

Baltimore Metropolitan Council



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Questions and Answers Regarding BMC's RFP for Incorporating Express Toll Lanes Into the Baltimore Region Travel Demand Model

QUESTION: Is the model available to be reviewed outside of your office so we can better understand what it will take to refine/correct it?

ANSWER: BMC will provide the model for review outside of the office to the selected consultant. In the mean time the **Calibration Report** (<http://www.baltometro.org/reports/CalibrationReport.pdf>) and **Validation Report** (http://www.baltometro.org/reports/TDM2000_2004.pdf) are available for review.

QUESTION: Are databases of vehicle counts, transit ridership, O-D, etc. available to review?

ANSWER: Yes.

QUESTION: Will the refinement of the model require mode split modifications?

ANSWER: This would be determined as part of this project.

QUESTION: Will adjustments to the roadway portion of the model impact the updates that were completed for the Red Line Planning Study?

ANSWER: This would be determined as part of this project.

QUESTION: The RFP identifies an estimated budget of \$50,000, and asks the responder to identify a higher "proposed total cost", if necessary to complete the six tasks identified. While we fully understand that BMC would like to hold the funding for the project to \$50,000, we may find it difficult to match that budget. There is a range of effort which could be applied to each of the six tasks identified in the RFP, with a resulting range in proposed total cost. Is there a "proposed total cost" beyond which a proposal would be deemed non-responsive by BMC?

ANSWER: There is no set proposed total cost beyond of which BMC would consider. The BMC identification of available resources for this project was to further communicate to potential respondents the level of effort, sophistication, and capabilities of the desired forecasting tool. As the regional transportation planning agency with responsibility to develop a long range transportation plan, staff has identified the need to provide sensitivity to tolling options during the prioritization of transportation projects. Potential respondents should consider this level of sophistication in preparing proposals. The BMC is not immune for the present economic conditions and we are constantly evaluating our budgets related to our work program requirements. The agency is still committed in completing the project and as stated in the RFP if the proposal merited would consider the need for additional resources. The proposer should not be considering significant increases beyond the proposed budget, i.e. doubling the available funds.

QUESTION: The "technical support" element of Task 6 could be budgeted very differently by different responders. Would it be possible for BMC to identify a "placeholder" budget for Task 6, or at least the "technical support" component of Task 6, which could be used by all responders?

ANSWER: The technical support task basically ensures that the consultant will be responsive to any problems that arise in the 6 months that follow the delivery of the project.

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