

Solicitation Information
21 April 06

LOI # B06242

TITLE: Rhode Island Commuter Rail Extension Project – Phase II (Providence – Westerly, RI)

Submission Deadline: 11 May 06 @ 2:30 PM (EDT)

PRE-BID/ PROPOSAL CONFERENCE: Yes Date: 28 April 06 Time: 10:00 AM (EDT)
Mandatory: No
Location: R.I. Department of Transportation, Transportation Management Center,
Two Capitol Hill, 1st floor, Room 126, Providence, RI

SURETY REQUIRED: No

BOND REQUIRED: No

Jerome D. Moynihan, C.P.M., CPPO 
Administrator of Purchasing Systems

Vendors must register on-line at the State Purchasing Website at
www.purchasing.ri.gov

NOTE TO VENDORS:

Offers received without the entire completed three-page RIVP Generated Bidder
Certification Form attached may result in disqualification.

THIS PAGE IS NOT A BIDDER CERTIFICATION FORM

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

REQUEST FOR LETTERS OF INTEREST

Letters of Interest (LOI) are hereby solicited by the State of Rhode Island's Department of Administration's Division of Purchases on behalf of the Rhode Island Department of Transportation (RIDOT) to acquire professional engineering services for:

LOI B06242

Rhode Island Commuter Rail Extension Project – PHASE II Providence – Westerly, RI

DBE GOAL: 10%

The RIDOT is seeking to acquire professional planning and engineering services for railroad operations, site assessment and conceptual design services for Phase II extension of commuter rail service in Rhode Island. In addition, an investigation will be undertaken for enhanced fixed transit services between the Cities of Providence and Cranston as part of this comprehensive passenger rail assessment.

*RIDOT anticipates the award of one contract that will have a completion date of **18 months** after the date of authorization to commence work.*

LOI submittals received must be in accordance with guidelines as outlined in this request and the State's General Conditions of Purchase which can be accessed online through the *Rhode Island Vendor Information Program*, or "RIVIP" as it is known, @

<http://www.purchasing.ri.gov>

All respondents are advised to review all sections of this request thoroughly and to follow the instructions carefully. Failure to make a complete submission as described elsewhere herein may result in rejection of the proposal.

Note: This is a Request for **Letters of Interest**, not an Invitation for Bid. Evaluation will be on the basis of the merits of the LOI submissions received. Technical Proposals will be required of those firms selected for short-list consideration at a later date. There will be no public opening of responses received by the Division of Purchases pursuant to this solicitation other than to name those firms who have responded.

GENERAL INSTRUCTIONS AND NOTIFICATIONS TO RESPONDENTS:

- All respondents **MUST** register online at the RIVIP's Internet website @ **<http://www.purchasing.ri.gov>**.
- A fully-completed signed *RIVIP Bidder Certification Cover Sheet* – All three pages **MUST** accompany **EACH** response submitted. Failure to make a complete submission inclusive of this three-page document will **result in disqualification**.

- Should there be a need for assistance in registering and/or downloading any document, call (401) 222-2142, ext. 134 for RIVIP HELP DESK technical assistance.
Office Hours: 8:30 AM – 4:00 PM.
- All costs associated with developing or submitting documents in response to this solicitation and/or in providing oral or written clarification of its content shall be borne by the Respondent. The State assumes no responsibility for these costs.
- Submissions in response to this solicitation are considered to be irrevocable for a period of not less than ninety (90) days following the established due date and may not be withdrawn without the express written permission of the State Purchasing Agent.
- Responses misdirected to other State locations or which otherwise are not received by the State Division of Purchases by the established due date for any cause will be determined to be late and will not be considered. The office clock, for the purpose of registering the arrival of a document, is in the reception area of the Department of Administration (DOA), Division of Purchases, One Capitol Hill, Providence, Rhode Island.
- Respondents must possess a working familiarity with the guidelines outlined in the *Rhode Island Standard Specifications for Road and Bridge Construction, 2004*, which is currently available on-line @ www.dot.state.ri.us.
- Persons or firms practicing engineering services in the State of Rhode Island must possess a proper registration and/ or Certificate of Authorization in accordance with Rhode Island General Laws. A copy of the current Rhode Island Certificate of Authorization FOR THE FIRM and current Rhode Island registrations(s) FOR THE INDIVIDUAL(S) who would perform the work **MUST BE INCLUDED BEHIND THE FRONT PAGE OF EACH COPY OF THE PROPOSAL.**

