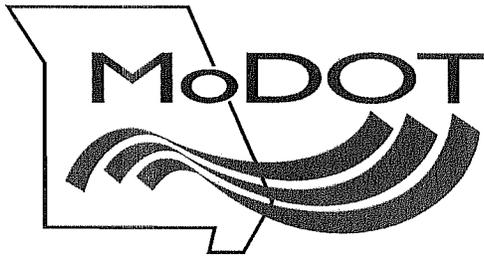


Missouri
Department
of Transportation



Kevin Keith, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.state.mo.us

May 17, 2011

Dear Consultant:

The Missouri Highways and Transportation Commission is requesting the services of a consulting engineering firm to complete a Second Tier Environmental Impact Statement (EIS) of the I-70 corridor from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange.

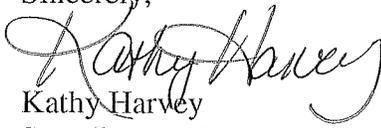
If your firm would like to be considered for these consulting services, you should prepare a proposal and submit it in accordance with the attached Request for Proposal (RFP). All information necessary for preparation of the proposal and submittal to the Missouri Department of Transportation (MoDOT) is included in the RFP. Limit your proposal to no more than ten pages total.

DBE firms must be certified by MoDOT in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit proposals as prime consultants for any projects they feel can be managed by their firm.

We request all proposals be received by 2:00 pm, June 2, 2011 at the appropriate office.

If you have questions about preparation of the proposal for the Second Tier EIS, you should contact the person listed in the RFP.

Sincerely,


Kathy Harvey
State Design Engineer

Attachment

cc: Ms. Elizabeth A. Wright-4ao
Mr. Dennis Heckman-br
Mr. Matt Burcham-de
Mr. Allan Zafft-4tp

REQUEST FOR PROPOSAL

SECOND TIER ENVIRONMENTAL IMPACT STATEMENT IN JACKSON COUNTY

This document constitutes a request for sealed proposals from qualified individuals and organizations to develop a Second Tier Environmental Impact Statement for Interstate 70 in Kansas City, Missouri as described in this Request for Proposal (RFP). This study is designated as MoDOT Job No. J4I1486C.

Organization of this RFP is as follows:

- I. INTRODUCTION & BACKGROUND
- II. PROPOSAL SUBMISSION & DUE DATE
- III. PROPOSAL CONTENTS
- IV. GENERAL SPECIFICATIONS
- V. GENERAL SCOPE OF WORK
- VI. PROPOSAL EVALUATION CRITERIA
- VII. SELECTION PROCESS
- VIII. APPENDIX

I. INTRODUCTION & BACKGROUND

In May 2009, the Missouri Department of Transportation (MoDOT) initiated a First Tier Environmental Impact Statement (FTEIS) for the I-70 corridor in Jackson County. This study area is approximately 18 miles in length from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange the downtown loop. The purpose of the I-70 FTEIS was to determine an improvement strategy that addresses the following:

- Improve Safety: Reduce crashes and their severity on I-70 and the downtown loop.
- Reduce Congestion: Remove key bottlenecks; reduce the potential for ramp back-up onto the freeway; and improve travel times.
- Restore and Maintain Existing Infrastructure: Improve bridge and pavement conditions and implement cost-effective investment strategies.
- Improve Accessibility: Provide travel options for all residents; increase safe access across I-70 and the downtown loop for non-motorized travel; support local and regional land use plans.
- Improve Goods Movement: Improve the efficiency of freight movement on I-70 and the downtown loop.

MoDOT has completed the Final FTEIS, which identifies the following preferred strategy – Improve Key Bottlenecks Strategy from the downtown loop to I-435 and Improve Key Bottlenecks Strategy or Add General Lanes Strategy from I-435

to I-470. The Draft and Final FTEIS can be located at the below website address.

www.modot.mo.gov/kansascity/metroi70/documents.html

The I-70 FTEIS recommended the study area be divided into five Sections of Independent Utility (SIUs) for the Second Tier Studies. Below are the five SIUs with the corresponding environmental study to be undertaken.

1. Downtown SIU (Downtown Loop to Paseo Boulevard) – Environmental Impact Statement
2. Urban SIU (Paseo Boulevard to U.S. 40) – Environmental Impact Statement
3. I-435 Interchange SIU (U.S. 40 to Blue Ridge Cutoff) – Environmental Impact Statement
4. Suburban SIU (Blue Ridge Cutoff to Lee’s Summit Road) – Environmental Assessment
5. I-470 Interchange SIU (Lee’s Summit Road to east of I-470) – Categorical Exclusion

The I-70 FTEIS received a Record of Decision in April 2011 and it is located at the above-mentioned website address.

