



QUESTIONS & ANSWERS

REQUEST FOR PROPOSALS

PROJECT

Regional MTA/LOTS Transfer Points Study
18T30CT4

The Baltimore Metropolitan Council (BMC) provides written responses to questions regarding requests for proposals (RFPs). The following are questions and answers concerning the above-referenced RFP.

Any questions regarding BMC's standard contract will be answered individually on a case by case basis. Please note that the RFP requires all questions regarding the contract to be submitted as part of the proposal.

1. Where did the RTA, Annapolis Transit, Harford Transit and Queen Anne's Transit locations to be investigated for this study come originate from?

The locations to be studied are existing bus routes and stops. They come from the existing schedules and routes of the various services as on the ground today. The consultant should identify potential route and stop changes to accommodate better coordination if these changes can be done with minimal disruption to existing service (small distance route/stop changes).

- a. Was there any public input involved in the identification of these locations?

Public involvement for existing stops and routes occurred prior to their implementation. The baseline for the study is existing routes/stops.

- b. The RFP states a 'minimum' number of stops to be evaluated and is expected to grow with more detailed review. Is this an accurate reflection of the work involved?

BMC staff made a good faith effort to identify all existing coincident bus routes and stops. Some may have been missed and there is the possibility that during the review additional coincident stops could be recommended with minimal changes to existing routes.

- c. Will ridership data be available for each route analyzed?

Ridership data, as it is available, will be made available to the consultant, including available APC data for the stops in question.



d. Will GIS data for stops and routes be made available by the transit agencies?

Yes for the routes and stops in question.

2. The scope does not mention public involvement. What is the public involvement effort expected for this study?

There is no public involvement as part of this study. Any public involvement on proposed changes to routes or stops will be handled by the individual transit service providers as they choose to implement any recommendations after the study has been completed.

3. Given the amount of work MTA has undertaken with BaltimoreLink, is the MTA willing to potentially relocate or eliminate stops that may be investigated in this study?

MTA is a partner in the study and will review all recommendations.

a. For LOTS currently undergoing branding /re-networking efforts, have they included this RFP and its potential results/recommendations into their work program?

All participating partners in this study are aware of the RFP and will consider the outcome in ongoing analysis of their systems, however it should not impact branding efforts. The funding for the study is through the Baltimore Regional Transportation Board's Unified Planning Work Program and includes funding for staff at the LOTS to participate in the study.

4. For cost estimating; what agency will be responsible for improvements? In other words if we consolidate MTA and RTA bus stops to one location which will now need a bus shelter; what agency is responsible for the planning, designing, construction that new shelter?

The study will only make recommendations on potential consolidation and additional facilities including shelters. The consultant should have the expertise to develop a cost estimate for the appropriate changes including cost estimates for various shelters. Implementation will follow the study and the funding allocation will be up to the two or more transit agencies with the coincident stop. If the consultant feels that there would be a dramatic difference in cost for planning, design and construction of the shelter based upon what agency ultimately implements the improvement then the consultant should provide a cost estimate range and justify.

5. We notice that that Carroll County's transit system is not listed among the agencies with which to coordinate. Is this an oversight or a decision not to participate?

There are currently no coincident bus routes and stops between Carroll transit and other transit providers to coordinate.



6. Does BMC have a consolidated and geocoded map of all current bus routes and stops for the agencies listed as participants?

The study focuses on connecting points between existing MTA and LOTS system routes. Staff has worked to identify these points of connection, listing the identified transfer locations in the scope section of the RFP.

The intention of this effort is to focus on these transfer locations and not review all of the current bus routes and stops of all of the systems in the region. BMC has not created a consolidated map of the identified transfer locations. We anticipate the consultant to review these connection points and develop graphics when necessary to recommend either site improvements or schedule changes.