Any Respondent who does **NOT** have a current Certificate of Authorization for the firm and current Rhode Island registration(s) **MUST** acknowledge non-compliance with this requirement and confirm *in writing* that, if selected for the project, will expedite acquisition of a Rhode Island registration(s) and Certificate of Authorization ***prior to award***. The letter of acknowledgement **MUST BE INCLUDED BEHIND THE FRONT PAGE OF EACH COPY OF THE PROPOSAL.**

The State Board for Design Professionals can be contacted as follows:

**Board for Design Professionals
One Capitol Hill
3rd Floor
Providence, RI 02908**

**Telephone: (401) 222-2565
Fax: (401) 222-5744
Website: www.bdp.state.ri.us**

- Respondents are advised that all materials submitted to the State for consideration will be considered to be public records as defined in RI Gen Laws 38-2, without exception, and will be released for inspection immediately upon request once an award is made.

- In accordance with RI Gen. Laws 7-1.1-99, no foreign corporations (a corporation established other than in Rhode Island) has the right to transact business in this State until it has procured a Certificate of Authority to do so from the Office of the Secretary of State (401) 222-2357. **IF APPLICABLE, A COPY OF RESPONDENT'S CERTIFICATE OF AUTHORITY MUST BE INCLUDED AS PART OF THE SUBMITTED LOI LOCATED BEHIND THE FRONT PAGE OF EACH COPY OF THE PROPOSAL. FAILURE TO DO SO WILL RESULT IN AUTOMATIC DISQUALIFICATION.**
- **This project has been assigned a 10% Disadvantaged Business Enterprise (DBE) Goal.** A list of current Rhode Island State certified DBE firms may be obtained through the RIDOT website @ www.dot.state.ri.us. Any questions should be directed to:

Office of Business and Community Resources
Room 106, Two Capitol Hill
Providence, RI 02903
(401) 222-3260

All information requested below must be organized in the exact order in which the following RFP requirements are presented with page numbers in consecutive order. LETTER OF INTEREST submission should contain a Table of Contents that cross-references each RFP requirement with specific page cited.

INSTRUCTIONS FOR PROPOSALS:

Upon review of the Scope of Work (SOW), LOI submissions must include at a minimum the following information for RIDOT review and subsequent short-list recommendations:

- **Letter of Transmittal:** A Letter of Transmittal must accompany each response signed by an owner, officer, or other authorized agent of the firm.
- **Company Introduction:** Respondents are to include a complete description of the firm and other relevant information documenting organizational structure and expertise.
- **Staff Qualifications:** Respondents are to include:
 - 1) a listing of experienced personnel currently on staff,
 - 2) resumes of proposed key personnel to be assigned to this project, and
 - 3) the approximate percentage of each employee's time to be expended on this project.

Standard Federal Form 330 (effective 6/8/04) must be completed by the Prime Consultant and included in LOI response. Access to this form may be obtained through the following website: www.gsa.gov.

The RIDOT Intermodal Planning Section must be informed of any changes in personnel *at any time* during the contract term. RIDOT reserves the right to reject personnel and/or if in the event key personnel are no longer available, RIDOT reserves the right to terminate this agreement.

- **Firm Experience:** Respondents are to include a listing of the firm's projects similar in concept to the project being proposed. Respondents must also describe the experience of the Project Team in all areas of expertise described in the SOW.
- **Existing Workload:** Respondents should include a current listing of all projects contracted to perform.
- **Sub-Consultant(s):** The Respondent must disclose the identity and work arrangements established between the Prime and proposed Sub-Consultant firm(s) to be assigned this project. Full disclosure of the proposed design team to be assigned this project requires:
 - 1) a listing of experienced personnel currently on staff,
 - 2) resumes of proposed key personnel to be assigned to this project, and
 - 3) the approximate percentage of each employee's time to be expended on this project.
- **DBE Participation:** This project has been assigned a 10% Disadvantaged Business Enterprise (DBE) Goal. Disclosure of DBE firm(s) proposed **MUST** be documented in LOI response. Include copy(s) of current Rhode Island State certification(s).
- **Proposal Format:** Individual proposal submissions must be bound or contained in a single volume. All documentation submitted with the proposal should be contained in that single volume. LOI submissions must be organized in the exact order in which the RFP requirements are presented with page numbers in consecutive order; LOI should contain a Table of Contents that cross-references each RFP requirement with specific page number cited.
- **Supplemental Information:** Respondents are encouraged to submit any other information deemed useful to provide RIDOT with sufficient information to evaluate the firm's qualifications.