MoDOT will begin the Second Tier Studies by conducting the environmental studies for the Urban SIU and I-435 Interchange SIU. The scope of work will be an Environmental Impact Statement (EIS) that combines both SIUs.

The Second Tier EIS will provide more detailed analyses of the environmental impacts to more precisely quantify the impacts of the project. Through this study, more specific definitions and details of the improvements and their potential impacts will be developed for consideration by the general public and the various resource agencies.

II. PROPOSAL SUBMISSION & DUE DATE

Proposals in response to this request must be received by 2:00 p.m CST, Thursday, June 2, 2011 at the address listed below. Proposals received after this time will be returned unopened. No submission of proposal by facsimile (FAX) machine or by e-mail will be accepted.

This request for proposals does not commit MoDOT to award a contract, to pay any costs incurred in the preparation of a response to this invitation, or to procure or contract for services or supplies. MoDOT reserves the right to accept or reject any or all responses received as a result of this request, or to cancel this request

in part or in its entirety if deemed in the best interests of MoDOT. All proposal material submitted shall become the property of MoDOT.

If your firm wishes to be considered for this project, ten (10) copies of the proposal should be received at the following address by the time specified above:

Ms. Elizabeth A. Wright, P.E.
District Engineer
Missouri Department of Transportation
600 Northeast Colbern Road
Lee's Summit, Missouri 64086
Attn: Allan Zafft

All questions concerning this RFP should be directed to: Mr. Allan Zafft at (816) 607-2258. FAX number is (816) 622-6323. E-mail address is Allan.Zafft@modot.mo.gov.

III. PROPOSAL CONTENTS

The proposal should not exceed 10 pages total. A page is defined as 8-1/2 by 11 inches and printed on one side. Front and back covers, transmittal letter, table of contents, organizational chart and resumes are not included in the page count. Proposals should be arranged in the order detailed below. While these items provide a general description of what is expected in the proposal, it is not meant to limit or exclude other pertinent information from being included. Proposals that do not meet the basic criteria set forth within this RFP will not be considered.

A. Letter of Transmittal:

The letter of transmittal is a brief summary of the key points of the proposal and approach to accomplish the work. The name and address of the firm as well as the project manager should also be included. The transmittal letter shall be no longer than two (2) pages.

B. Table of Contents:

If necessary, a table of contents can be provided to reference key items, charts and tables in the proposal.

C. Management Summary:

A management summary that states in succinct terms the consultant's understanding of the project to be performed and a narrative description of how you propose to accomplish the work along with a narrative description of the

methodology expected to be followed to meet the General Scope of Work in this RFP.

D. Qualifications and Experience:

Experience with development of complex corridor projects through the EIS process, familiarity with the National Environmental Policy Act and a satisfactory record of performance should be substantiated. Key staffing proposed for this project should be discussed along with their resumes indicating qualifications, experience and recent projects. This section shall include the following as a minimum:

1. Descriptions of three (3) recent environmental studies in which key staff presented in this proposal played a significant role, and which demonstrates their capacity to produce an EIS for this corridor within the time frame established in this RFP. Preferably include one environmental study conducted in an urban area.
2. Description of other major environmental documents, such as Final Environmental Impact Statements which your firm was the prime, that demonstrates your firm's ability to produce an environmental documents corridors of this magnitude in the time frame established in this RFP.
3. Descriptions of previous experience working with diverse and divergent stakeholders (like political entities, businesses leaders, and environmental justice communities) to achieve informed consent during public involvement stages of the EIS process.
4. References for the projects listed above, i.e. contact name, agency, address and telephone.
5. Identify the proposed subconsultants and their key staff that would be utilized if your firm were selected. Describe the role of the subconsultants to accomplish the work of the project and identify their percentage of work to the overall project.
6. Current workloads and future commitments for the project manager, task mangers (i.e. design, environmental, public involvement, traffic) and other key staff should be discussed.

