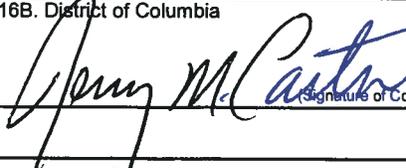


AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. Contract Number DCKA-2012-Q-0035	Page of Pages 1 1	
2. Amendment/Modification Number 1		3. Effective Date See box 16C		4. Requisition/Purchase Request No.	
6. Issued By: Department of Transportation Office of Contracting and Procurement 55 M Street, SE, Suite 714 Washington, DC 20003		Code		7. Administered By (If other than line 6) Department of Transportation Office of Contracting and Procurement 55 M Street, Suite, SE, Suite 714 Washington, DC 20003	
8. Name and Address of Contractor (No. Street, city, country, state and ZIP Code)			(X)	9A. Amendment of Solicitation No. DCKA-2012-Q-0035	
				9B. Dated (See Item 11)	
				10A. Modification of Contract/Order No. 1	
				10B. Dated (See Item 13)	
Code	Facility				
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended. <input checked="" type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. Accounting and Appropriation Data (If Required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14					
A. This change order is issued pursuant to: (Specify Authority)					
The changes set forth in Item 14 are made in the contract/order no. in item 10A.					
B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation date, etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.					
C. This supplemental agreement is entered into pursuant to authority of:					
D. Other (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input checked="" type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. Description of amendment/modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.) A CONTRACT AMENDMENT IS NECESSARY TO MODIFY SPECIAL PROVISIONS (SP) AND OTHER ITEMS OF THE SOLICITATION AS FOLLOWS:					
<u>PRE-BID CONFERENCE</u>					
A pre-bid conference has been scheduled for Friday, February 10, 2012 at 1:00 pm, located in 55 M Street, SE, 6th floor, Suite 639, Washington, DC 20003. All prospective bidders are encouraged to attend.					
Questions can be submitted as of February 1 but no later than February 10. Responses will be returned by February 17, 2012					
Except as provided herein, all terms and conditions of the document referenced in Item (9A or 10A) remain unchanged and in full force and effect					
15A. Name and Title of Signer (Type or print)			16A. Name of Contracting Officer		
			Jerry M. Carter		
15B. Name of Contractor		15C. Date Signed	16B. District of Columbia		16C. Date Signed
(Signature of person authorized to sign)					1/31/12
			Signature of Contracting Officer		

Long-Range Multi-Modal Transportation Plan for the District of Columbia

DCKA-2012-Q-0035

Scope of Work

Background

The District of Columbia has experienced an accelerating rate of growth over the past decade. Since 2004, approximately 70,000 additional residents have moved to the District bringing the total number of residents to over 618,000. The daytime population of DC expands to over 1,000,000 people. The economy of the District and the Washington, DC region has remained strong throughout the national recession. District residents have some of the highest rates of biking, walking, and transit use of any city in the country, and Capital Bikeshare, launched in September 2010 has been an overwhelming success in facilitating additional bicycle travel. At this point in the District of Columbia's history, all stakeholders need to coalesce around a future vision that builds on recent successes and charts a path forward.

However, creating a unified transportation vision for the District of Columbia will not be easy and must address issues including:

1. Ensuring that all residents of the District of Columbia, regardless of age, income, and ability, can have convenient and reliable multi-modal transportation options that connect them to economic opportunity;
2. Assuring a state of good repair of existing infrastructure and prioritizing priority investments;
3. Allocating limited right-of-way among many users;
4. Managing curbside space and right-of-way to benefit the city and the region, while also supporting local and neighborhood goals;
5. Accounting for changing land use and new mixed-use growth in previously underdeveloped parts of the city;
6. Engaging a diverse population and multiple--and at times overlapping--set of agency jurisdictions;
7. Achieving clarity with elected officials and the general public about the transportation vision and priorities;
8. Improving public health outcomes through active transportation and a safe and accessible transportation network;

9. Reducing DDOT's and the region's environmental footprint through energy efficiency, stormwater management, and air quality and greenhouse gas improvements; and
10. Funding and financing a transportation network that has significant maintenance needs, as well as the need for new capital investment.

DDOT is committed to bringing the best policies and practices of other cities around the world to build upon our existing infrastructure and assets. The Plan will set the long-term vision and implementation actions as DDOT continues to build a world class, sustainable transportation system in a growing and evolving city. This includes consolidating all modal studies to have one master multi-modal plan that considers street planning, design, use, funding, regulation, operations, maintenance, education and enforcement. This study will require interaction with all internal, external, and community stakeholders, including other District of Columbia agencies, and community, civic, and business organizations. The final outcome of the Plan will be adoption by the Mayor and City Council of the District of Columbia.

The Long-Range Multi-Modal Transportation Plan will also be used as the State Long Range Transportation Plan for Federal transportation purposes, and as such, the final plan must be consistent with provisions of Title 23 of the Code of Federal Regulations, Section 450.