PRE-PROPOSAL MEETING

A Pre-Proposal Conference will be held on April 28, 2006 at the RI Department of Transportation, Transportation Management Center, Two Capitol Hill, 1st Floor, Room 126, Providence, RI 02903 at 10:00 AM.

At this time any technical questions relative to the SOW as well as any questions regarding RIDOT procedures and proposal format will be addressed. Persons requesting the services of an interpreter for the hearing impaired may obtain those services by calling (401) 222-4971 forty-eight (48) hours in advance of the Conference.

PROPOSAL QUESTIONS AND SUBMISSION REQUIREMENTS

A summary of the Pre-Proposal Meeting will be posted on the Internet as an addendum to this solicitation. It is the responsibility of all interested parties to download this information.

Any pertinent questions subsequent to this solicitation may be posted at RIDOT's "Bidding Opportunities" web page accessible at: <http://www.dot.state.ri.us/contracting/bids> and follow the link to "?" to submit questions for this solicitation. Responses to questions submitted for the subject project will also be posted under the same questions menu.

A determination will be made by RIDOT, in coordination with the Division of Purchases, whether an addendum will be required.

Questions regarding B06242- Rhode Island Commuter Rail Extension Project –PHASE II will not be accepted on the RIDOT website after Midnight on May 5, 2006.

Letters of Interest (“original” plus five [5] hard copies and two (2) CD ROMS) are to be submitted; labeled CD ROMS (2) should be included in a separate envelope and submitted along with proposal package. RIDOT recommends that the electronic version of said proposal be submitted in **Adobe PDF Format**.

Requested documentation is to be either mailed or hand-delivered in a sealed envelope marked:

LOI #B06242- RHODE ISLAND COMMUTER RAIL EXTENSION PROJECT-PHASE II PROVIDENCE-WESTERLY, RI by May 11, 2006 no later than 2:30 PM to:

BY COURIER OR MAIL:

**RI Department of Administration
Division of Purchases (2nd fl)
One Capitol Hill
Providence, RI 02908-5855**

NOTE: Proposals received after the above-referenced due date and time will not be considered. SEE GENERAL NOTIFICATIONS.

EVALUATION AND SELECTION:

Evaluation will be based on “RIDOT’s Standard Operating Procedure for Architectural / Engineering Services Selection (REV 5/12/98)”. A Technical Review Committee will be convened comprised of members of the RIDOT Division responsible for the project under consideration. A short-list evaluation and ranking (3 FIRMS MINIMUM) based on **LETTER OF INTEREST** presentation will be prepared incorporating factors based on the following:

LETTER OF INTEREST SELECTION CRITERIA:

- | | |
|---|---------------------------|
| 1. Staff Qualifications- including professional resumes of proposed staff assigned to project- both Prime and proposed Sub-Consultant(s) | 0-25 POINTS |
| 2. Firm’s Previous Experience – relevant to rail design services requested | 0-25 POINTS |
| 3. Firm’s Existing Workload –include current listing of projects contracted to perform | 0-25 POINTS |
| 4. Firm’s Past Performance with RIDOT –in terms of quality of work and timeliness of accomplishment | <u>0-25 POINTS</u> |

MAXIMUM SCORE

100 POINTS

Only proposals ranked at a minimum of **70 POINTS** will be considered.

Qualifying short-listed firms will be notified by RIDOT and will be required to submit a **TECHNICAL PROPOSAL** for evaluation and final ranking by Technical Review Committee.

