based on ESRI's ArcGIS database format. The consultant shall collect data layers from local and state agencies that pertain to the study and are available. If needed, request coordination and data through BMC.**
- 5) Will the selected team be required to identify a menu of funding options or a specific funding plan for each site? **No.**
- 6) Is there any public outreach or public education required for this project? **No.**
- 7) Will there be a website or weblink for this project, and would the consultant be involved in developing the site or the site's content? **No, however a digital product is required.**
- 8) What groups or agencies should we anticipate meeting with or giving presentations to? **The consultant should expect to make 2 presentations to subcommittees of the BRTB. It is anticipated that the selected consultant will meet 3 times with BMC staff during the course of the study.**
- 9) Typically studies by an MPO are individually budgeted in the UPWP. The UPWP did not itemize this study. Please provide the study budget? **Refer to answer #2.**
- 10) Where can I obtain a copy of the current Access 2000 report and associated GIS/database information? **Bound copies of Access 2000 are available for viewing in the Regional Information Center (RIC) at the Baltimore Metropolitan Council by appointment (contact Mary Logan at mlogan@baltometro.org or 410-732-9570) or at the MTA, also by appointment (contact Diane Ratcliff at dratcliff@mta.maryland.gov or 410-767-3787). A few scanned sections are in pdf format and placed online at <http://www.baltometro.org/whats-new/requests-for-proposals>.**

- 11) Are there going to be additional station locations that need to be assessed in addition to the 64 that were identified in the current report? **No. Refer to answer #33.**
- 12) Are the transit boundaries (pedestrian and bicycle) assumed to be a circumferential buffer around the existing station points? **Yes.**
- 13) Is BMC providing the population data based on the most recent cooperative forecast base data from each member jurisdiction? **No. Use the 2000 Census of Population and Housing Block data for the “vicinity population.”**
- 14) Does the City/County Overview require only the population within the “transit boundaries? **No population in the overview.**
- 15) Which of the following geographic levels of detail is the population data to be summarized by: a. Regional Planning District, b. Traffic Analysis Zone, or c. Census Tract/Block/Block Group? **Please refer to answer #13.**
- 16) Is there a GIS/Geodatabase or database design structure that exists and/or is desired for the data update for each station location. Is there database format that should be followed to accommodate the data update or is up to the consultant to address the data development structure in their proposal? **The original Access 2000 database exists in Access however, a compatible version in ESRI’s ArcGIS database format is desired.**
- 17) Is there an existing data collection form or template used in the original assessment that will be provided to the consultant in order to be consistent with the previous study method? **The consultant may or may not use the original document’s inventory form (<http://www.baltometro.org/TEMP/Access-2000-Inventory-Results.pdf>).**
- 18) Are there mapping standards (scale, size, symbology, etc.) that are desired or already developed? **Refer to answer #4.**
- 19) Will base mapping layers (GIS/CADD) be provided by BMC or BRTB member jurisdictions? Have the member jurisdictions agreed to provide BMC/consultant with their base mapping or would the consultant be responsible for obtaining the mapping directly from each City/County and securing rights to use the data? **The BMC has the ability to provide certain base mapping, under agreement, as well as base mapping through coordination with member jurisdictions.**
- 20) Would mapping be done as one or more of the following: a. A single map for each 3-mile “transit boundary” level, thus 65 maps? b. Multiple maps for each transit boundary showing large-scale mapping detail for each roadway/intersection? Or c. A combination of both **a and b? The consultant may choose a consistent approach to represent the inventory and recommendations for each station.**
- 21) Regarding right-of-way boundaries, is MD Property View Data layers a sufficient level of detail for this task? **The consultant may choose how to represent the right-of-way boundaries based on recommendations for each station.**
- 22) Are there preferred cost estimating methodology (i.e., SHA or MTA methodology) for developing the cost estimates for proposed improvements (cost-per-mile, itemized costs,

etc.)? The consultant may choose any consistent method for estimating cost for design, planning, construction, and right-of-way.