Previous Studies and Resources

DDOT has many previous studies and plans that have addressed some or all elements of a master multi-modal plan. In chronological order, these include:

- A Transportation Vision, Strategy, and Action Plan for the Nation's Capital (1997). This is the last formally adopted citywide transportation plan. Many of the projects identified by the study have been completed, and it is now outdated in terms of both roadway capacity and traffic projections.
- Motor Carrier and Threat Assessment Study (2004) which addressed truck traffic, regulation and enforcement of commercial vehicle parking, and security requirements. The Study recommended the establishment of a Motor Carrier Office within DDOT, the creation of designated truck routes in the city, and the development of short-term and long-term parking strategies.
- [District of Columbia Bicycle Master Plan](#) (2005). This plan outlines priorities for bicycle infrastructure investments and policies throughout the

District of Columbia. Many of the routes identified have been implemented. (<http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/Bicycles/Bicycle+Master+Plan>)

- District of Columbia 2030 Transportation Vision Plan (2005). This plan was developed through a robust process, but never formally adopted. It has been used as the basis for implementation actions and further planning efforts.
- [DC's Transit Future System Plan](http://www.scribd.com/doc/46679156/DC-s-Transit-Future-System-Plan-Final-Report) (2005, Updated 2008 and 2010). Outlines the transit vision for bus and rail transit in the District of Columbia, including priority bus corridors and streetcar. (<http://www.scribd.com/doc/46679156/DC-s-Transit-Future-System-Plan-Final-Report>)
- [District of Columbia Comprehensive Plan Transportation Element](http://planning.dc.gov/DC/Planning/Across+the+City/Comprehensive+Plan) (2006, amended 2010). The Transportation Element of the DC Comprehensive Plan incorporates many of the elements of the 2030 Transportation Vision Plan, and was formally adopted by the Mayor and City Council. (<http://planning.dc.gov/DC/Planning/Across+the+City/Comprehensive+Plan>)
- [District of Columbia Pedestrian Master Plan](http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/Pedestrians/Pedestrian+Master+Plan) (2009). This plan outlines priorities for pedestrian improvements and policy changes throughout the District of Columbia. (<http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/Pedestrians/Pedestrian+Master+Plan>)
- [DDOT Action Agenda](http://www.scribd.com/doc/46049725/Action-Agenda-2010) (2010). Outlines near-term actions and policies around core DDOT values for all modes of travel. (<http://www.scribd.com/doc/46049725/Action-Agenda-2010>)
- [District of Columbia Streetcar Master Plan](http://ddot.dc.gov/DC/DDOT/On+Your+Street/Mass+Transit+in+DC/DC+Streetcar/System+Plan+October+2010) (2010). Outlines short- and long-term actions for construction of a streetcar network in the District of Columbia. (<http://ddot.dc.gov/DC/DDOT/On+Your+Street/Mass+Transit+in+DC/DC+Streetcar/System+Plan+October+2010>)
- [Incorporation of TDM into the Development Review Process](http://www.scribd.com/doc/48184355/DC-TDM-Final-Report) (2010). Outlines processes and policies for incorporating Transportation Demand Management tools and strategies into the development review process to reduce the impact of new development on the transportation system. (<http://www.scribd.com/doc/48184355/DC-TDM-Final-Report>)
- [DDOT Livability Studies](#) (2011).-DDOT completed three Livability Studies in 2011 that developed comprehensive transportation approaches to three planning areas of the District (Rock Creek West II, Far Northeast, and Far

Southeast). These studies focused on comprehensive neighborhood transportation improvements, and all have begun implementation.

(<http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Studies+and+Research/View+All/Livability+Program>)

- [DC Circulator Development Plan](#) (2011). Outlines the planned growth and development of the Circulator route network and system. (http://ddot.dc.gov/DC/DDOT/Publication%20Files/On%20Your%20Street/Mass%20Transit/DC%20Circulator/DCCirculatorTransitDevelopmentPlan_03-2011.pdf)

Strategic Highway Safety Plan (in process) which describes the goals, strategies, performance measures, and objects for highway safety in the District of Columbia. The plan is in the process of being updated.

District-Wide Truck Safety Enforcement Plan (2011) was prepared to protect the city's highway infrastructure and improve safety.

DDOT Map Atlas (in process). DDOT is compiling base information in a map atlas that shows existing conditions and prior planned improvements. This map atlas will be completed by the initiation of this project.

Citywide Transportation Model (in process). DDOT is developing a citywide transportation model that will be completed by the initiation of this project, and can be used in the development of the Plan.

In addition to these citywide plans and policies, DDOT and the DC Office of Planning have completed numerous neighborhood or small area plans and studies for both transportation and future land use changes. These studies should be accounted for in the development of the plan.

Some plans and studies led by other agencies also impact the long-range transportation future in the District of Columbia, including:

[National Capital Region's Financially Constrained Long-Range](#)

[Transportation Plan](#) (CLRP). The Metropolitan Washington Council of Governments updates the CLRP on an annual basis.

