1. **Who would be the audience for the deliverables, specifically the one-page fact sheets and the final report?**

   a. The audience for the deliverables includes members of the COMPASS staff, the staff of COMPASS member agencies (cities, counties, highway districts, etc.), and elected officials, including COMPASS Board Members and state legislators.

2. **Given the level of detail requested for each state, a comprehensive study on all 50 states plus DC may not be feasible. What level of sampling would be acceptable?**

   a. No level of sampling would be acceptable. As described on page 4 of the RFP, the study must include a “comprehensive set of 50 state-by-state profiles.” United States territories may be excluded.

3. **There may be limitations to data availability on some of the questions you’ve outlined in the RFP. Would you be satisfied with the most recent data available?**

   a. While consistency in data should be maintained to the maximum extent possible, in cases where data may be deemed unavailable after undertaking a good faith effort to acquire it, the most recent available data will be satisfactory.

4. **What specific information are you seeking that is not available in the AASHTO 50-State Review of State Legislatures and Departments of Transportation?**

   a. With respect to section III-3 of the RFP, as described on page 6, “[p]revious state-by-state surveys that have studied the allocation of federal transportation revenues have primarily focused on who is authorized to allocate funds. The core objective of this study is to gain deeper insight into the specific policy mechanisms that determine how the funds are ultimately distributed.”

   More specifically, the AASHTO study referenced focuses on the “Allocation of Federal Revenues to State DOTs” (p. 93). Whereas the specific intent of this study is to understand what “policy, process, and methodology” each state DOT uses “for the suballocation of apportioned federal STBG funds to local agencies,” a question which is not contemplated by the AASHTO report.

   In addition, this study seeks to understand how “each state DOT’s suballocation of federal STBG funds compare[s] to the Federal Highway Administration’s (FHWA) apportionment tables.”