A final technical evaluation and ranking based on qualifying firms' **TECHNICAL PROPOSAL** presentation will be prepared incorporating factors based on the following:

TECHNICAL PROPOSAL SELECTION CRITERIA:

1. Project Approach	0-25 POINTS
2. Staff Qualifications including professional resumes and previous rail design experience of proposed staff assigned to project –both Prime and any proposed Sub-Consultants	0-25 POINTS
3. Firms' Experience relevant to rail design	0-25 POINTS
4. Existing Workload include current listing of projects contracted to perform; evaluation will take into consideration past performance in terms of quality of work and timeliness of accomplishment of projects cited	<u>0-25 POINTS</u>
MAXIMUM SCORE	100 POINTS

Evaluation will also consider commitment to Affirmative Action and DBE Participation. Upon completion of the final written evaluation, the Technical Review Committee may, at its discretion, contact the top-ranked candidate firm(s) to be called for formal interviews. Such interviews will be factored into the final evaluation and ranking of candidates.

The Technical Review Committee's final selection recommendation will then be submitted to the RIDOT Advisory Consultant Selection Panel for consideration and approval. With the support of the Director of Transportation, the final RIDOT selection recommendation will be presented to the State's Architectural / Engineering Consultant Services Selection Committee for consideration. Upon final selection approval from the Director of Administration, all respondents will be notified that a final selection has been made.

NEGOTIATION / AUDIT STATUS

The selected Consultant will be directed to submit a formal financial proposal to the RIDOT, and negotiations will be completed on a cost plus fixed fee basis. The selected Consultant and/or Sub-consultant(s) may be required to undergo a pre-negotiation audit conducted by the RIDOT Audit Division. Pre-negotiation audits may be waived when and if sufficient and current audited cognizant data is available through a previous audit performed by another State/Federal agency or an audit performed by another local governmental agency. This use of an independent audit must be submitted, reviewed and deemed acceptable by RIDOT Audit Division prior to contract award.

CONTRACT AWARD

Contractual arrangements will be established on a cost plus fixed fee basis. The selected Consultant must be prepared to provide necessary data to support all costs associated with project expenditures.

Notwithstanding the above, the State reserves the right to accept or reject any or all options, bids, proposals, to award on the basis of cost alone, and to act in its best interest.

At any point during the review process, any proposal found to be substantially non-responsive will be dropped from further consideration.

The State may, at its sole option, elect to require presentation(s) by Respondents clearly in consideration for award. Other submissions, certifications, or affirmations may be required, as appropriate.

The State reserves the right to make an award or multiple awards or to reject any or all proposals based on what it considers to be in its best interest.

SCOPE OF WORK FOR

RHODE ISLAND COMMUTER RAIL EXTENSION PROJECT – Phase II Providence-Westerly, RI

INTRODUCTION

In 1988, the Rhode Island Department of Transportation (RIDOT) re-instituted commuter rail service between Providence and Boston, through the Pilgrim Partnership Agreement with the Massachusetts Bay Transportation Authority (MBTA). In 1995, the Pilgrim Partnership II Agreement extended the term of the agreement for an additional ten years and added service between the two cities.

Because of the success of the Pilgrim Partnership Service, in 1992 RIDOT initiated the Rhode Island Rail Corridor Feasibility Study, which concluded that service on the Amtrak Northeast Corridor is feasible and recommended for areas south of Providence. In 2001 RIDOT developed the South County Commuter Rail Service Operations Plan that recommended extending MBTA commuter rail service to TF Green Airport in Warwick and Wickford Junction in North Kingstown. Since then RIDOT has advanced both these stations into engineering, secured federal funding and has coordinated the service structure with the MBTA.

In addition, Governor Lincoln Almond issued Executive Order 02-05 in 2002 that directed state agencies and departments to begin targeting their resources and investments towards municipally determined growth centers. This, coupled with a growing awareness of the connections between land use and transportation, has enabled RIDOT to closely coordinate local land use scenarios into its transportation development projects.

Finally, the connections between land use and transportation are documented in the State's 2025 Ground Transportation Plan. This plan incorporates future commuter rail station sites as potential growth centers to accommodate future growth in the state. All four commuter rail station sites included in this Scope of Work have been identified, in preliminary planning, as potential growth centers.

