



REQUEST FOR PROPOSALS

Components of a Tier I Environmental Impact Statement (Tier I EIS) for the Chicago-Columbus-Pittsburgh Freight and Passenger Corridor for Hyperloop and High-Speed Rail Technologies

The Mid-Ohio Regional Planning Commission (MORPC) requests proposals for services of a qualified and experienced transportation (planning, environmental and engineering services) consultant or consultant team. Services are requested to complete work associated with a Service Development Plan (SDP) and a Federal Railroad Administration (FRA) Tier-1 Environmental Impact Statement (EIS) for the Lima to Pittsburgh corridor portion of the Pittsburgh to Chicago Freight and Passenger Rail Corridor.

Consultants interested in being considered must submit **two (2) printed copies and one (1) in the form of a compact disc or jump drive in a PDF format**. Proposals will be received by MORPC until **5:00 pm (ET), Monday, April 2, 2018**.

Submit proposals to:

Mid-Ohio Regional Planning Commission
Attn: Dina Lopez
111 Liberty Street, Suite 100
Columbus, OH 43215
dlopez@morpc.org

Proposals must arrive in the MORPC offices prior to the proposal due date and time. Firms making proposals should take this into account when choosing a mail carrier. Facsimile submissions will not be accepted.

All questions must be submitted in writing and should be submitted via mail or email to Dina López at dlopez@morpc.org. No answers will be given over the phone. Written answers, including any amendments to the RFP, if necessary, will be posted on MORPC's website. Responses to questions will be posted at <http://www.morpc.org/rfps-rfqs/>.

The Mid-Ohio Regional Planning Commission in accordance with Title VI of the Civil Rights Act of 1964 and the related nondiscrimination statutes, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all bidders including disadvantaged business enterprises, will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency in consideration for an award.

Neither MORPC nor any member agency of the Committee shall be liable for any costs incurred by the consultant in response to this RFP, or any costs incurred in connection with any discussions, correspondence or attendance at interviews or negotiation sessions.

All materials submitted in response to this RFP shall become the property of MORPC and may be returned only at MORPC's option. All materials received shall be considered public information and shall be open to public inspection.

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I. OVERVIEW/PROJECT BACKGROUND

The Columbus to Pittsburgh freight and passenger rail corridor project originated in 2012 with Indiana and Ohio public sector partners coming together to explore the viability of bringing high-speed passenger rail service from Columbus to Chicago. In 2013, the consulting firm Transportation Economics and Management Systems, Inc (TEMS) completed the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan. This Feasibility Study made a strong case for passenger rail service, with an estimated \$2.6 billion in joint economic development opportunities resulting from the investment of \$1.3 billion (total project implementation cost).

Over the last two years, this corridor project evolved to be a part of MORPC's Rapid-Speed Transportation Initiative (RSTI), which seeks to find faster freight and passenger connections between Chicago, Columbus, and Pittsburgh. The RSTI includes freight rail improvements (such as removal of bottlenecks, crossings, improvement needs, etc.), passenger rail service implementation, and a Hyperloop route among these 3 cities.

As hyperloop is a developing technology, the selected consultant will be expected to seek information and technical expertise from the technologists working in research and development of hyperloop. Due to the significant investment and progress made by Virgin Hyperloop One (VH1) in developing hyperloop technology, the company has been identified as the appropriate technologist to provide technical advisement to the selected consultant. VH1 has developed the only full-scale operable hyperloop system in the world, located in Nevada, and maintains a headquarters in California. The selected consultant will be expected to regularly seek information and input from VH1. MORPC will facilitate this relationship and provide a working contact(s) to the selected consultant. At a minimum, this coordination should occur at the points specified throughout this RFP.

At this time, the RSTI is launching two concurrent RFPs: The first is a Feasibility Study for the Midwest Connect Hyperloop corridor (being issued separately), and the second is detailed in this RFP, which includes components that will inform a future full Tier I EIS.

The EIS components included in this RFP are:

- Preliminary Data Collection
- Purpose & Need Statement
- Route Alternatives
- Service Alternatives
- Infrastructure Investments
- Public Involvement

Tier I EIS components focusing on environmental resources and impacts (including but not limited to noise quality, air quality, environmental justice, etc.) will be addressed in a future RFP, built upon refined findings from this initial phase of the RSTI.

This RFP scope of work has been tailored to match work that is currently being completed by the Indiana project partners from Chicago to Lima. The Indiana partners include the Indiana Department of Transportation, the City of Fort Wayne, and the Northeast Indiana Passenger Rail Association. It is expected that the selected consultant will liaise with the Indiana partners' consultant to use the work already completed and produce a seamless deliverable that will be part of a future full Tier I EIS. The final deliverable will be one

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study that incorporates both hyperloop and passenger rail Tier I EIS components as outlined in this scope of work.

The goal of the RSTI is to incentivize significant economic benefits for the communities linked by better, faster connections between Chicago, Columbus and Pittsburgh by strengthening the Great Lakes Megaregion's interconnectivity to higher education institutions, tourism, business centers, employment and manufacturing clusters, while protecting the environment.

Project Location and Corridor Description

The approximate 500-mile corridor between Chicago, Northern Indiana, Ohio, and Pittsburgh is an existing corridor without suitable existing high-speed rail infrastructure. This corridor is planned to be integrated with the proposed Midwest Regional Rail Initiative (MWRRI). Previous studies of routes between Chicago, Indiana, and Ohio have evaluated potential routes along existing rail corridors having existing rail infrastructure. The Northern Indiana/Ohio Corridor Program will upgrade existing rail infrastructure with an emphasis on existing public and railway rights-of-way utilized to the maximum extent feasible and practicable. The Northern Indiana/Ohio Corridor will connect Chicago through Fort Wayne and into Columbus, Ohio with stops also proposed in Gary, Valparaiso, Plymouth, and Warsaw in Indiana; and Lima, Kenton and Marysville in Ohio.

As a dedicated high-speed rail corridor, the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan demonstrated through the feasibility analyses the "independent utility" to operate successfully. This connection will provide integration with the under-development and proposed MWRRI routes from Chicago to St. Louis, to Detroit, to Milwaukee and the Twin Cities to Kansas City, to Iowa and Omaha. Upon completion, the Northern Indiana/Ohio Corridor will result in the creation of new HSIPR service, and will provide tangible and measurable benefits. Some examples of these benefits include on-time performance, travel-time reductions, and higher service frequencies, resulting in increased ridership.

Purpose and Objectives

The purpose of the project is to provide reliable and safe hyperloop and passenger rail transportation using proven high-speed rail technology between Chicago and Pittsburgh. The proposed service parallels some of the most congested highway corridors in the US, including I-80, I-94 and I-90 in the Chicago, Northwest Indiana (Gary) area, where all the east-west connections for the northern part of the country are forced together by Lake Michigan. This creates a major bottleneck, which will only become more congested in the future. This would be a convenient and cost-effective alternative to automobile travel on US Highway 30 or air travel, and adds transportation capacity in that corridor.

