

Amendment #3

Questions and Answers

US 90A RFI Industry Forum

Summary Statement

The purpose of this Request for Information (RFI) is to assess private funding interest (in whole or in part) for the US 90A corridor, or with other projects identified in the 2003 referendum. The more detail provided by the firms interested in this project(s), the more the responses will be helpful to the evaluation team in determining the feasibility in moving forward.

1. Will this presentation be available online?

Yes. The presentation is currently posted at:

<http://www.ridemetro.org/Pages/BoardStreamingVideo.aspx>

Click 2017 RFI Forum Agenda.

2. Will names and companies of today's attendees be distributed?

Yes. The Sign-In Sheets are currently posted at:

<http://www.ridemetro.org/Pages/BoardStreamingVideo.aspx>

Click 2017 RFI Forum Agenda.

3. What is the political support for this project?

There is political support from local, state and federal elected officials from the area.

4. How will responses to the RFI be reviewed and scored?

Responses to the RFI submittals will not be scored. An evaluation team will review the responses and determine whether the firm has sufficient interest based on information provided by the Responder in its response.

5. Who will review the responses; is there an evaluation team?

An evaluation team of relevant METRO staff will review the responses.

6. How will proprietary information be handled?

As stated in the RFI Disclaimer, "Any proprietary information that is submitted may be used in establishing requirements but specific contractor submitted information will be safeguarded as proprietary, subject to mandated disclosure under applicable Texas Law." Please review the RFI Disclaimer.

7. How will proprietary information be clarified, during the informational sessions?

As stated in the RFI Disclaimer, "Whatever information is provided in response to this Request may be used to access tradeoffs and alternatives available for determining how to proceed with the acquisition." This includes informational sessions. Please review the RFI Disclaimer.

8. Does METRO know of any private interest in this project?

Yes.

9. Will METRO have a consultant help review RFI responses?

METRO staff will review the responses as discussed in the answer to Question #5. Depending on responses received, a consultant could be utilized.

10. Will METRO participate financially?

This has not been determined.

11. What are the SB Requirements?

There are no Small Business (SB) requirements for this RFI, however METRO has a strong SB program and has the Authority's commitment to utilize SB and DBE participation whenever possible. It is METRO's expectation that any solicitation resulting from this RFI will include the use of SB and DBE firms/suppliers. To that end, please answer Question #16 in the RFI.

12. What repayment/financial mechanisms does METRO prefer?

METRO does not have a preference. METRO is requesting the RFI respondents to answer RFI Questions #1-22 to assist in determining a financial mechanism.

13. What procurement method does METRO prefer?

This has not been determined.

14. Are there any statutory limitations that prohibit METRO from doing a P3?

Yes. There may be some limitations; however, METRO welcomes private sector input on innovative ideas for project delivery.

15. Does METRO have eminent domain?

METRO's enabling legislature is Chapter 451 of the Transportation Code. Eminent Domain is discussed in Chapter 451.

16. Is METRO doing one-on-one meetings?

One-on-one meetings may be conducted if sufficient interest has been provided by the Responder in its response.

17. Will there be a shortlist from the RFI?

No.

18. If someone doesn't respond to the RFI are they precluded from participation in later solicitations?

The RFI states the following: "This RFI is not a prerequisite to participating in any future solicitation." Please review the RFI Response Instructions.

19. How did METRO select the P3 model?

METRO has not selected a P3 model. The RFI is seeking a viable plan to develop a corridor as outlined in the RFI. That may include a P3 model; however it does not exclude any other viable method or model. Responders should indicate what its preference is when responding to questions posed in the RFI.

20. Is it safe to say there has been no design or environmental work done?

Some environmental work has been done.

21. Will METRO use a consultant to help analyze responses? Will that consultant be precluded from participating in any future solicitations?

Staff will review/analyze the responses. See the answer to Question #9. Depending on the responses received, a consultant may be used to assist staff. If a consultant is used, they will be precluded from participating in a future solicitation specific to this RFI.

22. Why did METRO choose US 90A versus another corridor?

The RFI Project Scope states the following: *Given stakeholder interest, METRO is conducting an RFI from interested parties for possible private investment to facilitate a commuter line along US90A and, as feasible other unfinished projects named in the 2003 Referendum, herein after referred to as Project or Projects.*

23. Does METRO own any of the right of way?

No.

24. Can METRO provide previous environmental work?

METRO will post relevant environmental work completed.

25. Does METRO have any ridership projections?

METRO does not have any current ridership projections for 90A.

