



**Baltimore  
Metropolitan  
Council**

## **Questions and Answers Regarding Survey on Attitudes and Behaviors with Respect to Public Transportation Choice**

**Question 1:** What is meant by a disadvantaged business entity?

**Answer:** Maryland Department of Transportation Office of Minority Business Enterprise ([www.mdot.maryland.gov/newMDOT/MBE/Index.html](http://www.mdot.maryland.gov/newMDOT/MBE/Index.html)) is your online resource for information regarding certification as a Minority Business Enterprise (MBE). Proposers not certified by MDOT but have been certified by other state transportation agencies receiving federal funding, should include the agency name. BMC reserves the option to accept this certification in lieu of MDOT certification.

**Question 2:** The RFP mentions BMC requires vendors to register or qualify to do business with Maryland Department of Assessments and Taxation (SDAT) in accordance with the Annotated Code of Maryland, Can this registration be provisional upon selection as the vendor for this project?

**Answer:** Successful bidder should be prepared to submit a Good Standing Certificate issued by SDAT within 10 days of being notified of potential award.

**Question 3:** Is the December 2016 date for the completion of work a firm deadline? Or is BMC open to extending that deadline due to the election and holidays that are occurring in November/December?

**Answer:** Proposers are encouraged to suggest modifications that would facilitate a successful work program.

**Question 4:** What is the budget for this project?

**Answer:** The amount was not specified in the proposal so that survey experts could best tailor a work program to achieve the desired results. While there is no set budget the first internal budget planning estimates were in the range of \$40-\$65,000.

**Question 5:** Can you share copies of the survey reports from MTA and LOTS as mentioned on page 3? Which firm(s) conducted these surveys?

**Answer:** MTA is currently conducting an On-Board Survey with the assistance of WBAResearch. An analysis of the 2008 MTA On-Board is located on BMC website - [www.baltometro.org/phocadownload/Publications/On-Board-Transit-Survey-2007.pdf](http://www.baltometro.org/phocadownload/Publications/On-Board-Transit-Survey-2007.pdf)

Local Operated Transit Development Plans (TDPs) can be found on the following websites:

Harford County - [www.harfordcountymd.gov/DocumentCenter/View/213](http://www.harfordcountymd.gov/DocumentCenter/View/213)

Anne Arundel County - [www.aacounty.org/departments/planning-and-zoning/transportation/forms-and-publications/TransitDevPlan2009.pdf](http://www.aacounty.org/departments/planning-and-zoning/transportation/forms-and-publications/TransitDevPlan2009.pdf)

Carroll County - [ccgovernment.carr.org/ccg/aging/docs/Carroll%20Final%20Report.pdf](http://ccgovernment.carr.org/ccg/aging/docs/Carroll%20Final%20Report.pdf)

Howard County - [www.howardcountymd.gov/LinkClick.aspx?fileticket=FPBUVGeP628%3d&portalid=0](http://www.howardcountymd.gov/LinkClick.aspx?fileticket=FPBUVGeP628%3d&portalid=0)

City of Annapolis - [www.annapolis.gov/government/departments/transit/Reports/Transit.pdf](http://www.annapolis.gov/government/departments/transit/Reports/Transit.pdf)

**Question 5:** Do you envision analyzing the survey results solely by the total Baltimore region identified in the RFP or are you also interested in being able to analyze the various specific counties and cities separately?

**Answer:** The RFP identified some potential submarket analysis zones – The urban core (Baltimore City and Baltimore Count), suburban southern jurisdictions (Howard and Anne Arundel Counties), and northern jurisdictions (Carroll, northern Baltimore, and Harford Counties). The RFP asked the proposer to provide feedback on whether these geographies make sense from a surveying and/or aggregation standpoint to best serve the needs of the region’s transit systems and local governments. The RFP also asked the proposer to comment on whether supplemental survey questions should be tailored to these geographies and/or other rider characteristics such as riders/non-riders and demographics. Sub market analysis below the three distinct markets would be based on sample size that would need to be balanced with budget range estimate.