Extending over more than 500 miles on upgraded high-speed track, the Northern Indiana/Ohio Corridor will provide trains departing both ends of the line between 8 and 15 times daily. The project will substantially improve existing railway and public rights-of-way along existing highway corridors, thereby increasing the overall capacity of the highway corridor while minimizing the land disturbance outside of the corridor. The corridor is particularly cost-effective due to the quality of the existing route and its existing infrastructure. The capital costs will include infrastructure, signal system, and train sets.

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Recognition of the need to provide improved transportation through these bottlenecks for both freight and passenger has resulted in a number of significant rail investments, including the Chicago Region Environmental and Transportation Efficiency Program (CREATE) project proposals for Grand Crossing and Englewood Flyover, the Indiana Gateway project, and the Detroit-Chicago Passenger Rail Corridor Development as part of Phase 1 of the Midwest Regional Rail Program. However, the corridor offers more than just a good regional rail link that will overcome increasing highway congestion and rising oil prices that will reduce regional mobility in the future. It provides the first leg of an East-West Rail System connection between Chicago and Philadelphia. The Ohio Hub system shows the Chicago-Columbus Corridor connecting to Pittsburgh, which together with onward service to Harrisburg and Philadelphia could provide the first interregional link between the Northeast Corridor, Ohio Hub, and the Midwest Regional Passenger Rail Systems.

It is estimated that the corridor could generate over 2.1 million riders in 2020 and that this could rise to over 3.3 million by 2040. With fares set at two-thirds those of air fares, the system could generate fare box revenue of \$116 million per year in 2020, rising to \$190 million by 2040.

Once operational, the corridor will generate over \$6 billion in user benefits over the thirty-year life of the project and will produce a cost benefit return for the corridor, states, and country of 1.7. This demonstrates that each dollar invested produces one dollar and seventy cents of economic return, which is a very acceptable result.

II. SCOPE OF SERVICES/PROJECT SCOPE/STUDY PURPOSE & APPROACH

The Mid-Ohio Regional Planning Commission (herein referred to as "MORPC") is initiating studies to advance hyperloop and passenger rail service between Chicago and Pittsburgh via Fort Wayne, Lima, and Columbus. Parallel work for the corridor portion between Chicago, Fort Wayne and Lima is under way, and this scope of work seeks to advance Tier I EIS work to match the work the Indiana Corridor Partners are currently completing. This scope of work includes a hyperloop component for which Virgin Hyperloop One will be providing input. The final deliverable will merge the completed work from Chicago to Lima with the information obtained through this scope of work for the corridor portion from Lima to Pittsburgh. The final deliverables will include hyperloop and passenger rail findings/results, therefore proposals should include a description of how the consultant envisions the documentation of the final deliverables.

To qualify for future federal funding, the Ohio and Indiana Corridor Partners are phasing activities to support an environmental document, consistent with the National Environmental Policy Act (NEPA). The chosen consultants will complete tasks to support planning decisions and the anticipated NEPA document that will be prepared under a separate contract.

It is important to note that all activities in the scope of services assume work between Chicago and Tolleston, Indiana are accounted for in the Chicago-Detroit Passenger Rail Corridor Program Tier 1 EIS. Tasks and Deliverables for this scope of services should substantially improve and reference information provided in deliverables from the Chicago-Detroit Passenger Rail Corridor Tier 1 EIS (dated September 2014).

TASK 1: PROJECT MANAGEMENT

The selected consultant will conduct Project Management tasks based on the agreed-upon contract delivery schedule to complete Tasks 1 through 6. When possible, the selected consultant will combine efforts to maximize efficiencies, such as combining meetings or scheduling meetings sequentially, and guiding the Ohio Corridor Partners to ensure all work completed will be useful and applicable to advance a complete corridor (Chicago-Fort Wayne-Lima-Columbus) Tier I EIS as per the NEPA process.

Project Management Meetings

The selected consultant will set up regularly scheduled monthly project updates with MORPC staff. It is assumed that a number of updates will be teleconferences, with in-person updates that will be coordinated with public involvement meetings or field activities. The selected consultant will develop an agenda and action item list for all project management meetings.

Administration

Each calendar month, the selected consultant will prepare a monthly progress report document for MORPC, summarizing activities carried out during the preceding month. The progress reports will outline the project's work and whether it continues to adhere to the schedule, and will identify budget or schedule issues and track responsibilities and resolutions of the issues. In preparation for these monthly progress reports, internal consultant project reviews should be performed monthly to review deliverables, quality management, budget and schedule metrics and overall issues related to project delivery.

Project Schedule

The selected consultant will prepare and maintain a detailed project schedule. The schedule will include project tasks and milestones as outlined in this Scope of Services. The schedule will be reviewed on a monthly basis as part of the monthly progress report document by the selected consultant and MORPC and will be updated with information received during project management meetings.

Quality Management

The selected consultant will develop and follow the requirements of a Quality Management Plan for the project. The RFP submission should include a description of the consultant's quality management approach. Deliverables, including technical reports, drawings, cost estimates, and calculations, will undergo QA/QC review in accordance with the plan. QA/QC reviews should be part of all activities within the scope of work.

Communication Management

The selected consultant will take a leadership role in technical discussions with the Federal Railroad Administration (FRA), Virgin Hyperloop One, the railroads, and (as necessary) the Ohio Rail Development Commission (ORDC) as this scope of work is being completed, and will advise MORPC accordingly. The selected consultant will also take a leadership role in communications with HNTB Consultants, the firm currently working on the Tolleston, IN to Lima, OH corridor work. The RFP submission should include how the consultant intends to manage communications with FRA, HNTB and others to ensure seamlessness across deliverables for the entire Columbus to Chicago hyperloop and passenger rail corridor.

Task 1 Deliverables

- Electronic version of project schedule with clear tasks, milestones, project meetings and deliverables. This includes schedule updates and revisions, as needed.
- Monthly meeting agenda, notes, and action item list in electronic format.
- Monthly Invoice and Progress Report.
- An electronic version of the Project Schedule, with updates as needed.
- Quality Management Plan in electronic format.
- Communications management approach.

TASK 2: PRELIMINARY DATA COLLECTION (EXISTING CONDITIONS DOCUMENTATION)

The primary objective of this task is to gather data suggested by the Federal Railroad Administration to support the Tier 1 EIS to implement passenger rail service between Chicago, Columbus and Pittsburgh. This same data collection effort will inform future analyses for a hyperloop mode along the same rail corridor, in the event that the Midwest Connect Hyperloop Corridor Feasibility Study finds the rail corridor to be the preferred alternative.

It is expected that the selected consultant will liaise with the Indiana partners' consultant to use the work already completed in order to deliver a seamless deliverable that will be part of a future full Tier I EIS. As such, the data collected under this task will supplement similar efforts the Indiana partners are undertaking between Tolleston and Lima. The data-gathering efforts will be focused along a single route between Lima, John Glenn International Airport in Columbus, and Pittsburgh.