E. Project Work Program and Schedule:

MoDOT requires the completion of the Final EIS for this corridor by February 2014. Completion of the Draft EIS is required by July 2013. Receipt of an approved ROD will be required by April 2014. The proposal shall contain your proposed schedule, management plan and manpower commitment for meeting

these dates. **If your firm does not believe it has the ability to commit the adequate resources necessary to meet these dates, please do not submit a proposal for this work.**

F. Appendix:

A one page chart (up to 11"x17" in size) showing the organizational structure proposed with key staff identified along with resumes of key personnel. Resumes included should be limited to those key personnel who will be committed to this project. Resumes shall be no more than two (2) pages each and the total number of resumes may not exceed twelve (12). No other information is allowed in the Appendix.

IV. GENERAL SPECIFICATIONS

The following are general specifications required for all proposals. Your firm, if selected will be expected to comply with these requirements.

A. Title VI Requirements:

Section 6.01 of Title VI of the Civil Rights Act of 1964 states the following:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Missouri Department of Transportation, in accordance with Title VI of the Civil Rights Act of 1964, 78 Statute 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations (CFR), US Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all responders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit proposals in response to this invitation to submit a proposal and will not be discriminated against on the grounds of race, color, age or national origin in consideration for an award.

The successful responder under this RFP will be expected to comply with all Federal Title VI requirements, shown in the appendix, and execute a "US Department of Transportation Title VI Assurance" statement.

B. Disadvantaged Business Enterprises (DBE) Goal:

Your proposal should indicate how your firm would utilize a DBE firm(s) as a part of the project team. DBE firms must be certified by the Missouri Department of Transportation in order to be counted as participation towards an established DBE Goal of 10%.

C. Qualified Personnel

The successful firm must understand that it is expected to provide qualified personnel to accomplish each portion of the work associated with this project. MoDOT will maintain the right to request the removal of any person found, in its opinion, during the course of work on this project, to be unqualified to perform the work. MoDOT also expects the consultant will dedicate the appropriate number of staff to this project to ensure the target dates of this contract are met.

D. Status or Progress Reports

Monthly progress reports will be required. Attendance and participation at regular corridor study team meetings will be required. Additionally, conferences are to be arranged at strategic milestones to review and discuss specific aspects of the project.

E. Contract Costs and Progress Payments

After selection, an actual cost, plus fixed-fee contract will be negotiated to provide these services. Invoices may be submitted for services performed no more frequently than monthly. Payment of invoices will be based on the actual costs incurred for that time period plus a proportional percentage of the fixed fee, which is representative of project progress as of that date. Actual costs will be paid up to the contract ceiling. No costs above the contract ceiling will be paid without **prior** execution of a supplemental agreement. MoDOT will not make any advance deposits or payments for costs that have not already been incurred.

F. Standard Consultant Contract Clauses

The Missouri Highways and Transportation Commission shall enter into a binding written and executed Agreement with the successful consultant firm to perform the work requested in this RFP. That Agreement will be prepared in the form of MoDOT Design Unit's standard consultant agreement, including its standard terms and conditions. MoDOT anticipates that each firm submitting a proposal will be familiar with this standard consultant agreement, and its terms and conditions. That is why they are not reprinted here. If any firm wishes to obtain a copy of that standard consultant agreement form before submitting its proposal, please contact Mr. Allan Zafft, Transportation Planning Coordinator, Phone (816) 607-2258, or Fax (816) 622-6323.

V. GENERAL SCOPE OF WORK

The overall objective of the Second Tier EIS is to determine the best solution to address the needs for the Interstate 70 corridor located within the city limits of Kansas City in Jackson County from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange. The assumptions, procedures, data and decisions made which culminates in the successful completion of this project must be sound and clearly documented.

The Second Tier EIS will be developed in accordance with all applicable federal regulations and guidelines. The Second Tier EIS will satisfy the National Environmental Policy Act (NEPA) requirements of this type of document. The NEPA process for the Second Tier EIS will be completed by obtaining a Record of Decision.

NEPA process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic, and natural environmental factors. During the process, a wide range of partners including the public, businesses, interest groups, and agencies at all levels of government, provide input into project and environmental decisions.

Tasks for development of the Second Tier EIS shall include, but are not necessarily limited to the following:

1. Public involvement campaign including opportunities to participate and comment at project's major milestones using traditional public meetings, online and social media, community advisory groups, and by building informed consent with political entities in the area of study.
2. Traffic analysis – Travel demand modeling using Emme/2 software, with emphasis on using MARC's regional model and on transit network. Operational analysis using simulation, with emphasis on constrained urban freeways and calibration to the existing conditions using ITS sensor data.
3. Assessment of the social, economic, and environmental impacts of a proposed action or project.
4. If applicable, prepare a Memorandum of Agreement and Section 4(f) evaluation.
5. Analysis of a range of reasonable alternatives based on the selected strategy and the defined purpose and need from the I-70 FTEIS.
6. Coordination with the Jackson County/Kansas City Regional Transit Alternatives Analysis.
7. Consideration of appropriate impact mitigation: avoidance, minimization and compensation.
8. Recommended methods of traffic control.
9. Interim requirements on the existing system and any necessary improvements to adjacent facilities.