This Scope of Work contains three different components and involves two existing Amtrak train stations (Kingston and Westerly) along with two proposed commuter station sites (East Greenwich and Cranston), maps of which are included as ATTACHMENT I of this Scope of Work.

- The first component of this Scope of Work is an **OPERATIONS PLAN** for expanded commuter rail service proposed at Cranston, East Greenwich, Kingston and Westerly.
- The second component is the development of a **SITE ASSESSMENT AND CONCEPTUAL PLAN** to support the operations laid out in the first component for Cranston, East Greenwich, Kingston and Westerly.
- The third component is the **FEASIBILITY STUDY** for dedicated transit services, via light rail service (LRT), or bus rapid transit service (BRT) from Providence to a locally determined area in Cranston. Recent and ongoing planning in both communities has recommended redevelopment of older industrial areas and brownfields along the Allens Avenue/Elmwood Avenue corridors, including the potential for development of rail and bus transit services.

I. OPERATIONS PLAN

INTRODUCTION

The operations plan will create a detailed definition and service structure of the proposed commuter rail services to be operated to and from Cranston, East Greenwich, Kingston and Westerly. It will address the organizational characteristics of the service and will build upon existing service to Providence and planned Phase I South County Commuter Rail service to TF Green Airport and Wickford Junction, in addition to the ongoing coordination efforts with Amtrak. As part of this operations plan, it will be assumed that the initial Phase I start-up between Providence, TF Green Airport and Wickford Junction will be operational by the Fall of 2008.

TASK I-1: DEVELOP SERVICE PLAN

The selected Consultant (CONSULTANT)) will develop three (3) alternative service structure plans for commuter rail on the Northeast Corridor with new stops at Cranston, East Greenwich, Kingston and Westerly. The plans will build upon a service plan previously developed for TF Green Airport and Wickford Junction, which will be supplied to the CONSULTANT by RIDOT. Differences among the alternative plans will be based upon the opportunities for cost reductions, as described below. The plan will define the following aspects of rail operations:

- Trips per day
- Length of each trip
- Days of operation
- Fare structure

A conceptual service plan for commuter service has been developed as part of the “2001 South County Commuter Rail Operations Plan”. The existing plan will be refined and developed in more detail, reflecting:

- Planned Station Locations: Previous planning has identified the locations of stations, two of which exist (Kingston and Westerly), and two to be developed (Cranston and East Greenwich). These locations are to be used in operations planning.
- Projected Ridership: Analysis will include ridership impacts upon existing stations at T.F. Green Airport and Wickford Junction. [See Task I-3]
- Compatibility with Amtrak and freight operations: Commuter rail operations plans need to be coordinated with other rail operations on the Northeast Corridor. Currently, RIDOT is constructing the Freight Rail Improvement Project (FRIP) from Central Falls to Davisville on the Northeast Corridor. Previous commuter rail information pertaining to this project will be supplied to the CONSULTANT. Amtrak requirements will be analyzed and incorporated into the service plan. The CONSULTANT will make themselves familiar with RIDOT’s ongoing coordination with Amtrak for the Phase I Providence to Wickford Junction service.
- Coordination with existing Pilgrim Partnership rail service and Phase I South County Commuter Rail Service: The new commuter rail service must be coordinated with the existing Pilgrim Partnership service and the planned Phase I South County Commuter Rail service (to TF Green Airport and Wickford Junction). Schedules and fares must be developed in recognition of the variety of commuting patterns for each station (commute to Providence vs. commute to Boston). RIDOT will supply to the CONSULTANT information on the Pilgrim Partnership service and the Phase I South County Commuter Rail service.

TASK I-2: DEFINE EQUIPMENT NEEDS AND COSTS

The CONSULTANT will define the necessary rolling stock needed to support the service plan. The fleet plans will specify the characteristics of passenger coaches, such as capacity and general configuration, and of locomotives. The plans will coordinate with the equipment currently being procured by RIDOT through the MBTA for the Phase I service.

TASK I-3: DEVELOP RIDERSHIP PROJECTIONS

The CONSULTANT will develop ridership projections for each station. Activity patterns, such as summer tourism and school year trip generators will be used in conjunction with year round employment figures to determine ridership projections. In addition, an analysis of impacts upon ridership at the T.F. Green Airport and Wickford Junction Stations due to the addition of the new stations will be undertaken.