Some of the data elements listed below are not readily available. Therefore, various resources will need to be reviewed and synthesized to provide a best approximation of existing conditions in the rail corridor. Based on data collection work completed in 2016 for the Tolleston, IN to Lima, OH corridor portion, MORPC is requesting FRA-suggested data collection for the 22 items listed below, for which it is requesting a proposed data collection source and approach as part of the RFP submission.

Data Collection Elements: The data collection elements below should include limited field reviews as necessary to supplement data gaps.

1. Documentation of recent planning in the corridor, including available and applicable results from the Midwest Regional Rail Plan (in development), adopted plans that reference passenger rail, planned or proposed regional transportation improvements, and passenger transportation initiatives in the corridor.
2. Right-of-way ownership.
3. Existing railroad operations and timetables (passenger and freight) and dispatching authority.
4. Train Counts by type of service (such as oil trains, other unit trains, intermodal, passenger, and so on).
5. Number of oil cars traveling the corridor daily.
6. Freight tonnage.
7. Track charts.
8. Amtrak passenger volume.
9. Short-line freights running on the line.
10. Track conditions.

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11. Identification and locations of major rail yards.
12. FRA track class and speed.
13. Repair history and/or schedules.
14. Recent upgrades.
15. Signalization.
16. Positive Train Control (PTC) status.
17. Train derailments & NTSB investigation reports.
18. Track geometry measurements (i.e., curve data, length of sidings, track surface, etc.).
19. Maintenance and infrastructure condition, including track survey data.
20. Rail inspection data.
21. Any ground-penetrating LiDAR data generated to date.
22. Track schematics.

Task 2 Deliverable

Prepare an Existing Conditions report that documents the corridor as evaluated and provides a summary of the data collected per the elements outlined above. In the event that data are not available for certain data elements, the Existing Conditions report will document attempts to obtain data. The deliverable would include documenting conditions by evaluating the geometry of the corridor and developing track schematics for a single corridor.

TASK 3 - PURPOSE AND NEED STATEMENT

The selected consultant will prepare a project purpose and need statement that addresses passenger rail and hyperloop. This task will require the selected consultant to work with Virgin Hyperloop One, who will provide guidance and input on hyperloop-related work as this task is undertaken. The selected consultant will be responsible for the purpose and need statement work relevant to passenger rail, and lead discussions in conference calls with the Federal Railroad Administration (FRA).

Task 3 Deliverables

- Provide up to three draft project purpose and need statement documents for review and input
- Finalized project purpose and need statement

TASK 4 - ROUTE ALTERNATIVES

The selected consultant will use the work already completed by the Indiana partners and evaluate up to three route alternatives between Lima, OH and Pittsburgh, PA to determine a preferred route for hyperloop and passenger rail service within this portion of the Pittsburgh to Chicago passenger rail corridor. This will include the existing rail corridor referenced in the TEMS study and other completed work by the Indiana partners. For the rail corridor route alternative, the selected consultant will take under account the potential of both passenger/freight rail and hyperloop sharing the same corridor, and provide a deliverable that reflects this consideration.

It may be important to note that the Route Alternatives Analysis for passenger rail for the Tolleston to Lima corridor portion (being completed under a separate contract) will rely on the work previously completed by the Michigan, Indiana, and Illinois Departments of Transportation between Chicago and Tolleston (south of the lake) as listed below:

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- Chicago-Detroit/Pontiac Passenger Rail Corridor Program Level/1A Coarse Screening Summary, February 12, 2013
- Chicago-Detroit/Pontiac Passenger Rail Corridor Program Level/1A Fine Screening Summary, April 22, 2013
- Chicago-Detroit/Pontiac Passenger Rail Corridor Program Level/18 Coarse and Fine Screening, September 2013
- Chicago-Detroit/Pontiac Passenger Rail Corridor Program Tier 1 Draft Environmental Impact Statement, September 2014
- The Chicago-Detroit/Pontiac Passenger Rail Corridor Program Tier 1 Environmental Impact Statement (EIS) considered the infrastructure needs of potential future passenger rail service traveling from the east to Chicago by proposing a dedicated double-track passenger rail corridor in South of the Lake. Therefore, it is assumed that the Fort Wayne service would utilize the South of the Lake corridor defined in the Chicago-Detroit/Pontiac Passenger Rail Corridor Program Tier 1 EIS.

Route Alternatives Identification

The selected consultant will use work already completed from Chicago to Lima and identify logical route alternatives between Lima and Pittsburgh by considering existing railroad and highway rights-of-way, but ensuring that a stop in the Cities of Lima, Marysville, and Columbus is included in all alternatives. Logical route alternatives are defined as routes that serve cities with significant populations without significantly burdening the proposed service's travel time and/or reliability between terminal cities.

This task may be informed by work being completed concurrently in the Midwest Connect Hyperloop Corridor Feasibility Study (being issued under a separate RFP), and the route alternatives deliverable will address how or if each alternative is able to accommodate both passenger rail and hyperloop.

Data Collection

Additional data collection may be needed during the route alternatives screening process. The selected consultant will supplement data collected under Task 1, as necessary, including data from Virgin Hyperloop One as appropriate. Each route alternative will be defined at a conceptual level. The selected consultant will gather data that describe each route alternative by its geometric, demographic, physical and operational characteristics. These data may include route length, corridor communities, track curvature, class of track, track configuration, number of at-grade crossings, signaling systems, sidings, structures, width of right-of-way, number and types of freight trains, ownership, etc. Collection of the rudimentary data will help identify potential differentiators among route alternatives that can be used as screening criteria, and inform which route is best suited to accommodate both modes.

The data needed to describe the route alternatives and perform the screening analysis will be collected from publicly available resources. Public sources of data may include aerial imagery, available track charts and time tables, FRA Highway-Rail Crossing Inventory, US Census, and federal, state, and county GIS resources. The selected consultant is expected to attempt coordination with the host railroads to obtain relevant data.

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Development of Screening Methodology

The selected consultant will develop a methodology to screen the identified route alternatives. For the hyperloop component, the selected consultant will receive a completed screening methodology from Virgin Hyperloop One.

For the passenger rail component, the selected consultant will work with the Federal Railroad Administration (FRA) to develop a passenger rail screening methodology, and advise MORPC accordingly. The selected consultant will define relevant screening criteria and consider those criteria that discern significant differences between route alternatives to identify reasonable and feasible route alternatives. The criteria may be quantitative and/or qualitative and will be framed around the following concepts:

- The purpose and need for the action
- Technical feasibility
- Economic feasibility

The route alternatives screening will be completed as a "desktop" analysis that is based on data available to the public and engineering judgment that requires no field investigation. MORPC, Virgin Hyperloop One and FRA will review the criteria once and provide comments to the selected consultant, who will work to reconcile any comments and finalize the criteria.

