



TransAction Request for Proposals (RFP) Frequently Asked Questions (FAQ)

What will be the TransAction Update process?

The process includes but not limited to:

1. Confirming vision and goals
2. Develop/revise draft objectives and performance measures
3. Carry out public engagement to identify/validate the transportation needs of the region and potential performance measures
4. Develop project list with contributions from jurisdiction/agency staff (bottom-up) and identify projects needed to fill any gaps and/or cross-jurisdictional projects (top-down)
5. Identify and evaluate projects under various scenarios in an iterative process for horizon years
6. Carry out public engagement to get feedback on priorities
7. Incorporate comments and finalize the plan and report
8. Authority adopts the plan (by December 2022)

What will be the Request for Proposals (RFP) timeline?

Expected issue of RFP: Late spring 2020

Deadline: Early summer 2020

Consultant selection: late summer/Early fall 2020

What procurement method will be used?

The TransAction Update will be contracted through a single procurement based on a Request for Proposals (RFP) solicitation with competitive negotiations leading to a fixed price contract. The separate Technical and Cost Proposals will be evaluated on a best value basis.

What is the overall budget associated with this effort?

The budget is approximately \$3.5 million, for the full five-year period of work. However, this budget line contains costs for things which will not be part of the TransAction Update contract.

What criteria would be used to evaluate proposals?

Evaluation will be based on several criteria including firm's recent relevant experience on technical components/outreach/communications, recent relevant experience of assigned staff, etc. The evaluation criteria and scoring will be detailed in the RFP. It will also include "best value" scoring.

Does NVTA has any policies regarding Disadvantaged Business Enterprise (DBE) and or Women Business Enterprise (WBE)?

NVTA would assign some amount of points to be declared in the RFP evaluation. While NVTA does not have a DBE policy, it welcomes DBE and Virginia SWaM participation through scoring.



Who is the final approving body for TransAction?

Northern Virginia Transportation Authority (NVTA) is the sole approving body.

Is TransAction multimodal?

Yes, TransAction is multimodal and mode-agnostic. The projects that give the best regional benefits will be included in the plan.

Is TransAction fiscally and/or geographically constrained?

TransAction is neither fiscally nor geographically constrained. However, the focus of impacts of TransAction is for Northern Virginia and the programming of NVTA revenues are constrained in terms of where it can be spent within certain parameters.

How did NVTA arrive at the existing performance measures and do you expect them to change?

Performance measures were arrived at through several committee processes (including jurisdiction/agency staff, Technical Advisory Committee, Planning Coordination Advisory Committee, and Planning and Programming Committee) and public engagement process. A revision based on the same process is expected this time around.

What computer model/platform was used in the past and are you open to other models/platforms?

TRANSIMS was used in the last round. NVTA is open to other models/platforms as long as it can provide similar or better granularity and visualization capabilities that TRANSIMS provides

What are the expectations from NVTA on building in-house modeling capabilities?

NVTA expects to weigh different modeling tools and come up with the clear idea of which one to acquire and NVTA staff to be trained, if needed, and transfer all TransAction evaluation materials to the selected tool. At a minimum, NVTA staff need to be able to code a project, analyze the impacts, and present analysis results in a meaningful format.

What would NVTA like to see in addition to what was done in last round?

All ideas are welcome. Some of the areas NVTA staff are interested includes but not limited to system resiliency, congestion pricing, emerging technology scenarios.

What are the major public engagement activities expected?

Public engagement will occur throughout the TransAction process including but not limited to focus groups, online and social media, newsletters, surveys, workshops, specific events, media events, interviews, public hearings, and public comment period.