TASK I-4: ESTIMATE OPERATING AND MAINTENANCE COSTS

Estimates of operating and maintenance costs will be updated based on the "2001 South County Commuter Rail Operations Plan". The CONSULTANT will address the typical categories used for commuter rail, including but not limited to, transportation, passenger services, fleet maintenance, maintenance of way, and general and administrative expenses. Because the operator of the service has not yet been identified, cost estimates will be based upon typical unit costs that would be expected on the Northeast Corridor in Rhode Island.

TASK I-5: EVALUATE POTENTIAL OPERATORS

There are several potential operators of commuter rail service. The purpose of this task is to determine their general characteristics and to define their respective advantages and disadvantages from RIDOT's perspective. The task will provide RIDOT with information to be used in structuring the selection process and in evaluating the provider that best accommodates the service plan. Specifically, the CONSULTANT should consider the extension of MBTA service and Connecticut Department of Transportation (ConnDOT) Shoreline East service.

The CONSULTANT will contact, conduct meetings and coordinate with the MBTA and ConnDOT to gather information as necessary. In addition, the CONSULTANT will determine and make recommendations on "hub/transfer" locations with MBTA service for any potential ConnDOT service extension into Rhode Island.

TASK I-6: IDENTIFY RIPTA IMPACTS AND BUS SERVICE NEEDS

The introduction of commuter rail service in the corridor south of Providence will require the development of plans to assure the operation of complementary bus services. Feeder-bus service may need to be added to provide access to some of the rail stations, while some existing express bus service may no longer be needed.

The CONSULTANT will develop an inventory of the existing bus services that operate in the corridor, including publicly operated services provided by the Rhode Island Public Transportation Authority (RIPTA) and services provided by private operators. The inventory will include information on routes, services levels, service frequencies, typical ridership, and the identity and characteristics of the operator.

Based upon the rail operations plan developed in Task I-1, the projected daily ridership, and the characteristics of the market area of each station, the CONSULTANT will identify the need for feeder bus service into the rail stations.

Bus services now operating in the corridor, especially express service will be reviewed to identify any duplication.

Recommendations will be made for rationalization of bus services, taking into account the need for bus service when rail will not operate, the different travel markets that buses may serve, and differences in fare levels.

The effects upon existing operations of recommended changes in bus services, both additions and reductions, will be identified. Effects to be addressed will include services, fleet needs, finances and personnel.

TASK I-7: IDENTIFY LABOR-PROTECTION OBLIGATIONS

The CONSULTANT will identify and fully describe any potential labor-protection obligations, as defined under Section 13 (c) of the Federal Transit Act, and effects upon private mass transportation companies, as addressed in Section 3(e) of the Act, that could be created with respect to any previously existing mass transportation service or route as a consequence of the implementation of the commuter rail service. The CONSULTANT will describe various methods of addressing these concerns, including potential costs.

TASK I-8: REPORTS, MEETINGS AND PUBLIC PARTICIPATION

The CONSULTANT will prepare separate technical papers for each of the tasks described above. Five (5) copies of the reports will be furnished to RIDOT.

These tasks will form the basis of the report, "Rhode Island Commuter Rail Extension Operations Plan-Phase II," which will summarize the findings from the above tasks. The report will be prepared in draft form on 8 ½ by 11-inch paper, and five (5) copies will be furnished to RIDOT. After RIDOT review of the draft, the CONSULTANT will revise the draft report to incorporate comments, and furnish ten (10) copies of the final report to RIDOT. In addition, the CONSULTANT will supply twenty-five (25) CD's of the final report.

The CONSULTANT will be required to attend up to ten (10) coordination meetings with other government agencies, railroads, and interested groups and individuals. The CONSULTANT will be required to attend up to twelve (12) public workshops or meetings, inclusive of the four (4) described in Task II-6.