Route Alternatives Screening

Once the screening criteria are finalized, the selected consultant will collect remaining data that were not collected while defining the route alternatives to complete the screening analysis.

The selected consultant will assess the collected data and develop an evaluation of each alternative that either supports or opposes its inclusion in the next phase of analysis. The evaluation of each route alternative will be qualitative in nature, but will consider both quantitative and qualitative data to evaluate the strengths and weaknesses of each route.

Route Alternatives Screening Report

The route alternatives screening and evaluation will be recorded in a formal Route Alternatives Screening Report that summarizes the methodology, collected data, and route alternatives evaluation. The report will also provide a route alternative recommendation to be carried forward for conceptual design and service planning. The selected consultant will submit a draft version of the report to MORPC for its review. The selected consultant will reconcile all MORPC comments and facilitate the submission of the updated draft report to MORPC, Virgin Hyperloop One and FRA for one review. The selected consultant will reconcile all comments in coordination with MORPC and prepare a final version of the Route Alternatives Screening Report.

Task 4 Deliverables

- Up to three drafts of the Route Alternatives Screening Report for review and input
- Finalized Route Alternatives Screening Report

TASK 5 - SERVICE ALTERNATIVES

For passenger rail, the service alternatives task will be conducted as per the screened route alternatives carried forward from Task 4. The selected consultant will develop and describe up to five service alternatives that will be considered during the development of ridership and revenue forecasts (passenger rail and hyperloop, separately). Up to two additional service alternatives can be considered based on the results of the initial ridership and revenue analysis.

For hyperloop, Virgin Hyperloop One will provide the selected consultant a range of service alternatives to be integrated to the deliverable of this task. For the passenger rail service alternatives component, the range of service alternatives will reflect FRA passenger service planning definitions:

- *Emerging or Feeder* service, including typical startup service at 79 MPH and up to 90 MPH
- *Regional* service (90-125 MPH between mid-sized and large cities, with examples including state-supported services between Chicago, St. Louis and Detroit traveling up to 110 MPH)
- *Core Express* service (125 MPH and higher, including the Northeast Corridor's *Acela Express*, international standard high-speed rail, and emerging high-speed passenger transportation modes)

For hyperloop, Virgin Hyperloop One will provide the selected consultant with appropriate service frequency options that will be reflected in the deliverables under this task. For passenger rail, the selected consultant will suggest train frequency options that can be supported by the corridor. The selected consultant will review FRA's CONNECT Tool modeling results for the corridor, currently in development for the Midwest Regional Rail Plan. The CONNECT Tool provides a high-level assessment of passenger rail market potential and capital/operating cost estimates at various service levels. Service type recommendations emerging from the Midwest Regional Rail Plan will be considered for service alternatives.

The selected consultant will identify additional analysis for further consideration as extra services if route alternatives change as service alternatives are screened out, to the extent budget allows. Through coordination with MORPC, Virgin Hyperloop One and FRA, the selected consultant will finalize the set of service alternatives to be used to develop the preliminary operating plans and ridership and revenue forecasts.

Assumptions

The analysis of Service Alternatives is based on evaluating and screening a number of alternatives to five initial Service Alternatives, and finally, one preferred service alternative. Additional analysis of service alternatives and preferred route alternatives shall be considered Extra Services.

Preliminary Operating Plans

Virgin Hyperloop One will provide the selected consultant a preliminary operating plan for the selected route alternative that will be integrated into the final deliverable under this task, and the consultant will focus on developing a preliminary operating plan for passenger rail (separately as necessary). For passenger rail, the preliminary operating plan will include the following key elements:

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- Operating speeds
- Travel times
- Train frequency
- Station locations
- Provisional schedules
- Equipment type
- Consist and seating capacity
- Equipment and train crew scheduling
- Maintenance and layover facility locations and operation
- Fare structure

To establish the range of general performance of passenger trains on the proposed infrastructure, a train performance calculation (TPC) model will be developed for the selected route alternative at speeds up to 79 and 110 MPH. This TPC should be consistent with the work being completed for the Tollerston, IN to Lima, OH studies currently underway. The TPC model will reflect:

- Horizontal and vertical track geometry
- Permanent speed restrictions developed from timetables and track charts
- Station stops
- Equipment and consist decisions

The TPC results will be used to develop passenger train schedules for the initial five service alternatives, and possibly up to two additional schedules. The TPC calculations will take into account the reduced travel time that may occur as a result of the installation of the identified capital infrastructure improvements. Dwell time will be included in the schedules for station stops, and pad time will be added at the end of each trip schedule to allow for recovery for any delays that may occur on an individual trip.

For hyperloop, Virgin Hyperloop One will provide the selected consultant with an equivalent performance calculation, and the selected consultant will integrate this calculation into the final deliverable.

Ridership & Revenue

Virgin Hyperloop One will provide information on ridership and revenue for the hyperloop component, which the selected consultant will integrate into the final deliverable for this task.

For the passenger rail component, the selected consultant will coordinate with HNTB and the Indiana corridor partners (working on the eastern portion of the corridor) to prepare ridership and revenue forecasts for the passenger rail component. Forecasts will be prepared for up to five service alternatives for the route alternative brought forward from Task 4 for additional analysis. The train schedules and other key operating elements will be used to develop reasonable ridership and revenue forecasts based on the travel market database. The travel market database will be developed using origin/destination, current socioeconomic trends, and travel network data.

It is important to note that the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan (December 2012), completed by the Transportation Economics

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and Management Systems (TEMS) should be used as a starting point to provide updated forecasts. To build upon the work that has been previously completed while providing updated and reasonable forecasts, the selected consultants should work with the Indiana corridor partners (including subcontracting with TEMS, as appropriate), to:

- Adjust the forecasting corridor as appropriate in consultation with HNTB and TEMS.
- Update travel networks and data that accurately represent present travel trends. This work should be compatible with the work completed for the western portion of the corridor. Auto traffic volumes will be updated with state Average Annual Daily Traffic (AADT) volumes. Updated data for bus and rail transportation will be obtained from schedules and service providers, such as Amtrak.
- Update socioeconomic data with data provided by the U.S. Department of Commerce Bureau of Economic Analysis (BEA) and Woods & Poole.
- Update energy data with the latest forecasts from the Energy Information Agency (EIA).
- Update traffic congestion data with latest data from local MPO and state resources.

The ridership forecasts will be assigned to show segment volumes, station volumes, passenger miles, and revenues on an annual basis over a period of 30 years. The forecasts will also be provided on an origin-destination basis and on a corridor, segment, and city pair basis. Revenues will be based on a fare structure which can be compared with the costs of competing traffic modes.

As appropriate, the selected consultant will work with Virgin Hyperloop One and TEMS to develop up to two additional ridership and revenue forecasts based on the results of the initial five forecasts. These additional forecasts may be needed if initial forecasts indicate that there is a need for additional frequencies to satisfy ridership demand. This will include a report summarizing the ridership and revenue results for all prepared forecasts.

