

Request for Proposal
Mississippi River Rail Crossing Study
February 22, 2019

Proposal Submission Requirements

Submission Deadline: **March 22, 2019 no later than 2:00 p.m. Central Time**

Submission Location: Bi-State Regional Commission
1504 Third Avenue
Rock Island, IL 61201

Submission Contact: Denise Bulat
Bi-State Regional Commission
1504 Third Avenue
Rock Island, IL 61201
Phone: (309) 793-6300 ext. 1140

Submission Copies: Six (6) printed copies and one (1) electronic copy (CD-R) in Adobe Acrobat PDF format are required.

Question Deadline: **March 8, 2019 no later than Noon Central Time**

Question Contact: Questions must be **submitted in writing** via e-mail to:

Bi-State Regional Commission
Denise Bulat AND Stephen Rashid
1504 Third Avenue
Rock Island, IL 61201 OR
dbulat@bistateonline.org AND srashid@bistateonline.org

Question Responses: All submitted questions, and the answers to those questions, will be posted and available to all firms at www.bistateonline.org on the homepage with a heading related to the RFP for the Mississippi River Rail Crossing Study no later than March 8, 2019 at noon Central Time.

Introduction to Project

Bi-State Regional Commission as the lead agency, is soliciting proposals for a transportation planning study to evaluate the need for and feasibility of a freight rail crossing in the Bi-State Region including the Quad Cities. The contract will be held by Bi-State Regional Commission in cooperation with the Illinois Department of Transportation. Bi-State Regional Commission is facilitating the consultant procurement process. A steering committee representing the local communities, the freight industry, and the Iowa and Illinois Departments of Transportation will assist in consultant selection.

Project Background

In 2015, the Bi-State Region Freight Plan was completed for the greater Quad Cities metropolitan area. Freight related industry location quotients (2013 U.S. Department of Labor) demonstrated a high concentration of machinery manufacturing employment in Rock Island and Scott Counties, part of the Metropolitan Planning Area, including primary metal and fabricated metal manufacturing. Rail modal share by tonnage represents 12% of the tonnage being transported in the Bi-State Region with the top four commodities by tonnage shipped by rail being cereal grains, gravel, coal, and non-metal mineral products. Rail traffic density at the river crossings were between 10 -20 million gross ton miles per mile.

There are two key rail bridges providing access across the Mississippi River. The federally-owned Government Bridge at the Rock Island Arsenal is a double-track swing span bridge, where barge traffic has right-of-way over vehicular and rail traffic. Iowa Interstate Railroad (Class II) uses the bridge that connects Davenport and Rock Island. This has also been identified as a future crossing for passenger rail. The rail bridge portion was retrofitted for double-stack trains. The Crescent Rail Bridge is 1.5 miles south of the Government Bridge. It is a single-track swing span owned by Burlington Northern Santa Fe (BNSF) Railroad (Class I). The west side of the bridge in Davenport enters into a wye with Canadian Pacific (CP/DM&E) Railroad (Class I). The CP has a spur to the Eastern Iowa Industrial Center (EIIC) transload facility, operated through the City of Davenport. Both bridges are over 100 years in age. Neither bridge meets 286K railcar compliance, which results in lower speeds (10 mph restrictions) at the river crossing. The Freight Plan recommended working with the local railroads to pursue upgrades that increase efficiency and connectivity of the regional rail system, including updating the railroad infrastructure to handle 286K railcars and increase speeds in slow-zones and on bridges.

Securing a transportation planning consultant to analyze the viable options available to rehabilitate or replace the Mississippi River rail bridges in the Quad Cities has been included in the FY2019 Quad Cities Metropolitan Transportation Planning Work Program¹ ([TPWP](#)) with federal funding from the Special Planning and Research Program in Illinois. The alternatives analysis will include review of previous planning efforts, determine existing conditions and future demand, define conceptual level alternatives for rehabilitation or replacement, and suggest goals and objectives for the freight rail efficiencies related to economic vitality and freight mobility. The analysis will provide evaluation criteria based on consideration of engineering concepts, environment, transportation, and range of cost estimates for alternatives and recommendations to facilitate mobility and commerce between the states.

