

# **A REQUEST FOR PROPOSAL FOR PROFESSIONAL SERVICES CONTRACT**

## **Department of Highways Professional Services Procurement Bulletin 2023-08 Statewide Rail Plan and Infrastructure Assessment**

This document constitutes a Request for Proposals for a Professional Service Contract from qualified individuals and organizations to furnish those services as described herein for the Commonwealth of Kentucky, Department of Highways.

### **I. PROJECT DESCRIPTION**

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 (SFP) and the Long-Range Statewide Transportation Plan (LRSTP). In 2015, the Kentucky Transportation Cabinet (KYTC) developed a State Rail Plan. The project's ultimate goals are to (1) update the existing Statewide Rail Plan that meets or exceeds the requirements of the FAST Act and (2) conduct a Rail Infrastructure Assessment. The finished product must align in content and style with the SFP and LRSTP.

The Consultant shall:

- 1) Create a state rail plan in Federal Railroad Administration (FRA) prescribed six-chapter format.
- 2) Identify, describe, and assess the state's rail system both active and inactive segments, rail services and facilities, and provide an analysis of the role of rail transportation within Kentucky's surface transportation system.
- 3) Review the impact of rail on economic development in Kentucky and areas immediately adjacent to Kentucky borders, including both passenger and freight, and its role in the multimodal transportation infrastructure of the state and region.
- 4) Identify all state agencies that have responsibility for rail transportation both freight and passenger and describe their respective responsibilities.
- 5) Investigate and determine the current and the potential for expanded operating service of passenger and freight in the rail industry.
- 6) Identify and evaluate rail volumes, commodities and flows, traffic types, economic activity, passenger rail ridership, rail forecasts, multimodal connections, etc. Expected data sources include STB Waybill data and passenger rail ridership. KYTC also has 2018 TRANSEARCH data and a current Streetlight license.
- 7) Identify and evaluate those rail freight lines that may be abandoned or have recently been abandoned or discontinued service, including the ownership of each segment.
- 8) Identify lines or rail corridors that have been rail banked or preserved by abandonment but retained for future use.
- 9) Identify and describe all funding sources currently available for rail infrastructure as well as recommendations for potential future sources for funding.
- 10) Analysis of the current state rail system assets and future needs in making strategic visions, goals, objectives, and investments to provide specific steps for advancing those findings in providing an enhanced rail plan.

- 11) Analysis of the performance of the current state rail system and identify rail bottlenecks and investments needed to address bottlenecks and improve performance to achieve seamless interchange of industry standard 286,000 lb. gross weight track capacity standard rail cars.
- 12) Provide infrastructure assessment of railroads across Kentucky, including consideration of both physical condition of infrastructure and economic viability of railroads to include an inventory of the existing condition of railroads statewide and provide high level estimates of the cost of bringing facilities up to appropriate state of good repair.
- 13) Identify location of existing freight traffic on railroads and locations that have realistic potential for future traffic generation.
- 14) Review the trend in trespassing incidents and include recommendations to provide enhanced safety for the public by reducing the occurrences of illegal trespassing.
- 15) Utilize the information of the existing network and system inventory and forecasting projected demands in developing the direction for investing the state's economic interests to produce an improved rail system.
- 16) The development of the State Rail Plan must include adequate and reasonable notice and opportunity for comment and other input from a variety of stakeholders including public, rail carriers, commuter and transit authorities operating in, or affected by, rail operations within the state, and local, governments, and other interested parties. Recommendation on how to minimize cost.
- 17) Develop a framework for evaluating benefits resulting from future rail investments with regard to "performance measures" per MAP 21. Include a prioritized list of future projects and estimated costs.
- 18) Provide comprehensive, practical, rail plan that includes direction on how to advance and implement the short-term strategic plan with specific goals for implementation with identified funding sources.