10. Determine a construction cost estimate for the preferred alternative.
11. Develop an EIS documentation approach that considers Design Build during the construction process.
12. Approval of an EIS by the Federal Highway Administration and issuance of a ROD.
13. Documentation and disclosure.

VI. PROPOSAL EVALUATION CRITERIA

MoDOT will evaluate firms interested in performing the work based on information contained in proposals received by the specified due date and any previous work experiences with MoDOT (if applicable). Interested firms will be evaluated according to the following considerations:

- A. Specialized experience and technical competence of the consultant and key staff relative to the task requirements and scope of work outlined, specifically as related to the following:
 1. Consulting Firm
 2. Project Manager
 3. Other key staff
- B. Understanding the nature of the project.
 1. Understanding of requirements and regulations governing the preparation of an EIS under NEPA.
 2. Understanding the scope of work required.
 3. General organization and clarity of the proposal.
 4. Approach to the EIS process and document.
- C. Working arrangements with MoDOT
 1. Assignment of Project Manager to this project and commitment of staff.
 2. Accessibility for consultation between project manager and MoDOT staff.
 3. Number of staff, and type of expertise of staff available to be committed to this project.
- D. References reflecting previous work experience of the project manager and satisfactory accomplishment of contract responsibility.
 1. Previous work experience with the department (if applicable).
 2. Quality of final work products.
 3. Ability to meet work schedules.
 4. Responsiveness to client input.

- E. Practical Design Experience
 1. Previous practical design experience with the department or equal experience that demonstrates the ability to apply innovative cost saving measures.
 2. Understanding of the practical design concept and its application at this stage of the project.
 3. Ability to conceive innovative solutions.
 4. Responsiveness to client input.

VII. SELECTION PROCESS

The evaluation of proposals based on the criteria listed above will be used to arrive at a **short list** of firms in accordance with MoDOT’s consultant selection process. The short-listed firms will then be required to participate in an interview with a MoDOT selection committee. Prior to the actual interview date(s), short-listed firms will be asked to provide examples of previous work as outlined in the traffic analysis task of the above general scope of work. A small portion of time prior to the interview will be allotted for the firm to make a presentation of its proposal. At the conclusion of all interviews, the selection committee will select one firm with which to begin negotiating a contract. Negotiations will include selection of any sub-consultants required based on the final scope of services.

MoDOT reserves the right to negotiate a contract with any respondent. If a contract cannot be successfully negotiated with the selected firm within the time specified below, MoDOT will select another firm with which to begin negotiations.

PROPOSED SCHEDULE

Proposals Due	June 2, 2011
Notification of Selection for Interview	June 17, 2011
Interviews (Actual date based on availability)	July 5-8, 2011
Notification of Selection	July 22, 2011
Contract Negotiations	July 2011 - October 2011
MHTC Approval of Contract (N.T.P)	October 17, 2011
Draft EIS	July 2013
Final EIS	February 2014
ROD	April 2014

VIII. APPENDIX

Appendix

Affirmative Action Checklist

Federal regulations require that any firm (with 50 or more employees) soliciting a federally funded contract must have an affirmative action program. You may provide a copy of your program and reference appropriate pages.

1. Date plan was adopted.
2. Name of affirmative action officer.
3. Statement of commitment to affirmative action by the Chief Executive Officer.
4. Designation of an affirmative action officer, assignment of specific responsibilities, and to whom he/she reports.
5. Outreach recruitment.
6. Job analysis and restructuring needed to meet affirmative action goals.
7. Validation and/or revision of examinations, educational requirements and any other screening requirements.
8. Upgrading and training programs.
9. Internal complaint procedure.
10. Initiating and ensuring supervisory compliance with your affirmative action program.
11. Survey and analysis of entire staff by department and job classification and progress report system.
12. Recruitment and promotion plans (including goals and timetables).

Any firm with less than 50 employees may submit a copy of its current EEO Commitment Statement by the Chief Executive Officer.