

Missouri Department of Transportation
Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

July 18, 2019

Dear Consultant:

The Missouri Highways and Transportation Commission is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list.

If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your letter of interest to no more than fifteen (15) pages. This letter should include: a statement to indicate your firm's understanding of the project. It should also include any other information which might help us in the selection process, including key personnel you would assign to the project and the backgrounds of those individuals, and any sub-consultants you would propose to use, and an indication of your firm's approach to promoting and developing a diverse workforce. MoDOT is committed to reflecting the diversity of the communities we serve and we expect our partners to do the same. We will utilize the consultant information already on file so we will not need a lengthy submittal of other general company information. In addition, please attach one page with detailed information on similar projects that your key personnel have worked on. Indicate the role your key personnel played in the projects and include reference contact information.

DBE firms must be certified by the Missouri Department of Transportation in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any projects they feel can be managed by their firm. We also encourage both DBE firms and non-DBE firms to consider joining MoDOT's Mentor/Protégé program whenever possible as part of a MoDOT project.

MoDOT will evaluate firms based on: Project Understanding & Innovation, Past Performance, Qualifications of Personnel Assigned, General Experience of Firm, Familiarity/Capability, Accessibility of Firm & Staff. Firm's not providing a response on approach to workforce diversity will be considered non-responsive to this solicitation. Firm's that are not current on all of the required prequalification categories found in [MoDOT's Approved Consultant Prequalification List](#) at the date of the solicitation expiration will be considered non-responsive.

We request all letters be received by 5:00 pm, August 14, 2019 at the Multimodal Operations Division office. Email responses (Cheryl.Ball@MoDot.Mo.Gov) are encouraged. If submitting in paper format, please provide six(6) copies to the Multimodal Operations Division office.

Sincerely,



Travis Koestner, P.E.
State Design Engineer

Attachment



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

www.modot.org

Central Office

Multimodal Operation Division
Michelle Kratzer, PE - Director
Missouri Department of Transportation
105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Contact

Cheryl Ball, Waterways and Freight Administrator
573-526-5578
Cheryl.Ball@modot.mo.gov
Email responses are encouraged

Multimodal Operations Division, Central Office

2019 State Freight and Rail Plan	
Job No:	
Location:	
Proposed Improvement:	Development of Statewide Freight and Rail Plans
Length:	
Approximate Construction Cost:	
DBE Goal (if applicable)	10%
Consultant Services Required:	
Other Comments:	<p>Tentative Date the Consultant Short List will be posted to the web – August 26, 2019</p> <p>Interviews will be conducted with the short listed firms. Tentatively scheduled for week of September 16, 2019</p> <p>Tentative Date of Consultant Selection-September 23, 2019</p>

Rating Criteria w/Weighted Values

Project Understanding & Innovation	20 Points Max
Past Performance	15 Points Max
Qualifications of Personnel Assigned	25 Points Max
General Experience of Firm	10 Points Max
Familiarity/Capability	20 Points Max
Accessibility of Firm & Staff	<u>10 Points Max</u>
	100 Points Max Total

Scope of Services

1. **Background:** The FAST Act includes a provision that requires each State that receives funding under the National Highway Freight Program (NHFP) to develop a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight. MoDOT developed the first Missouri Statewide Freight Plan ([Freight on the Move](#)) in 2014 with minor updates in 2017 to comply with the FAST Act.

MAP-21 required each state develop a State Rail Plan to present priorities and strategies to enhance rail service that benefits the public. This plan sets forth rail transportation's role within the State transportation system. It is coordinated with the other State transportation planning goals and programs including the State Freight Plan and the State Long Range Transportation Plan. In 2012, MoDOT developed a comprehensive [State Rail Plan](#) compliant with MAP-21.

MoDOT recently updated the [Long Range Transportation Plan \(LRTP\)](#). Through that effort, five goals of Missouri's transportation vision were developed.

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices
- Improve reliability and reduce congestion on Missouri's transportation system

These goals guide the strategies and actions for all MoDOT investments.

2. **General Project Scope:** The project's ultimate goals are to (1) update the existing Statewide Freight Plan and Statewide Rail Plan into a combined Statewide Freight and Rail Plan that meets or exceeds the requirements of the FAST Act and (2) develop a passenger rail economic impact study. The finished products must align in content and style with the [LRTP and the Citizen's Guide for Transportation Funding](#).

The updated State Freight and Rail Plan will be succinct, comprehensive, and align with the LRTP. The Plan will primarily focus on the LRTP goal of investing in projects that spur economic growth and create jobs, but will also provide data to facilitate and accomplish the other four LRTP goals. The Plan will be developed with informed consent for the strategies, goals, and projects that will help guide investment decisions. The Plan will provide planning partners and MoDOT staff with versatile data, applicable analytical measures, and practical tools in a format that can be used to better inform decision-making and educate Missourians on the connection between freight transportation and the economy in Missouri. These outcomes will require building on the public outreach from the LRTP by engaging the business communities, multimodal owners, freight haulers, planning partner agencies, rail passengers, and public officials. Similar to the LRTP update, it is anticipated the successful team will effectively utilize technological opportunities throughout the development of the deliverables. The successful team will assess current freight commodities and movements and identify investment strategies that align with MoDOT's emphasis on asset management and with the LRTP goals to spur economic growth and create jobs.

This Plan will also study the economic impact passenger rail has on the cities where stations or hubs are located and the economic impact to the state overall.

