

Transit Asset Management Plan Procurement Q&A #1

Q1. Can you indicate the overall funding available for the project and its sources? Is GCRTA providing any funding for the project, and will that involve any administrative effort by the contractor?

A: NOACA is solely funding the project. GCRTA does not provide funding but will be closely involved in the project through the Working group and access to GCRTA's Transit Asset Manager. Budget submitted should be based on cost estimates to perform the tasks in the RFP.

Q2. Regarding the Tier I plan, what additional information can be provided regarding the sources of TAM Plan data? What will be supplied from GCRTA in TAM Plan format, what will be supplied but requires reformulation or modification, and what must be collected by the contractor? Specific examples include:

- a. New data that must be collected for the plan, e.g. the condition of a facility (if any) for which no condition assessment has been made
- b. Data that must be decided upon for the TAM Plan, e.g., useful life benchmarks for each asset class, and key TAM Plan activities anticipated
- c. Data that must be derived for the TAM Plan, e.g., aggregate condition rating for a class of assets
- d. Data that must be approved for inclusion on the TAM Plan such as the RTA Asset Management and SGR Policy or the Accountable Executive.

A: GCRTA has been collecting asset data (inventory and condition) over a period of time and is prepared to share all that is available. Contractor should assume that data is NOT in TAM Plan format until a review of the data is possible. Contractor will be expected to fill in gaps of data that is missing and needed to fulfill FTA requirements. All data concerning GCRTA will be facilitated through their Transit Asset Manager. GCRTA's goal is bring to the agency into FTA compliance.

Q3. Regarding Scope Item 2, "Condition" (on page 5 of the RFP), and specifically the fleet inspections: We understand that a sample of no more than 15% of the vehicles at each Tier II agency is to be inspected. Are any GCRTA (Tier I) vehicles to be inspected?

A: GCRTA has inspection data available and will provide to contractor.

Q4. Supplementing questions 2 and 3, can you describe the extent of field data collection required for condition assessment of RTA assets?

A: GCRTA has condition assessment data available and will provide to contractor. Contractor will need to supplement whatever data is missing and needed to bring GCRTA into compliance. This will be determined after contractor has reviewed existing data.

Q5. Scope Task 3 (Page 7 of the RFP) calls for a spreadsheets with data for “each asset”: one for Tier I and another for Tier II. This sounds like potentially excessive detail for Tier I unless “each asset” can refer to subfleets and asset groups. Would you please clarify?

A: As stated earlier, GCRTA has data to provide the contractor. Due to the volume of assets for the Tier I plan, organizing in asset groups would be a logical approach to handle the amount data/assets needed for the plan.

Q6. Scope Task 6 (page 8 of the RFP) requires prioritization of investments and funding sources. Will NOACA specify the funding sources and amounts by year? If not, how will these be decided?

A: One of NOACA’s goals for the project is to use the Decision tool to help NOACA prioritize transit investments regionally and for the transit agencies to do the same. Whatever data and/or input is needed to achieve this will be provided. Part of the scope for this project is for the Contractor to facilitate meetings with the TAM working group. This venue is where discussions and decisions will be made during the duration of the project.