## **II. PROJECT INFORMATION**

Project Manager - Jeremy Edgeworth  
User Division - Planning  
Approximate Fee - \$600,000 Planning Study (Lump Sum)  
Project Funding - State and Federal Funds  
Contract Term - Two Years

## **III. PURPOSE AND NEED**

KYTC would like to update the Kentucky Statewide Rail Plan dated April 2015 that accommodates current and future commercial, and passenger demands and addresses the state's multi-modal transportation and economic needs. KYTC is soliciting proposals from professional consulting firms interested in providing services associated with meeting the requirements for a state rail plan as identified in Public Law 110-432 including the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and Title 49, Part 266.15, Requirements for a State Rail Plan, in the Code of Federal Regulations (CFR).

## **IV. DBE GOAL**

The Consultant team shall include a DBE Participation Plan with their Response to Announcement to help the Department meet the 11.95% DBE goal established by FHWA. The plan should demonstrate how DBE companies will be mentored or used to assist in the area(s)

pertaining to this contract. An additional page will be allowed in the Project Approach (Section 7) to exhibit this plan. A maximum of four (4) points will be considered in the Evaluation Factors for the DBE Participation Plan.

## **V. SCOPE OF WORK**

The selected Consultant will be an experienced consulting firm or consulting team specializing in rail planning, logistics, engineering, rail infrastructure assessment and management to develop a Statewide Rail Plan and Infrastructure Assessment for the Commonwealth of Kentucky in the FRA prescribed six-chapter format, which may include but not be limited to:

- Chapter 1: The Role of Rail in Kentucky's Transportation System
  - Overview of the past, present, and future role of the rail industry in Kentucky, including rail's role in supporting the Kentucky economy, trade and economic development, environmental impacts, congestion mitigation, air quality, land use, energy use, and community development. Identifying the role of rail as basis for the Kentucky's SRP vision, goals, and objectives. Integrate goals from relevant state planning documentation from the freight and highway sectors, and relevant federal rail goals. Describe the state's goals and objectives for the multimodal transportation system and options to enhance integration and efficiency between rail and other transportation modes and describe how the Kentucky SRP will be integrated with other state transportation planning documents. Identify the legislative authority provided to state and local agencies for rail planning, project development, and public investment in the state's rail system, and describe the history of the state and local rail programs and their funding sources.
- Chapter 2: Existing Condition of Kentucky's Rail Network
  - Assess Kentucky's existing rail system, describe the condition and performance of the current rail system, and identify needs and opportunities related to rail service in Kentucky. Contact all railroads operating in Kentucky for details regarding their current operations, recent successes, bottlenecks, needs and issues, and any planned or proposed projects. Detail Kentucky's existing rail system – description and inventory, existing conditions of the rail system, recent abandonments and an inventory of lines currently railbanked, key freight and passenger rail terminals (including transload, intermodal facilities, ports, and marine highway connections), rail safety data (including highway-rail grade crossing accidents/incidents), safety trends (including any trends related to trespassing on railroad property), trends affecting the rail industry regionally and nationwide. Assessment will require experienced rail staff to perform a combination of operator interviews, desk reviews, hi-rail, and walking inspections.
    - Description and Inventory-A detailed analysis of current Kentucky rail assets and rail operations to create a profile of Kentucky freight and passenger rail systems. Data will be compiled from available sources including railroad operations and will be confirmed through meetings with railroad officials. The section will include information on:
      - Rail Lines: Update the physical and operational information for active rail line segments including owner, operator and use; route or track miles; trackage or haulage rights; permitted train speeds for freight and passenger trains; track configuration; general track condition (FRA track classification); tie conditions by segment (% good ties), rail weight by segment, signal systems, bridge conditions and characteristics, summary of bridge loads and maximum speeds;

description of services over the line, traffic density, and traffic types; clearances; weight limitations; and double-stack train capabilities, etc.