(<http://www.mwcog.org/clrp/>)

- [WMATA plans and studies](#). WMATA has conducted numerous studies of short- and long-range bus and rail improvements. (<http://planitmetro.com/>)
- [MARC Long-Range Plans](#). The MARC system has a long-range improvement plan. (<http://mta.maryland.gov/marc-growth-and-investment-plan>)
- [Virginia Railway Express \(VRE\) Strategic Plan](#). The VRE system has a long-range strategic plan. (http://www.vre.org/about/strategic/strategic_plan.htm)

[Potomac River Commuter Ferry Feasibility Study](http://www.vtrans.org/resources/11773.pdf). Plans for Water Taxis connecting DC, Virginia, and Maryland.
(<http://www.vtrans.org/resources/11773.pdf>)

Any documents without links can be provided upon request prior to the submission deadline, and will be provided to the selected offeror prior to the issuance of a notice to proceed.

Scope of Work

C.1 This outline Scope of Work summarizes the tasks, and the required products of the project. The description of the tasks is included to clarify the nature of the work that is expected to be performed by the selected contractors. Offerors are urged to use this information as the basis for preparing their approach and suggesting any modifications to the work.

C.2 Gather Existing Conditions

The contractor shall gather existing data from DDOT and other available data sources, such as WMATA, the Metropolitan Washington Council of Governments, District Agencies such as the Office of Planning and the District Department of the Environment, and other sources. The horizon year for the Plan should be 2030. The contractor shall also identify any new areas of data that can be incorporated into the analysis of the transportation system on an initial and ongoing basis. DDOT will provide access to the city's traffic counts, and it is anticipated that very few new counts will be needed, due to our on-going signal optimization program. DDOT will also provide access to data on Capital Bikeshare usage, Circulator bus route ridership, and other data such as tree locations, planned streetcar, freight, and bicycle routes, and other existing inventories as needed. The District of Columbia's GIS data includes detailed information on current zoning, rights-of-way, and other base data. New multi-modal traffic volumes, infrastructure inventories, and land use conditions will be analyzed.

C.3: Stakeholder Outreach and Engagement

There will be several layers of stakeholder engagement necessary to complete the Plan. DDOT has identified the following:

- C.3.1 Internal DDOT Stakeholder Group consisting of representatives from the DDOT Administrations
- C.3.2 District of Columbia Stakeholder Group consisting of representatives from other District agencies

- C.3.3 Citywide Stakeholder Group consisting of representatives from other government agencies and jurisdictions, as well as key stakeholders from other business, civic, and resident organizations.
- C.3.4 General community outreach and engagement.

DDOT welcomes offerors to detail their approach to engagement and a stakeholder engagement process that will lead to the adoption of the Plan by the Mayor and City Council.

C.4: Define Transportation Vision, Goals, and Policies

The contractor shall work with DDOT staff to define the vision and goals for transportation in the District of Columbia. Based on this vision and goals, the contractor shall also identify areas of existing policy gaps or potential new approaches to policy related to funding and management of the transportation system. The contractor shall also assess DDOT's existing performance measures and identify any additional measures to support ongoing evaluation and monitoring of progress toward the plan vision and goals.

C.5 Evaluate Future Conditions and Alternatives

The contractor shall evaluate projected future traffic volumes by all modes, infrastructure inventories, and land use conditions. Based on projected future conditions, the contractor shall work with DDOT staff to frame and evaluate alternative approaches to planning and managing the transportation system including all modes of travel. There may be the need to identify subareas, such as the Central Business District, or TOD Zones around Metro rail stations, that require focused attention and analysis over and above what DDOT has already completed.

C.6 Define Preferred Future Transportation Vision

Based on the review of the alternative future conditions, the contractor shall work with DDOT to identify a preferred future transportation vision and short-, medium- and long-term actions to achieve the future vision, including both policy and investment needs, and potentially including actions by external stakeholders necessary to help support achieving DDOT's mission and vision.

C.7 Identify Implementation and Funding Options

The contractor shall identify overall approaches to funding the transportation system based on best practices from other cities and with an understanding of the

District of Columbia's unique opportunities and challenges. The funding options will ultimately be linked to the recommended short-, medium-, and long-term improvements and should include identification of opportunities for new and innovative implementation approaches, such as public-private partnerships, grant opportunities, and other sources.

C.8 Final Plan Document

The contractor shall produce a final plan document compiling the interim work products and incorporating stakeholder input. The final plan must be provided in print and electronic format. The final plan must be consistent with provisions of Title 23 of the Code of Federal Regulations, Section 450.

C.9 Support Adoption of the Multi-Modal Transportation Plan

The contractor shall (along with DDOT) present the completed Multi-Modal Transportation Plan Update for adoption to the City Council. The contractor shall also be responsible for presenting the completed Plan to the Mayor's Cabinet and other agency stakeholders, and incorporating feedback from these stakeholders.