

Tourism Train Feasibility Study - RFQ Questions

Date	Submitted By	Company	Question	Answer
10/1/2026	Chris Homco - chomco@fmwsolutions.com	FMW Solutions	Traffic analysis. Section 2.2 asks respondents to identify the roads, parking, and traffic flow the service would need or affect. We read this as a feasibility-level assessment built from existing information: WSDOT's published traffic volumes on US 12 and SR 124, parking and vehicle demand derived from the study's ridership projections, and a review of access at each candidate station site. A formal traffic impact analysis is a separate engineering product. It requires new traffic counts, intersection level-of-service analysis, and the seal of a Washington-licensed professional engineer, and it depends on a selected station site, parking layout, and operating schedule, which are outputs of this study rather than inputs. Counts taken during a study that runs through the winter would also reflect below-average conditions: WSDOT's Short Count Factoring Guide notes that traffic is typically below average in winter and above average in summer, which is when an excursion service would see its heaviest use. Does the Port intend the base scope to include the feasibility-level assessment only, with a formal traffic impact analysis priced as a separate option? Or does the Port expect a formal traffic impact analysis within the base fee?	The Port intends the base scope to include a feasibility-level assessment only. If Respondents wish to include a formal traffic impact analysis, that should be priced as a separate option.
10/1/2026	Chris Homco	FMW Solutions	Land use, zoning, and labor. For land use trends and site zoning, we plan to review the comprehensive plans, zoning codes, and shoreline master programs of the jurisdictions along the corridor (the Cities of Dayton, Waitsburg, and Walla Walla, and Columbia and Walla Walla Counties) as they apply to candidate sites. For the available labor force, we plan to use Washington Employment Security Department and U.S. Census Bureau data. Does this meet the Port's intent, or does the Port expect primary research, such as formal zoning determinations or pre-application meetings with local planning departments, or surveys of area employers?	Yes, this meets the Port's intent. While Respondents are welcome to engage in primary research, it is not required. No formal zoning determinations or pre-application meetings with local planning departments are required at this stage, nor are surveys of area employers required.
10/1/2026	Chris Homco	FMW Solutions	Fee format. Section 3.1 requires a fixed fee for each of the three geographic tiers. Within each tier, we would like to show land use and zoning, traffic, labor, and the financial model as separate line items, and to list work beyond the base scope, such as a formal traffic impact analysis, as separately priced options outside the fixed fee. Will the Port accept that format without treating it as an exception or deviation under Section 3.1(9)? Separately, would the Port like land use and zoning, traffic, labor, and the financial model priced at more than one level of detail?	The format outlined in your question is acceptable. Also, pricing land use and zoning, traffic, labor and financial model may be priced at more than one level of detail.

10/1/2026	Chris Homco	FMW Solutions	Cost evaluation. Section 4 weights cost equally with the other four criteria. Which fee will the Port evaluate: the tier (a) fee, each tier separately, or the combined fee for all three tiers? If a proposal includes separately priced options, will those be included in the evaluated cost?	Cost evaluation will focus on tier (a) fees. The Port will review proposed costs associated with additional tiers and separately priced options and reserves the right to include or exclude such tiers and/or options when negotiating a contract.
10/1/2026	Chris Homco	FMW Solutions	Tier (c) and the owning railroad. The RFP notes that the segment from Veterans Memorial Golf Course into the City of Walla Walla is owned by Union Pacific and/or BNSF. For that tier, does the Port expect the study to assess access from available information and describe what an agreement with the owning railroad would involve, or to obtain a formal position from the owning railroad? The timing of such a response is outside a consultant's control and could run past the study period. Has the Port had any contact with the owning railroad about passenger use of that segment?	The former. The Port has not had contact with Union Pacific or BNSF and it does not seek a formal position from either company at this time.
10/1/2026	Chris Homco	FMW Solutions	Tier (b) and existing records. The RFP identifies the Dayton to Waitsburg segment as Class I track. What is the current track class and service status of the segment from Waitsburg to Veterans Memorial Golf Course? Will the selected consultant have access to existing track and bridge inspection records for the Port-owned line, the terms of the Port's current agreement with Columbia Rail as they relate to passenger operations, and any prior studies of passenger or excursion service on the line?	The track between Waitsburg and Veteran's Memorial Golf Course is FRA Excepted Track and it is being used for periodic freight service. The selected company will have access to existing track and bridge inspection records for the Port-owned line, and the terms of the Port's current agreement with Columbia Rail as they relate to passenger operations. The Port is unaware of any prior studies of passenger or excision service on the track between Dayton and Walla Walla. Please see the Rail Report on the Doing Work for the Port page at www.portofcolumbia.org .
10/1/2026	Chris Homco	FMW Solutions	Subconsultants. May respondents propose subconsultants or teaming partners, for example a Washington-licensed traffic engineer for an optional traffic impact analysis? If so, should the proposal include their qualifications and resumes, and will they be considered under the qualifications and team criteria in Section 4?	Respondents may propose subconsultants or teaming partners for the base and/or optional services if Proposals include the subconsultant's and/or partner's qualifications and resumes.

10/1/2026	Chris Homco	FMW Solutions	Schedule. Section 3.1 asks for a proposed completion date. Does the Port have a required completion date, or a funding or budget deadline that the final report needs to meet?	The Port does not currently have a required completion date, funding or budget deadline; however, the Port's aim is to move this project forward expeditiously.
10/12/2026	Nicole Lins	Kimley-Horn	What is the budget for this project?	The Port is asking Responding firms to identify the fees they would charge.
10/12/2026	Nicole Lins	Kimley-Horn	What is the anticipated schedule duration (aka how many months, or when is the final deliverable deadline)?	The Port is asking Respondents to identify the time they need to perform the feasibility study. A final schedule will be negotiated with the contract.
10/14/2026	Michael Stumpf	Place Dynamics	Has the Port conducted any market research for this project? How was the project identified, and have you looked at any similar excursion railroads as a model?	No, the Port has not conducted any market research.
10/14/2026	Michael Stumpf	Place Dynamics	Has there been any technical analysis to support the project? Specifically, I am looking at "track modifications to support passenger rail". If this analysis is to be part of the feasibility study, what level of detail or design is expected?	No recent technical analysis has been conducted. Recent maintenance reports from the operator as well as estimates on repairs and rehabilitation work needed for the line are included in the Rail Report that has been uploaded to the Doing Work for the Port page at www.portofcolumbia.org .
10/14/2026	Michael Stumpf	Place Dynamics	Do you have a budget range and a preferred time frame for the analysis?	The Port is asking Responding firms to identify the fees they would charge and the time they need to perform the feasibility study. A final schedule will be negotiated with the contract.