- Rail Facilities: Detail rail freight facilities, such as container and trailer intermodal transfer terminals, switching facilities, major classification yards, bulk and merchandise terminals, maintenance facilities, and interchange locations. Detail location of identified intermodal facility bottlenecks.
- Rail Operations: Detail strategic importance of each rail main line to its owning railroad and to the state, identify the categories of traffic that move over the line, and the markets the line serves. Detail location of rail bottlenecks due to tie conditions, rail weight, track classification. Detail chronically blocked crossings and realistic candidates for closures or grade separations.
- Trends and Forecasts-Examine the factors that influence freight rail markets and operations, and management decisions, including:
  - Freight Demand Baseline Analysis: Characterize current freight demands, incorporating data on characteristics of businesses that currently rely on rail. Business information will be gathered from railroads and other sources, to accurately account for businesses in Kentucky that may ship or receive goods.
  - Freight Demand Trends Analysis: Characterize freight related business development trends through exploration of several datasets, including historical hiring data, manufacturing labor data, and other relevant employment data.
  - Commodity Flow Analysis: Provide a baseline and forecast analysis of rail transportation's impacts, using base data provided by the STB Carload Waybill Sample, the Freight Analysis Framework, and other relevant data. Evaluate freight data for the recent relevant year and will develop a forecast of rail flows through 2045 based on these two data sources, estimating the following:
    - Rail Freight Commodity Flows by Direction (inbound, outbound, internal, and through). Assess the major trade flows in Kentucky and its trading partners as well as rail traffic and major commodities by each rail line and by direction.
    - Freight Transportation by Mode. Estimate truck, rail, pipeline, air, and multiple mode movements.
    - Forecast Analysis. Carload Waybill Sample data will provide the starting point for building forecasts of future rail movements in Kentucky by direction and by commodity. In deriving the future movements, growth rates between 2018 and 2045 will be applied by direction and commodity.
  - Contributing factor analysis: Analyze data related to contributing factors affecting freight planning, such as land use trends, fuel cost and consumption trends and highway and air congestion concerns.
- Rail Service Needs and Opportunities-Summarize the key issues, service gaps, improvement needs (including connectivity to other modes), and financial deficits facing Kentucky's rail system. Identify the opportunities to address those issues, gaps, needs, and deficits for freight rail, with an emphasis on projected shifts in the nature and type of freight movements and emerging markets. Discuss potential

viability of passenger rail operations in Kentucky, including characteristics of successful service and potential market demand. Identify any weaknesses in connectivity with specific commodities (grain elevators to rail, etc.).

- Chapter 3: Proposed Passenger Rail Improvements and Investments
  - Assess passenger rail services operating in Kentucky. Identify passenger rail service objectives and possible improvements in those services and necessary improvement strategies. Compile list of past studies and reports on high-speed rail corridor development within the State and a plan for funding any recommended development of such corridors in Kentucky. Compile active passenger rail plans and initiatives being undertaken at the regional, state, and local level as well as potential opportunities identified during outreach with stakeholders and identify potential future intercity and commuter passenger rail investments. Discuss Kentucky's participation and inclusion in multi-state regional passenger rail efforts. Include a discussion of the existing frameworks under which intercity passenger rail services have been expanded or introduced, and their applicability to future Kentucky services.
- Chapter 4: Proposed Freight Rail Improvements and Investments
  - Document the infrastructure needs of freight rail stakeholders, including railroads, rail users, and the communities served, by outlining specific project concepts that will help to improve Kentucky's freight rail system. Review past publicly funded rail projects including state grants, federal grants, and projects funded under Section 130 of Title 23. List all planned, proposed or recommended capital improvements by railroad (outside of routine maintenance) needed to address the needs of Kentucky's freight rail system, including those projects related to safety, state of good repair, capacity expansion, and economic development opportunities. Identify prime locations for grade separations.
- Chapter 5: Kentucky's Rail Service Investment Plan
  - Identify and recommend strategic implementation policies and practices pursuant to a specifically tailored rail investment program management strategy. Outline the short-term (1-4 year) and long-term (5-20 year) projects and studies that are necessary to achieve Kentucky's rail vision. Consider the anticipated public/private benefits of each project, including impacts on rail capacity and congestion, bottleneck elimination, safety, and rail network resiliency. Evaluate projects listed for broader environmental and economic considerations providing the greatest benefits to Kentucky as a whole. Identify opportunities to leverage federal, state, and local funding for each project. Applicable funding sources will be matched to relevant projects or studies to help guide strategic decision making regarding the pursuit of public funding.
- Chapter 6: Public/Stakeholder Outreach
  - Stakeholder and public engagement will help inform each of the Chapters in the SRP. Involve the public and key stakeholders in the planning process, including but not limited to Class I, Regional, and Short Line railroads, carriers, MPO's, ADD's, business communities, freight haulers, rail passengers, local task forces, community alliances, public officials, and other organizations identified by KYTC or the Cabinet for Economic Development (EDC). Document this engagement process, including all stakeholder and public outreach materials developed, along with any and all commentary and inputs received from stakeholders. All materials related to outreach and engagement will be synthesized and presented. Additional stakeholder engagement activities may include, but are not limited to: Stakeholder Summit Meetings, General Public Meetings, Project Website, Public Survey, Informational Presentations