Process and Deliverables

The effort will include working closely with Bi-State Regional Commission and the Steering Committee to procure a consultant for the study. The services will consist of the following tasks and are detailed in the Scope of Services:

- Define problem and need
- Review previous transportation planning efforts
- Develop problem statement, goals, objectives, and evaluation criteria – consideration of engineering, environment, transportation, and costs estimates at a planning level
- Determine existing conditions and future demand
- Define alternatives at conceptual level – rehabilitation or replacement

¹ The TPWP can be found at this address: <http://bistateonline.org/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tpwp-transportation-planning-work-program>

- Assess environmental, historic, and community issues at a planning level
- Evaluate alternatives and make recommendation(s)

Proposal Content Requirements

Responses to this Request for Proposal (RFP) should not include any pre-printed or promotional material. Proposal statements will be evaluated based on the criteria noted in this RFP. Interviews may be conducted if deemed necessary by the selection committee. Potential consultants are encouraged to be on the Illinois DOT list of pre-qualified consultants. Firms not currently pre-qualified by Illinois DOT can complete the process of becoming pre-qualified prior to award of contract. Those consultants receiving this RFP directly through the mail are requested to respond in writing if they are not submitting a proposal.

On negotiation of a contract with the preferred consultant, a method of payment will be determined, and a contract would be held with Bi-State Regional Commission who will request reimbursement from the Illinois Department of Transportation through the federal grant process. Federal assurances and regulations will apply. Use of Disadvantaged Business Enterprise or Targeted Small Business is encouraged for the contracted work. Proposals submitted to Bi-State Regional Commission may be subject to Illinois open records laws. In accounting for the project, Bi-State Regional Commission will comply with 2CFR.

Proposals shall include the following items:

A. Letter of Transmittal

Provide a letter of transmittal briefly outlining the firm's understanding of the work, general information regarding the firm and individuals to be involved, as well as the name, address, telephone number, fax number, and email address of the contact person for the submitted proposal.

B. Profile of Firm

The proposal shall include general information about the firm including official name, address, principal officers, and firm's area of expertise.

C. Qualifications

- 1) The proposal shall include the name of the anticipated project manager; his/her qualifications and experience; and the names, qualifications, and experience of other key personnel who will be assigned to the project. Explain the firm's experience and ability to assist with freight corridor and river rail crossing planning. The submitting firm should be familiar with the various classes of railroad, especially Class I railroads.
- 2) The proposal shall describe the work experience of the firm on similar projects within the past five years. Project references shall include the following:
 - Project name
 - Project location
 - Project owner/administrator, contact person, and contact information
 - Brief description of the project, including railroad(s) involved
 - Key personnel assigned to project
 - Initial project budget and the final project amount
 - Date project was completed
- 3) The proposal shall describe the name, location, type, and percentage of work to be performed by any and all subcontracting firms. Type and percentage of work needs to be broken down for each subcontracting firm.

- 4) The proposal must address the ability of the firm and each sub-consultant to integrate this project into their present workload and complete the project within the given timeframe as specified in the project schedule.

D. Project Approach

The proposal shall include a general description of the firm's approach in satisfying the following scope of services. (Note: the detailed scope of services will be negotiated at the time of contract development).

Scope of Services

This scope of services is the type of information the Bi-State Regional Commission would like addressed in the Mississippi River Rail Crossing study. If there are additional suggestions based on the local situation and challenges or opportunities of the corridor, these recommendations may be added to the proposal.

1.0 Define the Problem

- Review previous transportation planning efforts related to freight and rail in the region
- Collect and assemble relevant data to describe the current and future demand for freight and rail services
- Identify and engage key stakeholders including railroad owners, operators, and freight logistics entities in the area

DELIVERABLE: Existing Conditions Report

The *Existing Conditions Report* will document the previous planning efforts and current demand for freight and rail services at the Quad Cities Mississippi River Rail crossings. This report must include documented input from the key stakeholders described above.

2.0 Define the Purpose and Need and Identify Future Conditions

- Assess the needs based on the findings of task 1.0. Needs shall be supported by the data and input gathered in task 1.0. The needs will inform evaluation criteria for potential alternatives.
- Develop future conditions based on future land use and development trends, as well as other relevant traffic projections that will have a bearing on rail transportation going forward.