Operations Simulation Modeling

Virgin Hyperloop One will provide work on operations simulation modeling for the hyperloop component, which the selected consultant will integrate into the final deliverable for this task. This may include up to three (3) service alternatives, and the selected consultant will work with Virgin Hyperloop One to identify capital improvements needed to accommodate hyperloop technology.

For the passenger rail component, the selected consultant will model up to three (3) service alternatives to establish capacity constraints in the corridor and suggest capital improvements to manage capacity and enhance service. The simulation software will be Rail Traffic Controller (RTC) or a comparable package approved by MORPC and FRA. As identified in Task 6, the selected consultant will utilize information provided in the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan for information regarding existing corridor capacity.

Select Preferred Alternative

The selected consultant will select a preferred service alternative based on the results of the ridership and revenue analysis, corridor simulation results, initial capital cost estimates, and in coordination with MORPC, Virgin Hyperloop One and FRA.

Estimated Operating and Start-up Cost Including Rolling Stock

Virgin Hyperloop One will provide information on estimated operating and start-up costs for the hyperloop component, which the selected consultant will integrate into the final deliverable for this task.

For the passenger rail component, Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (Public law 110-432) requires Amtrak to work with its state partners to establish a consistent cost-sharing methodology across all corridor routes of less than 750 miles in order to ensure fair and equitable treatment. Amtrak has developed an operating cost methodology that assigns direct route costs and a share of system-wide overhead costs to each corridor. The selected consultant will follow this methodology to develop an operating cost estimate for the preferred service alternative. Costs that are directly associated with corridor train operations, such as train crew labor costs, fuel, maintenance of equipment, and rail access fees will be calculated based on statistics developed from the operating description and proposed schedules. Unit costs will be developed based on actual expenses from other Amtrak corridors with similar characteristics. For operating costs that are not attributable solely to a particular route, such as administrative overhead, ticketing and system marketing, a proportionate share of these costs will be allocated to this corridor based on factors that reasonably reflect relative use.

The selected consultant will consider options for obtaining the rolling stock (locomotives and passenger coaches) for the recommended passenger rail service alternative. Virgin Hyperloop One will provide equivalent information as appropriate. For passenger rail, anticipated options for evaluation include purchasing new or refurbished equipment or leasing equipment. A recommendation for obtaining equipment will be made based on the long-term life cycle costs of each alternative.

Financial Analysis

Virgin Hyperloop One will provide a financial performance plan, as appropriate, for the hyperloop component, which the selected consultant will integrate into the final deliverable for this task.

For the passenger rail component, the selected consultant will develop a financial performance plan that will provide details on capital and operating and maintenance costs over a 20-year horizon. The capital plan will provide an implementation schedule based on the phasing plan described in Task 6. The selected consultant will also develop an operating pro-forma based on the results of the ridership and revenue forecasts as well as the operating and maintenance costs projected over the 20-year horizon. This analysis will be reported in the Service Alternatives Report and will provide MORPC with a plan to help identify funding opportunities for capital improvements and the monetary needs to support the passenger rail systems operation, if the analysis indicates that the system will operate at a deficit.

Benefit- Cost Analysis

A benefit-cost analysis will be prepared for the recommended route alternative brought forward from Task 4. Virgin Hyperloop One will provide information on benefit-cost for the hyperloop component, as appropriate, which the selected consultant will integrate into the final deliverable for this task.

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For the passenger rail component, the selected consultant will reference the Benefit-Cost Analysis Guidance for Rail Projects published by FRA in June 2016 when developing the benefit-cost analysis methodology. The selected consultant will quantify public benefits expected to be derived from the project that demonstrates adherence with FRA goals such as:

- Improvements to existing facilities (life-cycle cost reductions)
- Transportation emissions reductions
- Transportation cost savings (time, vehicle costs, etc.)
- Accident reductions
- Direct economic development effects
- Secondary and tertiary economic development creation
- Jobs creation
- Other public benefits as appropriate

Task 5 Deliverables

- Ridership and Revenue Forecast Summary Report
- Initial Alternative and Screening Memorandum
- Operations Simulation Modeling Memorandum (including up to three service alternatives)
- Draft Service Alternatives Report
- Final Service Alternatives Report

TASK 6 - INFRASTRUCTURE INVESTMENTS

If previous tasks demonstrate a preferred route that accommodates both hyperloop and passenger rail modes, this task will address infrastructure investments needed to implement hyperloop and passenger rail services within the selected route.

For the passenger rail component, the selected consultant will use work already completed by the Indiana partners from Chicago to Lima, and evaluate infrastructure improvements proposed by the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan prepared for the Northeast Indiana Passenger Rail Association dated December 2012 and through its own corridor assessment for the frequencies outlined in Task 5. This level of conceptual engineering described below is intended to meet the FRA requirements for a National Environmental Policy Act (NEPA) document and be sufficient to make MORPC eligible to advance the project to the next step toward implementation with federal funds.

Assumptions

Task 6 includes effort to support the route and service alternatives screening process described in Tasks 4 and 5 to the extent budget allows. Conceptual engineering for only one preferred route is assumed to be evaluated. Additional evaluation of more than one preferred route alternative shall be considered Extra Services.

Data Collection

The selected consultant will utilize information developed in the Existing Conditions Report prepared under Task 1 and the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan as a starting point for data collection of previous information.

Freight Railroad Coordination

The selected consultant will draft letters to the owning and operating freight railroads operating within the corridor. Letters will inform the freight railroads of the project and ask for their participation. The selected consultant assumes minimal coordination effort will be required at this phase of the project. Effort is assumed to be drafting letters and participating in a maximum of two meetings.

Existing Corridor Capacity

The selected consultant will utilize information provided in the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan for information regarding existing corridor capacity. Through various public resources and coordination with the freight railroad, the selected consultant will outline assumed existing corridor operating characteristics, bottlenecks and the corridor's capacity to allow passenger operations. Capacity associated with up to three (3) service alternatives will be simulated by the selected consultant as part of Task 5.

Conceptual Engineering

The selected consultant will evaluate infrastructure improvements proposed by the Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan and determine any revisions or additions based on the needs of the service alternatives outlined in Task 5. Conceptual engineering will be based on information received from Virgin Hyperloop One, as well as TPC results, review of existing freight operations and professional judgement. Infrastructure improvements determined necessary will be shown as a proposed condition on the corridor track schematics.

Capital Cost Estimates

Virgin Hyperloop One will provide information that will inform capital cost estimates for the hyperloop component, which the selected consultant will integrate into the final deliverable for this task.

For the passenger rail component, the selected consultant will prepare capital cost estimates for identified and approved infrastructure improvements based on the preferred service alternative completed in Task 5. Capital cost will be prepared utilizing FRA standard cost categories.