- Final Plan and Infrastructure Assessment- The final plan will include a report with detailed technical documentation and executive summary. The final report will contain a detailed narrative discussing project and general findings of the plan with graphics and exhibits about the impacts and correlations of rail in Kentucky.
  - Executive Summary-Summary of statewide rail plan and summarized findings of needed rail infrastructure improvements.
  - Report-State Rail Plan in FRA prescribed six-chapter format.
    - Methodology discussion on evaluating rail infrastructure and rail bottlenecks.
    - Summarization by state and by railroad of existing rail infrastructure and condition.
      - Summarization of current state of rail infrastructure, such as overall class of track designation, track speeds, jointed rail vs continuously welded rail, overall rail sizes/weights, 286K GVW rail operation, crosstie condition, track alignment, switch/diamond condition, bridge conditions, etc.
      - Summarization of needed track infrastructure improvements (outside of routine maintenance) and cost on each railroad
      - Summarization of needed bridge infrastructure improvements and cost on each railroad
      - Summarization of current freight activity and business development
      - Identification of potential opportunities on industry types for new location or expansions.
- Data Dashboard-Interactive dashboard will convey all rail infrastructure information in a graphical format (spatial and tabular) including but not limited to operating carriers, location of all rail lines (mainlines, sidings, wyes, spurs, yards, etc.), mileposts, rail bridges and condition, rail tunnels (active and inactive) and condition, passenger rail and stations, track conditions by segment, rail sizes/weight by segment, track classifications per FRA standards, track speeds, jointed rail vs continuously welded rail, crosstie conditions, identified rail bottlenecks, intermodal facilities, rail rights of way preserved for potential reactivation, major commodities by segment, freight density, abandoned rail lines, location of potential growth opportunities, planned, proposed or recommended capital improvements, etc.
  - Dashboard and all data will be conveyed to KYTC at the end of the project.

## **VI. SPECIAL INSTRUCTIONS**

The Department reserves the option to modify the selected Consultants' agreement to include any necessary engineering and/or related services for this project. The firm(s) or one of their subconsultants must at that time be prequalified by the Department in the required area(s).

Instructions for Response to Announcement can be found at:

<https://transportation.ky.gov/ProfessionalServices/Pages/Respond-to-an-Announcement.aspx>

## **VII. AVAILABLE INFORMATION**

[2015 Kentucky Statewide Rail Plan](#)

[Title 49 U.S. Code Chapter 227-State Rail Plans](#)

[PUBLIC LAW 110–432—OCT. 16, 2008](#)

[Kentucky Freight Plan, Update 2022](#)

[2022 Kentucky Riverports, Highway and Rail Freight Study](#)

[Kentucky Long-Range Statewide Transportation Plan, Update 2022](#)

[FRA's State Rail Plan Guidance \(September 2013\)](#)

[AASHTO State Rail Planning Best Practices, Volume 2](#) (requires subscription or purchase)

## **VIII. PREQUALIFICATION REQUIREMENTS**

To respond to this project, the Consultant must be prequalified in the following areas by the response due date of this advertisement.