26. I was unable to attend the subject RFI meeting today. Is there an attendance list available?

Yes. Please see the answer to Question #2

27. I attended RFI forum and thought it was very informative. If possible, please elaborate on the evaluation process that would include proposers who have 'Innovative Exceptional ideas to present.'?"

Please see the answers to Question #4 and #16. An evaluation team will review the responses to determine the level of interest based on the responses to the RFI. This includes any innovative or exceptional ideas. If the evaluation team determines the response shows actual interest – informational session(s) may occur between METRO and the vendor to discuss/clarify.

28. I would also like to inquire about the process for inclusion of the small businesses for this particular project and if the MBE goal will remain the same as other projects?

Please see the answer to Question #11. For this RFI, there are no SB Requirements. If the project moves to a formal solicitation, it will be reviewed for an SB goal. To date, all previous corridors had an SB goal and in the case of the recently completed lines, FTA also mandated a DBE goal as a requirement for the receipt of federal funds.

29. Due to the size of this project is it possible for METRO to host a matchmaking opportunity for MBE's to connect with interested PRIMES?

If the project moves forward, there will be many opportunities to meet Prime and Subcontractors. These will be conducted by METRO's SB Outreach team.

30. Can you tell me if the recent forum on the Hwy 90 commuter rail RFI is online. I just found out about it and would like to know more.

Please see the answer to Question #1. The forum and presentation is posted at link listed in Question #1. You can also watch the RFI forum at www.ridemetro.org Board Streaming Video 2017 RFI.

31. Could you direct me where could I find the presentation and Sign-in Sheet for the US 90A-SW Corridor Industry day (01/13/2017)?

Please see the answers to Question #1 and #2. The forum and presentation is posted at the links listed in question one and two.

32. We were one of the attendees at Tuesday's forum, and I thought it was very informative and walked away with some good information and a much better sense of what METRO is hoping to accomplish. You had mentioned that the presentation, meeting attendee list and perhaps some associated materials that Roberto had mentioned during the discussion would be placed on the web site.

Please see answers to Question #1; Question #2; and Question #24.

33. The deadline for delivering responses is listed as "February 7, 2017 CST." Please confirm that this means 11:59 p.m. CST on that date.

The deadline for delivering responses has been extended to:

March 20, 2017 – 12 p.m. CST.

34. Please allow for delivery of the electronic copy by the response deadline with hard copy to follow to the listed physical address.

Please see the answers to Question #33 and Question #35.

35. Please confirm that only one hard copy of the response is required for submission of the response.

METRO has revised the number of hard copies to seven (7). Therefore seven (7) hard copies are required by the deadline of March 20, 2017. The requirement for one (1) electronic copy to Michael Kyme remains the same. Please see the answers to Question #33.

36. If the Respondent is comprised of a team of multiple firms, is the Vendor Information required for each firm that is part of the team?

Only the information regarding the Prime Contractor submitting the response is required.

37. If the Vendor Information is only sought from one firm per RFI response, despite whether the Respondent is comprised of a team of multiple firms, we request the following edit under Submittal Requirements (1)(a): "Name of **main point of contact** for the information contained in this RFI."

The language stated in the document (person responsible) will remain unchanged.

38. How does METRO intend to use the Vendor Information?

The information will be used to determine if there is sufficient interest to move the project forward.

39. Will the Vendor Information submitted with the RFI response be publicly disclosed?

Please see the answer to Question #6. Please review the RFI Disclaimer.

40. Please advise when the attendee list will be available on your website, or if this list will be mailed to each attendee.

Please see the answer to Question #2.

41. If a P3 approach is taken for this procurement will the client provide a minimum ridership guarantee, subsidy, or some other form of minimum guaranteed system revenue? If yes, can you please provide the level of guarantee, subsidy or revenue.

This has not been determined yet.

42. Will the client provide any support for land acquisition and/or accessibility to construction site(s). For example, traffic controls, accessibility to utilities, etc.

This has not been determined yet.

43. The RFI states that technologies other than LRT may be considered and that, "The ability of each vehicle type to interline or serve the existing METRORail line is not required." Can the client advise how they will evaluate a system's ability to interoperate/or not operate with the existing system?

This has not been determined yet.

44. Can the Authority grant an extension for the RFI response of six weeks from the current date of February 7, 2017?

An extension for responding to the RFI has been granted. Responses are due March 20, 2017 at 12 p.m. CST. Please see the answers to Question #33; Question #34; and Question #35.