Implementation and Phasing Plan

The selected consultant will identify the proposed infrastructure improvements for the recommended service alternative and develop a systematic phasing approach to implementing both services from start-up to full build-out over an agreed-upon timeline with MORPC. The phasing plan will include distributing the infrastructure investment over this period and preparing a phasing capital cost estimate. The selected consultant will prepare a draft plan for MORPC to review that will be revised to submit a final plan.

Task 6 Deliverables

- Freight railroad coordination letters
- Draft & Final corridor schematics demonstrating proposed infrastructure improvements
- Capital cost estimates
- A draft and final implementation and phasing plan for the service build-out

TASK 7 - PUBLIC INVOLVEMENT

MORPC will lead public involvement activities. MORPC will be responsible for sharing and distributing public involvement materials on its website and other public information venues.

Public Involvement Plan

MORPC will prepare a public involvement plan for the project. The selected consultant will provide input on the plan outline and will review and comment on the draft plan. The plan may include traditional in-person and circulation outreach, online surveys, social media, methods suggested, and other approaches recommended by the Project Team and project stakeholders.

Public Meetings

MORPC will arrange, prepare notices, handouts and displays, and attend two rounds of public meetings at three Ohio locations in the project corridor (total of 6 public meetings). Up to two (2) staff from the selected consultant will attend the meetings. The selected consultant will review and provide input on meeting materials. The selected consultant will provide up to 60 hours of graphics support per round (for a total of up to 120 hours) for meeting materials.

Stakeholder Coordination

MORPC will lead a non-federal stakeholder engagement, which will include coordination with local and state officials or other interested parties. As necessary, the selected consultant will review and comment on meeting presentations and attend up to six stakeholder meetings, the majority of which will be teleconferences. It is assumed that one to two staff from the selected consultant will attend or call into the stakeholder meetings.

Agency Coordination

The selected consultant will prepare a list of state and federal agencies and Native American Tribes that will or may have regulatory review or other interests in the project. It is assumed that MORPC will arrange a web-based agency meeting to review the project purpose and need, the alternatives under consideration, and next steps. It is assumed that the agency coordination meeting will occur in the same time frame as the public meeting on the project. The selected consultant will prepare an email invitation for MORPC to distribute. It is assumed that FRA will forward invitations to Tribes on behalf of MORPC.

Task 7 Deliverables

- Draft and Final Public Outreach Plans
- Graphics support for public meetings (up to 60 hours)
- State and federal agency and Tribal contact list
- Agency coordination meeting email invitation
- Meeting summary for agency coordination meeting

III. PROPOSAL FORMAT

The proposal must address the following items in the following order. Failure of the proposal to respond to a specific requirement may be a basis for elimination from consideration during the comparative evaluation. MORPC reserves the right to accept or reject any or all proposals. Those responding to this RFP are encouraged to propose additional tasks or any activities, together with their associated costs, if they will substantially improve the results of the project.

Each consultant shall submit a formal proposal not to exceed thirty (30) 8.5" x 11" pages not including the cover letter, resumes, graphics and required forms. Excess pages will not be reviewed or evaluated. The proposal shall contain the following sections:

COVER LETTER

The cover letter shall be signed by a representative authorized to legally bind the firm, and include:

- Name, telephone number, and e-mail address of a contact person with authority to answer questions regarding the proposal (ideally the day-to-day project manager for this work).
- Name, address, and phone number of a contact person to be notified regarding contractual issues.
- Identification of the firm as a corporation or other legal entity.
- Will meet the MORPC DBE goal and be signed by a representative authorized to legally bind the firm.

The letter shall state that the proposer:

- Has sole and complete responsibility for delivery of the required services.
- Is presently not debarred, suspended, proposed for debarment, declared ineligible or involuntarily excluded from covered transactions by any federal department or agency or the Ohio Department of Transportation.

CONTACT INFORMATION

Responder's company name, business address, the contact person's name, telephone number, fax number and email address (as available).

PROJECT UNDERSTANDING

Proposals shall include a statement of the objectives, goals and tasks to show or demonstrate the Responder's view of the nature of the Contract.

BACKGROUND AND EXPERIENCE (COMPANY AND PERSONNEL ASSIGNED TO THIS PROJECT)

Proposals shall include a detailed description of the Responder's background and experience with innovative surface transportation technology implementation as well as experience in high-speed passenger rail service NEPA, Tier-I EIS, and preliminary engineering projects. This should include examples of similar work indicating the Responder's level of involvement in the project and the key personnel involved.

For the similar work identified, provide information on:

- Cost management (comparison of final cost to the initial Contract price with explanation of significant increases)
- Whether the sponsor's schedule was met (with explanation of any delays)
- Sponsor feedback regarding quality of services (for example any constructability or other plan reviews, any significant rework required, or any known Contractor claims relating to plan errors). Emphasis should be placed on ability and history in handling

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projects with special constraints similar to this proposed project.

No change in personnel assigned to the project will be permitted without the written approval of MORPC's Project Manager.

Only identify similar innovative surface transportation implementation projects and high-speed passenger rail service NEPA, Tier-I EIS, and preliminary engineering projects undertaken by the Responder's team within the last five (5) years. Document the team members' actual responsibility on the project. The prime consultant should describe no more than five (5) projects and the sub-consultants no more than three (3) projects each. The sub-consultant's projects should be similar to the work it will perform on this project. For each project, provide the client's name, address and telephone number for a contact person currently available who is familiar with the firm's performance on each project listed. The contact person should be familiar with the firm's key personnel.

In this section provide an organizational chart showing the interrelationship of the Responder's team members and key personnel. Identify the team members' areas of responsibility. Provide sub-consultant's company name, address, contact person, and telephone number. Describe your previous experience working with each sub-consultant.

For each of the key personnel shown in the organizational chart requested in Item 3 above, provide a one- to two-page resume. A longer resume may be used for the project manager. Include in the project manager's resume a summary of experience with the public involvement process.

DETAILED WORK PLAN

Provide a detailed work plan that will identify the major tasks to be accomplished and be used as a scheduling and management tool, as well as the basis for invoicing. The work plan must present the Responder's approach, task breakdown, deliverable due dates and personnel working on the project and the hours assigned to each individual to reach the project results. This work plan will form the basis for cost negotiations after Responder selection.

For each of the key personnel assigned to the project, provide a list of their current projects, expected completion dates, and percentage of time dedicated to those projects.

The schedule presented in the proposal is to include all work tasks (whether performed by the consultant team or by others), start dates, activity duration, and product submittal dates. The schedule must account for interface with, and review by MORPC, the public, and other study participants.

Responders must provide a statement of willingness to complete the project within 12 months of the notice to proceed.

DETAILED DELIVERABLES

As described in the above Scope of Services.

MORPC DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL COMPLIANCE/SUBCONTRACTING

Working in cooperation with the Ohio Department of Transportation (ODOT), a 9 percent disadvantaged business enterprise (DBE) goal has been established for this contract per requirements of the U.S.