II. SITE ASSESSMENT AND CONCEPTUAL PLAN- CRANSTON, EAST GREENWICH, KINGSTON AND WESTERLY

INTRODUCTION

The site assessment and conceptual plan involves a site assessment, site recommendations, an environmental evaluation and conceptual layout and land use scenario, including Transit Oriented Development (TOD), for each station site. An environmental evaluation and conceptual plan will be done for all four locations (Cranston, East Greenwich, Kingston and Westerly).

As part of the site assessment, the CONSULTANT will incorporate, where applicable, the needs and requirements of several modes of transportation that will be utilizing the proposed and existing stations.

Project coordination regarding specific site issues is essential with the National Railroad Passenger Corporation (Amtrak), MBTA, Providence & Worcester Railroad Co. (P&W), Rhode Island Historical Preservation and Heritage Commission (RIHPHC), RIPTA and the Narragansett Indian Tribe.

Coordination is also critical with ongoing RIDOT projects, including:

- Freight Rail Improvement Project (FRIP)
- South County Commuter Rail Project-Phase I

TASK II-1: SITE ASSESSMENT

The CONSULTANT will perform the following site assessment tasks for the Cranston, East Greenwich, Kingston and Westerly Station locations. ATTACHMENT 1 shows the locations for each of the above station sites.

- a) Property Ownership
 - Determine owner, plat and lot number and parcel size.
 - Obtain deeds and property descriptions.
- b) Site Condition
 - Describe physical/topographical features and elevation. Include mapping of existing conditions.
 - Describe existing structures on site. Include mapping.
 - Identify major environmental constraints based on visual observation and topographic information (GIS) (wetlands, floodplains, coastal, historic, etc.)
- c) Access and Parking
 - Obtain traffic counts and any turning movement counts from nearby roadways and intersections.
 - Describe access from nearby major arterials and limited access highways.
 - Describe access/egress from site onto the adjacent roadway.
 - Prepare a conceptual sketch/layout of proposed parking area, access roads, potential bike paths and sidewalks.
- d) Community Impacts
 - Review local comprehensive plan regarding potential commuter train station.
 - Review land use and zoning of parcel and surrounding area.
 - Identify nearby major traffic generators.
 - Determine traffic impacts to surrounding neighborhoods.
 - Identify and describe any visual impacts.
- e) Rail Issues
 - Conceptually locate and sketch the passenger platforms.
 - Determine need for low and/or high-level platforms.
 - Determine need and type of pedestrian access to other track.
 - Determine impacts on Amtrak service.
 - Determine need for a commuter track siding, level of trackwork required, signal work, etc.
- f) Preliminary Capital Cost Estimates
 - Determine a preliminary capital cost estimate to develop a commuter rail station for each site, including property acquisition, parking area, pedestrian access, platforms, trackwork, public infrastructure, etc.

TASK II-2: TRANSIT-ORIENTED DEVELOPMENT FEASIBILITY

Each of the four (4) station locations (Cranston, East Greenwich, Kingston and Westerly) will be investigated for the potential reuse as a transit-oriented mixed use area. The CONSULTANT will

define transit-oriented development characteristics and determine the feasibility of it for these locations. Aspects to be considered when making this determination include:

- Close coordination with the local planning department regarding future land uses adjacent to proposed station.
- Capacity/vacancy of existing buildings.
- Existing infrastructure at the location.
- Development density potential at the location based upon local zoning requirements.
- Potential for partnerships between transit agencies, RIDOT, and the private sector for the implementation of Transit-Oriented Development (TOD).
- Identity of potential brownfields and other hazardous materials issues at the site.
- Review of state guide plans and local comprehensive plans for TOD-supportive policies and goals.
- The CONSULTANT will review recent TOD Study undertaken by the Washington County Planning Commission for pertinent information regarding potential station sites in Washington County.

TASK II-3: ENVIRONMENTAL EVALUATION

The CONSULTANT will evaluate the environmental impacts of the proposed project for each recommended site, as contained in Task I-1, in accordance with RIDOT Design Policy Memo No. 100-3. The report will identify potential impacts and regulatory requirements. Should an environmental assessment (EA) or an environmental impact statement (EIS) be required, this work will be done under supplemental agreement.

The need for Section 4(f) evaluation and Section 106 report will be addressed, and if required, will be conducted under supplemental agreement at the discretion of RIDOT.