DELIVERABLE: Future Conditions Report

The *Future Conditions Report* will identify needs for river rail crossings at the Mississippi River in the Quad Cities based on existing conditions and anticipated future conditions. The consultant will develop a clear purpose statement and supporting needs statement. The purpose statement will address the defined problem and the need will be supported by findings from the previous steps of this project.

3.0 Define and Select Alternatives

- Prepare sketch-level concepts for the range of possible alternatives based on the findings in tasks 1.0 and 2.0. Alternatives must include rehabilitation and replacement options.
- Summarize potential options and convene with Bi-State Regional Commission and key stakeholders including railroads to narrow the alternatives to those that are viable
- Assess preliminary engineering, environmental, historical, and community issues of viable alternatives at a planning level and evaluate viable alternatives based on input received in previous tasks
- Recommend a preferred alternative

DELIVERABLE: Alternatives Assessment Report

The *Alternatives Assessment Report* will document conceptual plans for viable alternatives and justification for alternatives deemed not viable. Documentation of identified environmental, historical, and community issues will be included with the evaluation of each viable alternative. This report should include a recommended alternative.

Project Schedule

The proposal shall include a general project schedule and estimated completion date. The corridor study is estimated to begin in early 2019 and completed with final documents delivered by February 15, 2020.

Existing Data

A copy of all relevant existing information and records within or available to the offices of Bi-State Regional Commission will be furnished at no cost to the consultant. It is the consultant's responsibility to determine the information needed from that which is available as it may regard formulation of the proposal and to collect any additional data that may be required. All additional data or information needs shall be the responsibility of the consultant for determination and collection.

Bi-State Regional Commission does not guarantee the accuracy of available existing data and leaves to the consultant the responsibility for verification and applicability of the existing data. A data sharing agreement with BSRC will be signed by all members of the consultant team restricting the use of any data files provided by BSRC for the exclusive use of this project.

Illinois DOT Participation

In as much as the federal funding is being administered by the Illinois DOT for the study, the consulting firm selected and all documents developed must be reviewed and concurred with and/or approved by the Illinois DOT. In the event that the Illinois DOT disapproves of the selected firm's employment on this project, BSRC reserves the right to negotiate an agreement with another pre-qualified firm.

Fees and Compensation

Cost will not be considered in the selection process. Therefore, costs should NOT be submitted as part of this proposal. Costs for preparation of requested proposals shall be borne by those submitting proposals. Quotation of fees and compensation is an activity that will occur after the prime firm is selected. The estimate of costs and person hours per work item will be an exhibit in the consultant contract. Should interviews be necessary, they must include the major work task performers, project team leader(s), and the team member with experience in transportation corridor planning studies.

Consultant Evaluation Schedule

Solicitation for Proposals	February 22, 2019
Proposals Due:	March 22, 2019
Conduct Interviews if Needed:	Week of April 1, 2019
Consultant Selection:	Week of April 8, 2019
Notice of Selection/Contract Negotiation	Week of April 15, 2019

Consultant Evaluation Criteria

All proposals will be evaluated and scored by a selection committee. Proposals will be ranked based on the qualifying categories and criteria outlined below with a maximum cumulative score of 100 points.

	Qualifying Categories	Possible Points	Points Awarded
1.	Qualifications of Consultant Team: Training and qualifications of project manager and key personnel; Experience in handling similar projects involving railroads; Familiarity and extensive experience with railroad infrastructure planning mobility solutions in freight industry	30	
2.	Project Understanding and Approach: Information requested in the RFP was completely addressed in the proposal: Demonstrated an understanding of services required and exhibited a well-devised plan of how project work will be accomplished; Quality of project components; Development of alternative solutions to technical challenges and design obstacles; Problem-solving ability; Innovative ideas for making the project go quickly and smoothly	35	
4.	Availability: Capacity to integrate project into current workload: Ability to meet deadline requirements and adhere to the negotiated project schedule; Availability to keep sponsor and appropriate representatives informed on the progress of the project; Attend meetings on short notice and resolve issues in a timely manner	20	
5.	References on Similar Projects: Ability to communicate and cooperate with advisory committees; Ability to maintain budgets and deadlines; End product met client's requests and requirements; Overall quality of work	15	