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Department of Transportation (USDOT). Respondents are expected to meet or exceed this goal. DBE firms must be certified by a USDOT-authorized certification agency, such as the Ohio Department of Transportation. This section shall include a description of how the contractor will meet or exceed the 9 percent DBE goal. MORPC will expect contractors to meet the DBE percentage included in their contract, and will require ongoing reporting of this percentage during the contract life. MORPC will also include DBE prompt payment requirements in all contracts.

IV. PROJECT SCHEDULE

Included as part of the proposal, the proposer shall provide a schedule identifying all tasks and sub-tasks, all deliverables, and time in the scope of work.

The project is estimated to begin May 2018 and end approximately May 2019, for a project length of 12 months. If the consultant believes this will adversely affect the quality of the project, the consultant should explain why. The selected consultant shall provide a detailed Project Schedule as part of its proposal.

V. PROCUREMENT PROCESS

TENTATIVE EVENTS CALENDAR

Date: RFP notice February 23, 2018

Date: RFP responses due April 2, 2018 by 5:00 pm EDT

Date: Proposal evaluation complete by April 16, 2018

Date: Interviews (as needed) Scheduled in the week of April 23, 2018

Date: Contract Negotiation and Award complete Mid-May, 2018

EVALUATION CRITERIA

MORPC, in consultation with the Ohio corridor partners, will evaluate all responses received by the deadline. All responses will be evaluated on the basis of the evaluation criteria included in this RFP with a possible total of 100 points.

The factors and weighting on which proposals will be evaluated are:

- 1. Project Understanding Work Plan/Detailed Deliverables 50%**
 - Technical competence and expertise as demonstrated by the Responder's expressed project understanding, proposed project approach and methodology, project work plan, and project management techniques.
 - Completeness and clarity of proposal.
 - Scope of work approach, timing and substance.
 - Ability to complete project in a timely manner and on schedule.
 - Proposed level of detail, documentation, and backup material.
 - The availability of personnel and other resources to perform the work within the specified time limit.
 - Ability to execute the project within budget and project timeline.

- 2. Background and Experience of Personnel Assigned 40%
to this Project**
 - The comprehensiveness, appropriateness, and quality of experience of the firm(s) proposing.
 - Demonstrated experience with engineering of track and railroad improvements.

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- Specialized expertise, capabilities, and technical competence as demonstrated by the Responder's background and experience with similar work, and ability and experience in handling projects with similar constraints.
- Response of references.
- Presence of the required disciplines.
- Level of effort and participation of key personnel.
- Experience, education and qualifications of key personnel with similar roles and projects.
- Experience, reputation and interpersonal skills of the project manager and demonstrated ability to successfully lead project.
- Access to and availability of project manager and key personnel throughout the project.
- Ability of key personnel to work in a team environment.
- The Responder's record of past performance, including ability to control costs, ability to meet schedules and quality of work.
- Availability of key personnel to complete work.
- Allocation of resources among work tasks.

3. Risk Assessment

10%

The Responder should list and prioritize major risk items that are unique to this project. This includes areas that may cause the project to not be completed on time, not finished within budget, generate any change orders, or may be a source of dissatisfaction for NIPRA. Risks can include things that Responder can control and things that Responder does not control. The risk should be non-technical, but should also contain enough information to describe to a reader why the risk is valid. The Responder must also explain how to avoid or minimize the risk from occurring. If the Responder has a unique method to minimize the risk, that should be explained in non-technical terms.

EVALUATION COMMITTEE

The Committee will conduct the evaluation of proposals and reserves the right to reject any and all proposals in whole or in part received in response to this request. The Committee may waive minor defects which are not material when no prejudice will result to the rights of any other consultants or to the public.

The second step would include oral presentations. Depending upon the relative merits of the proposals, two or three of the consultants will be invited to give an oral presentation and respond to questions from an interview panel. The second step may be waived if the Committee finds from the evaluation in the first step that one team is clearly more qualified to perform the study than the other teams.

ORAL PRESENTATIONS

At MORPC's option, the consultant may be required to make a live summarization of its proposal in Columbus. If presentations are necessary, MORPC will contact the consultant's authorized representative to schedule the time, date, and location of the presentation. The presentation will be within two weeks of notification. Total time of the presentation shall be limited to 50 minutes, with 15 minutes reserved for questions and answers. The proposed project manager shall attend and deliver the presentation. A few other key personnel should be present to assist in the presentation and discussion. Key personnel shall have been specifically listed in the consultant's proposal as part of the project team.

The purpose of the presentation is to provide clarification of information presented in the written proposal. The presentation will be given to the Committee. The presentation will focus on the

consultant's project understanding and project approach. All information detailed in the presentation shall have been originally incorporated in the submitted written proposal. The consultant must explain how the expertise of the proposed team will be applied to satisfy the RFP requirements and accomplish the feasibility study.

If presentations are requested, the consultant must comply at no cost or obligation to MORPC. A consultant's refusal to make a presentation as described shall result in the consultant's proposal being rejected from consideration for the project.

SELECTION AND NEGOTIATIONS

Based on the evaluation of the proposals the most qualified consultant will be selected. If negotiation with the highest ranked consultant fails in a mutually acceptable agreement, MORPC will notify that firm in writing of the termination of negotiations. The next highest ranked consultant, as determined by the earlier technical proposal evaluation, will then be invited to enter into negotiations with MORPC. If negotiations again fail, the same procedure shall be followed, with each next most qualified firm until a contract has been negotiated. If the remaining proposals are considered not to be qualified, the notification and selection process will be repeated.

VI. ADMINISTRATIVE & ORGANIZATIONAL ELEMENTS

STUDY ORGANIZATION

The technical components of the study will be prepared by a consultant to be selected through the RFP process. The consultant will work with the Project Manager of MORPC to coordinate routine exchange of data and overall project supervision. Technical components of the study will be regularly presented to the Committee members whose roles are to review and confirm the results.

ROLE OF MORPC

MORPC will manage the entire study in close coordination with the Ohio corridor partners. MORPC conducts the RFP process and will, together with the Committee, select the consultant to perform the study as described in this scope. MORPC will also provide limited assistance to the consultant in the various tasks of the project scope as described above.

MORPC will provide copies of relevant prior studies to inform work tasks and deliverables described in this scope of services. The selected consultant should bring Quality Assurance/Quality Control (QA/QC) concerns of items not identified in this scope of services that are considered vital to the advancement of the final Tier I EIS work. MORPC will lead public involvement activities as noted in Task 7 above.

ROLE OF THE CONSULTANT

The consultant is to conduct a technical and institutional assessment as outlined in the described tasks above, along with cost estimates.