- 23) Is any prioritization of improvements required with respect to assessing which needs are greater than others and/ranking station needs compared to other stations? **No. Each station's summary will provide findings and recommendations as stand alone sections. No methodology for ranking has been established.**
- 24) To whom are the 2 presentations to be given to: a. Tech Committee? b. BRTB? Or c. Sub-committees? If so, which ones? **Refer to answer #8.**
- 25) Does BMC have a preferred format or template for the Technical Proposal and Cost Proposal? SF 255? **No, however the cost proposal shall be provided in a sealed envelope.**
- 26) We are very interested, but I didn't see this study in the 2010 UPWP. Is it funded this year, or do you expect it not to be funded until 2011? What level of funding do you expect to receive? **Refer to answer #2. The FY2011 UPWP can be viewed at <http://www.baltometro.org/UPWP/UPWP2011.pdf>. The Access to Rail Study is listed under consultant activities, see page 61 of 286.**
- 27) Is Access 2000 the same as the Maryland Transit Administration (MTA)/State Highway Administration (SHA) document, "Access 2000 - A Comprehensive Study of Pedestrian and Bicycle Access to Rail Transit Stations in Maryland?" **Yes.**
- 28) How can we obtain a copy of Access 2000? (we've looked on the BMC, MTA and SHA websites and cannot find a digital copy) **Refer to answer #10.**
- 29) My firm is interested in submitting on this project. I was not able to locate an online version of the Access 2000 document. Is that something you can provide via link or PDF? If we need to purchase a hard copy, could you indicate where to purchase? **Refer to answer #10.**
- 30) We are interested in submitting on the referenced RFP and are wondering if the Prime consultant is a DBE, does that satisfy the DBE goal, or do we need to add an additional DBE? If we pursue as a JV with a DBE does that satisfy the DBE requirement. **If the prime consultant is a DBE and/or enters as a joint venture then the 24.5% goal would be satisfied.**
- 31) Still trying to make the decision on whether to go/no-go on this one. Do you think there will be a lot of competition or any firms that are 'wired' for this? Are you at liberty to tell me who wrote the original? **BMC anticipates a fair and competitive process from firms and teams that will respond to the RFP. Refer to answer #10 for more information on the original report.**
- 32) Is there a page limit for the entire technical proposal or page limits per section of the technical proposal? **No, however not looking for a book.**
- 33) Do you have a specific list of projects / study areas? I want to be 100% sure we are bidding our cost proposal correctly. **There are 64 stations in the Baltimore region**

Anne Arundel County (12)
Central Light Rail Line
- Nursery Road

- North Linthicum
 - Linthicum
 - Ferndale
 - Cromwell/Glen Burnie
 - BWI Business District
 - BWI Thurgood Marshall Airport
- MARC Penn Line
- BWI Thurgood Marshall Airport
 - Odenton
- MARC Camden Line
- Dorsey
 - Jessup
 - Savage

Baltimore City (29)

Baltimore Metro

- Reisterstown Plaza
- Rogers Avenue
- West Cold Spring
- Mondawmin
- Penn-North
- Upton/Avenue Market
- State Center/Cultural Center
- Lexington Market
- Charles Center
- Shot Tower/Market Place
- Johns Hopkins Hospital

Central Light Rail Line

- Mount Washington
- Cold Spring Lane
- Woodberry
- North Avenue
- Penn Station
- Univ. of Baltimore-Mount Royal
- Cultural Center-State Center
- Centre Street
- Lexington Market
- University Center-Baltimore Street
- Convention Center
- Camden Yards
- Hamburg Street
- Westport
- Cherry Hill

MARC Penn Line

- Baltimore/Penn Station
- West Baltimore

MARC Camden Line

- Baltimore/Camden Yards

Baltimore County (17)

Baltimore Metro

- Owings Mills
 - Old Court
 - Milford Mill
- Central Light Rail Line
- Hunt Valley
 - Pepper Road
 - McCormick Road
 - Gilroy Road
 - Warren Road
 - Timonium Fairgrounds
 - Timonium Business District
 - Lutherville
 - Falls Road
 - Patapsco
 - Baltimore Highlands
- MARC Penn Line
- Martin Airport
 - Halethorpe
- MARC Camden Line
- St. Denis

Carroll County (0)

Harford (2)

- MARC Penn Line
- Aberdeen
 - Edgewood

Howard (4)

- MARC Camden Line
- Dorsey
 - Jessup
 - Savage
 - Laurel Racetrack

- 34) Task 4 references “Link to news/surveys/opinions”, “Riders/Experts”, and “Public/Private Restrooms”. Can you better define these items, especially in terms of enhancing bicycle and pedestrian access? The consultant should identify any public discussion, opinion or otherwise that is posted online or obtained during the course of the study by way of asking a bicyclist, pedestrian or a station representative, if in fact reported concerns are useful to enhancing bicycle and pedestrian access.
- 35) Task 4 references “Deficiencies in Multi-Modal Level of Service”, “Bus/car/transit travel time estimates”, and “Diagram of each intersection with traffic control and lane use where recommended”. These seem to imply that it’s a much broader effort than studying improved pedestrian and bicycle access. In addition, this seems to be much more than an “Update” to the Access 2000 report, since that study did not included these types of analyses. Is it BMC’s intent to have the consultant conduct such traffic studies? The study of the intersections should only be observational and should not include critical lane or HCS analysis. Should ingress and egress to the station during observations be cause for deficient traffic operations for bike, pedestrian, transit and vehicle, the recommendations may state

before and after scenarios for improved operations or call attention to existing studies and/or recommendations.

- 36) Task 1 states that “The consultant will review the Access 2000 document and identify all stations in the region as valid for study in terms of walking and bicycling.” Does this mean some stations will not be valid for study and will be dropped from the effort? The update includes reference to transit routing and possibly identifying shuttles to large employers so as not to negate stations that currently are not accessible by any designated bike routes or walking paths.