### **TRANSPORTATION PLANNING**

- Conceptual Transportation Planning

## **IX. INTERVIEW**

The selection committee may identify a shortlist of proposers who submit a responsive proposal to participate in an oral interview. All responding firms should be prepared to present a short presentation and respond to questions. If an interview is included, each Proposer will be allowed no more than 30 minutes for a presentation followed by a question-and-answer session, which should take no longer than 30 minutes. At the conclusion of the question-and-answer session each firm will be permitted a one-minute summary.

The presentation shall not be used to fill in missing or incomplete information in the written proposal. KYTC will ask the Proposers specific questions relative to their proposal. Follow-up questions from KYTC will be permitted. The oral interview will not be scored separately. The interview is used solely for KYTC to see clarification of the Proposer's proposal. Proposers will not be permitted to ask questions of KYTC.

Each firm shall be required to bring the Consultant's Project Manager and may bring up to four other individuals to the interview. Each firm may also submit a one-page 11" x 17" PDF summary sheet for the Selection Committee's reference during the interview or final selection meeting.

Members of the KYTC's Selection Committee will attend each oral interview. Additional subject matter experts and/or railroad officials may also attend the interviews. Elected officials will not be permitted to attend. KYTC will terminate the interview promptly at the end of the allocated time.

KYTC may videotape to document the oral interviews. These recordings are not intended for public use except for the selected Consultant team, which shall be shared with the Department's project team. All other interviews will be shared with the responding firms but not made public. All interviews are anticipated to be held via videoconference using Microsoft Teams.

Persons with a disability may request a reasonable accommodation such as a sign language

interpreter. Request for accommodations must be made one week in advance of the meeting, to allow time to arrange the accommodation.

## **X. PROCUREMENT SCHEDULE**

Dates other than Response Date are tentative and provided for information only.

- Advertisement Date: February 14, 2023
- Response Date: March 8, 2023 by 4:30 PM ET (Frankfort Time)
- First Selection Meeting: March 13, 2023
- Short-List Meeting: March 23, 2023
- Interviews: March 31, 2023
- Final Selection: March 31, 2023
- Pre-Design Conference: April 5, 2023
- Fee Proposal: April 14, 2023
- Contract Negotiations: April 26, 2023
- Notice to Proceed: May 17, 2023

## **XI. PROJECT SCHEDULE**

- Complete Data Collection August 2023
- Complete Forecasting & Data Analysis October 2023
- Draft Data Dashboard November 2023
- Draft Chapters 1-2 February 2024
- Draft Chapters 3-4 May 2024
- Draft Chapters 5-6 July 2024
- Draft Final Report September 2024
- Final Report and Final Data Dashboard November 2024

## **XII. EVALUATION FACTORS**

Consultants will be evaluated by the selection committee based on the following, weighted factors:

1. Demonstrated qualifications, experience, and past record of proposed consultant personnel on projects of similar type and complexity. (20 points)
2. Demonstrated experience and past record on projects relating to state rail plans and rail infrastructure assessment. (20 points)
3. Project approach and proposed procedures to accomplish the services for the project. (15 points)
4. Relative experience of project manager leading an effort of this magnitude. (15 points)
5. Capacity and availability of team members over the life of the contract. (10 points)
6. Organizational structure of team and approach to managing the development of the project. Clearly state the role of each core team member. (10 points)
7. DBE Participation Plan. (4 points)



### **XIII. SELECTION COMMITTEE MEMBERS**

1. Jeremy Edgeworth, User Division
2. Allen Rust, P.E., Right of Way and Utilities Division
3. Stephen De Witte, P.E., Secretary's Pool
4. Charlie Dale, P.E., Secretary's Pool
5. Cindy Evensen, P.E., Governor's Pool