REPORTING

Interim Reports

The consultant shall prepare technical memos at milestone points (at a minimum at the end of each task) of the study which are to be suggested by the consultant. Each of these technical memos shall describe the major issues addressed and results obtained in that portion of the study. All these technical memos will serve as a basis for the formal final report. In addition to these technical memos, the consultant shall provide and/or present the interim findings before the Committee as appropriate at milestone points. The consultant shall prepare presentation materials (display graphics, PowerPoint presentations, and written summaries) at specified milestones throughout the study as suggested by MORPC.

Interim reports shall be provided in electronic format. All components of a single technical memo would be combined into a single file in Microsoft Word or Adobe Acrobat (PDF) format. Page sizes shall be limited to 8.5" x 11" or 11" x 17".

Final Reports

The Final Draft Report shall be provided in electronic format. All components of the Final Draft Report would be combined into a single file in Microsoft Word or Adobe Acrobat (PDF) format. Page sizes shall be limited to 8.5" x 11" or 11" x 17". An easily reproducible, less technical summary document in electronic format should be included for presentation to council persons and other educated and informed non-technical persons. The document will be supported by the technical memorandums.

The Final Report, along with an executive summary, shall be provided in electronic format and forty (40) printed copies. All components of the Final Report would be combined into a single file in Microsoft Word or Adobe Acrobat (PDF) format. The Final Report shall be prepared in such a way that a black and white reproduction is easily possible.

VII. PROPOSAL TERMS & CONDITIONS

EVALUATION OF PROPOSAL COMPLIANCE WITH SPECIFICATIONS

Understanding that no consultant may completely meet all requirements of the specifications, MORPC reserves the sole right to determine whether a proposal substantially complies with the specifications; accept, negotiate modifications to, or reject the terms of any proposal; and waive the right to accept a part, or parts, of a proposal, unless otherwise restricted in the proposal.

MODIFICATION AND/OR WITHDRAWAL OF PROPOSALS

Modifications of a submitted proposal must be received by the designated due date specified. Withdrawal of proposals will be allowed only in those cases in which a written request to withdraw a Proposal is received by MORPC prior to the date and hour for receiving and opening Proposals. In such case, same will be returned to consultant unopened.

PROPOSER QUALIFICATIONS

MORPC may require all proposers to submit evidence of qualifications, and may consider any evidence of the financial, technical, and other qualifications and abilities. MORPC will not award a contract to a proposer who, in its opinion, is not fully qualified on the basis of financial resources and responsibility, possession of adequate equipment, personnel, experience, and past record of performance to perform the obligation to be undertaken competently and without delay.

AWARD OF CONTRACT

Each consultant acknowledges that MORPC will use its discretion and judgment in making the final decision and further acknowledges that no claim by the consultant will arise in any way relating to the exercise of that judgment by MORPC. MORPC reserves the right to accept the Proposal deemed to be in the best interest of MORPC or to reject any and all Proposals.

MORPC's Executive Director is the only individual who may legally commit MORPC to the expenditure of public funds. No cost chargeable to the proposed contract may be incurred before receipt of either a fully executed contract or a specific, written authorization to proceed.

GENERAL INFORMATION & REQUIREMENTS

Compliance with US DOT Regulations

The project will be funded from federal transportation funds. Consequently, the consultant must comply with all U.S. Department of Transportation regulations pertaining to federal transportation planning studies and non-discrimination in federally assisted programs.

Ownership of Products

MORPC will retain the copyright for all data, materials, information, processes, studies, reports, surveys, proposals, plans, codes, scientific information, technological information, regulations, maps, equipment, charts, schedules, photographs, exhibits, software, software source code, documentation, and other materials and property that are prepared, developed or created under or in connection with this project. Therefore, the submitter should anticipate that all products of this work effort will become the property of MORPC, who will make them available to other government agencies and their contractors.

Deviation Clause

The consultant's attention is called to the condition that, if awarded a contract, the consultants will be required to furnish the particular item referred to in strict accordance with the specifications or descriptions as proposed, unless a departure or substitution is clearly noted and described in the proposal, along with the reasons therefore.

Tax Exemption

MORPC is exempt from the payment of federal excise and transportation taxes levied under the provisions of the Internal Revenue Code. MORPC is also exempt from Ohio State Gross Retail (sales tax). The successful consultants will be furnished with any certificates of exemption required.

MORPC STATEMENTS ON DIVERSITY & INCLUSION

Equal Opportunity

The consultant agrees that it will not discriminate against any employee, applicant for employment, or sub-contractor and that it will take affirmative action to ensure that employees, applicants and sub-contractors are treated equally during employment without regard to race, color, sex, gender identification, creed, religion, ancestry, national origin, sexual orientation, disability, genetic information, age, marital/familial status, military status (past, present, or future), limited English proficiency, or status with regard to public assistance.

Disadvantaged Vendors

Disadvantaged Vendors shall have the maximum opportunity to participate in the performance of contracts financed under this solicitation. In this regard, all proposers shall take all necessary and reasonable steps to ensure that minority vendors have the maximum opportunity to compete for and perform any subcontracts. Also, proposing firms are encouraged to notify MORPC if they meet one of the disadvantaged vendor designations, such as Minority Business Enterprise (MBE), Small Business Enterprise (SBE), or Women-owned Business Enterprise (WBE).

CONTRACTING REQUIREMENTS

The following are not part of the proposal requirements but will be requirements in the contract in addition to other contractual requirements. *Please also note that prior to negotiation, the firm selected for negotiation must provide average hourly rates for personnel assigned and a copy of the last audited financial statement.*

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Compensation

A cost plus fixed-fee contract with a maximum contract amount will be entered into after negotiations between MORPC and the selected firm.

Alternative compensation models may be considered.

During contract negotiations, the selected firm must provide individually priced and prioritized tasks to be completed "if authorized." The sequencing of work tasks must be done in such a way that successful completion of earlier tasks is not dependent upon the completion of later tasks.

Cancellation

MORPC reserves the right to cancel any contract for failure or refusal of performance, fraud, deceit, misrepresentation, collusion, or any other misconduct on the part of the consultant.

Unresolved Finding for Recovery

The selected consultant affirmatively represents and warrants to MORPC that it is not subject to a finding for recovery under ORC 9.24 or that it has taken appropriate remedial steps required under ORC 9.24 or otherwise qualifies under that section. The consultant agrees that if this representation or warranty is deemed to be false, the agreement shall be void *ab initio* as between the parties to this agreement, and any funds paid by MORPC to the consultant hereunder shall be repaid to MORPC immediately, or an action for recovery may be commenced immediately by MORPC for recovery of said funds.

Covenants of Consultant

The consultant will be required to covenant and warrant the following:

- Consultant is not debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract, supported in whole or in part by the funding sources for this project;
- Consultant has not within a three- (3-) year period had one or more public transactions terminated for cause or default;
- Consultant will comply with the provisions of Section 1352, Title 31 of the U.S. Code, which prohibits the use of federal funds to lobby any official or employee of any federal agency, or member or employee of Congress; and to disclose any lobbying activities in connection with federal funds.