3. Services and Deliverables: The successful team shall provide the following professional services:

a. **Update Missouri's State Freight and Rail Plan.** The project team will create a comprehensive, practical, implementable plan that incorporates and supports MoDOT's priorities identified in the LRTP and is consistent with MoDOT's emphasis on asset management.

The Freight and Rail Plan will be multimodal in nature and include highway, rail, waterway, intermodal, and air cargo transportation. At a minimum, the plan will meet state freight plan criteria outlined in [Title 49 U.S. Code Section 70202](#) and state rail plan criteria outlined in [Title 49 U.S. Code Chapter 227 - State Rail Plans](#).

Whereas, the current Freight and Rail Plans provide high-level guidance, this plan is intended to provide more implementation detail such as:

- Bottleneck analysis – where are bottlenecks for modes beyond the list published by ATRI, capacity feature causing the bottleneck (steep grade, geometrics, weight limit...), measure of delay, and what commodity does it impact.
- Provide more granularities to maps included in last SFP and SRP for tonnage and value.
- Freight generator expansion to include what makes them important, what is located at the site, O/D of products and raw materials supplying them
- Truck parking analysis – data identifying where truck parking capacity is deficit, informing resource allocation decisions, and where those vehicles are currently parking to support future competitive grant applications.
- Origin - Destination by commodity or corridor.
- Freight generators' needs to improve efficiency critical low-cost improvements especially in rural Missouri.

The final plan will include a report with detailed technical documentation, an executive summary developed through the informed consent of stakeholders and a leave-behind document. While MoDOT seeks some paper copies of the final plan, the final product will be interactive and web-based. The final report will contain a detailed narrative of the plan with graphics and exhibits that can be used by both MoDOT staff and the general public to learn about the impacts and correlations of freight and rail in Missouri. The plan will also identify economic impact and investment scenarios discussed above for economic growth in Missouri. The document will provide easily accessible comprehensive information at a statewide level with sufficient detail for each of MoDOT's seven district offices and planning partners to use for project prioritization and investment guidance.

The final plan will include the Missouri freight network and a list of agreed upon goals, strategies, and implementable actions to guide MoDOT freight investment for the next 10+ years. Projects identified should include low cost high value projects in rural and urban areas to benefit freight movement, removal of bottlenecks, some large scale projects that would have a high benefit-cost ratio that could be suitable for discretionary grant applications, and other projects that align with the LRTP goals. Project prioritization will be documented based on a process that can be reproduced in-house by MoDOT for future projects. MoDOT does not have in-house modeling staff, therefore the process must be based upon other accessible indicators.

These goals, strategies and actions should be arrived at through stakeholder input and support from supply chain businesses, mode operators, planning partners, logistics professionals, public officials, and MoDOT staff. The final plan will guide MoDOT and its seven regions to answer two questions “*Where can we invest the existing revenue to improve freight safety, efficiency and reliability the most*” “*Where should we invest additional revenue to improve freight safety, efficiency and reliability the most.*”

- b. **Freight Data.** The 2017 State Freight Plan and State Rail Plan are based upon Transearch and STB Waybill data. The acquisition of current data with a license for MoDOT’s independent use for at least 5 years will be included with this project.
 - c. **Strategic Guidance and Stakeholder Engagement.** The successful team is responsible for providing an updated, stakeholder-supported Missouri Freight and Rail Plan to MODOT. This shall include but not be limited to:
 - Lead development of and facilitate the engagement plan resulting in stakeholder support of this project. MoDOT’s LRTP update included a wide-reaching public engagement effort. The results of those efforts are a strong sense of the vision for transportation desired by Missourians. Innovative, non-traditional methods of stakeholder engagement are encouraged to build upon the LRTP effort. Development of this plan will focus on the planning partners and the freight stakeholders to identify what is needed to support existing businesses, attract new business, and grow employment and the economy.
 - Draft a plan to educate Missourians on the benefits of investment in the movement of freight in Missouri. The story of Missouri freight will be a foundational element for this project and will link freight movement to Missourian’s jobs, economy, and quality of life.
 - Draft the presentation documents for use during development and at end of this project.
 - d. **Creation of an educational Missouri Freight handout.** This document will identify why investing in freight movement infrastructure is important to Missouri’s economy and jobs. This story of Missouri freight will be a foundation of the educational element for this project and will link freight movement to Missourian’s jobs, economy, and quality of life. The intended audience for this leave-behind document is public officials and the general public.
 - e. **Freight Tonnage Estimation Tool.** MERIC developed a formula in 2011 based upon economic indicators that is used for [MoDOT Tracker](#) measure 7c. The successful team will verify its accuracy and/or develop a new tool that can be used by MoDOT staff.
 - f. **Economic Impact Study for Passenger Rail.** The Missouri River Runner is a state-sponsored passenger rail route. The successful team will provide an analysis that will identify the return on investment of this state-sponsored passenger rail line in Missouri related to jobs and economic growth. A stand-alone report, leave-behind document, and station brochures similar in breadth and depth to the [Airport Economic Impact Study](#) and the [Economic Impact for Public Ports Study](#) are desired.
4. **MoDOT Responsibilities:** In updating the State Freight Plan, MoDOT will provide the following information:
- Existing system data in the form of maps and/or graphs including bridges, roads, ports, transit, rail, air, roadway and bridge system conditions, etc.
 - Other technical tasks and data as determined necessary.