The Cranston and East Greenwich locations will be investigated for hazardous material and waste in accordance with RIDOT Design Policy Memo No. 10-34 (Hazardous Material/Waste Guidelines).

Any additional design work from conceptual phase to final design and land survey may be conducted under supplemental agreement.

TASK II-4: SITE ASSESSMENT RECOMMENDATIONS

a) Conclusions and Recommendations

Based upon the information and analysis performed, the CONSULTANT will conclude and recommend which sites are the most feasible for development of a commuter rail station, and make specific recommendations on the sites to be developed.

Additionally, based on the findings of Task II-2, the CONSULTANT will conclude whether or not the site has potential to be developed as a TOD. Assuming that the site is found to be feasible for such development, the CONSULTANT will prepare a conceptual sketch of TOD scenarios at the site, to include the necessary infrastructure, structures and land use scheme appropriate.

b) Site Assessment Report

The CONSULTANT will prepare a Site Assessment Report to include the items from Task II-1 for each potential site and conclusions and recommendations. Five (5) copies of the draft report will be furnished to RIDOT.

c) Conceptual Layout

The CONSULTANT will prepare a conceptual layout of the proposed commuter rail station site.

The layout will include, but not be limited to the following elements:

- Parking
- Access/egress
- Plat forms
- Side track infrastructure
- Interlockings, crossovers, turnouts, and other track infrastructure.

TASK II-5: MEETINGS AND PUBLIC PARTICIPATION

The CONSULTANT will meet and coordinate the project with the local communities, P&W, RIDEM, State Building Commission, Governor's Commission on Disabilities and other pertinent agencies. Initial coordination letters to all interested local officials, agencies and utilities will be sent as part of this task.

The CONSULTANT will be required to attend up to four (4) public workshops/meetings to present the project to the public, obtain comments and develop responses.

III. FIXED TRANSIT FEASIBILITY ANALYSIS: PROVIDENCE-CRANSTON

INTRODUCTION

The Providence-Cranston Fixed Transit Feasibility Analysis will investigate the Cranston location [SEE ATTACHMENT 1] for use by alternate forms of transit including light rail transit (LRT), or bus rapid transit (BRT). Specifically, the following transit options will be analyzed:

- Light Rail Transit (LRT) and Bus Rapid Transit (BRT) service along Allens Avenue/Harbor Junction Railroad line.
- BRT service between Providence and the Pastore Center, Cranston.
- LRT along other corridors in Metropolitan Providence area.

TASK III-1: ALLENS AVENUE CORRIDOR LRT AND BRT FEASIBILITY ANALYSIS

The CONSULTANT will prepare an operational service plan description outlining LRT and BRT services within the identified Providence-Cranston corridor. Typical LRT and BRT operational characteristics will be analyzed and applied to the subject corridor, including service headways, station spacing, equipment type, layover/storage/maintenance capacity.

The CONSULTANT will conduct a ridership study for the Providence to Cranston corridor for LRT and BRT. The CONSULTANT will project total parking demand based on the ridership study in order to estimate the necessary scale of on-site parking facilities.

The CONSULTANT will identify necessary coordination with the various operators that would be affected by new transit service to the Cranston location, including Amtrak, P&W and RIPTA services.

The CONSULTANT will describe the impacts upon freight rail operations, including RIDOT's Freight Rail Improvement Program (FRIP), with the development of each form of transit listed above.

The CONSULTANT will identify all infrastructure requirements necessary to the operation of LRT and BRT to the Cranston Station site. These requirements will include but not be limited to:

- Transit station locations, based upon existing and proposed development within the corridor.
- Necessary infrastructure for the embarkation/ disembarkation of passengers including platforms and access.
- Track sidings, track switches, new tracks/rail yards
- Rail crossing infrastructure
- Road improvements to provide access to station
- Road improvements to support each transit form, including lane reconfiguration, road widening, lane reduction, etc.
- Other elements as deemed necessary.

The CONSULTANT will prepare an alternative analysis report that will summarize, compare and estimate capital and operating costs for LRT and BRT along the Allens Avenue/Harbor Junction corridor.

TASK III-2: PASTORE CENTER BRT EXTENSION FEASIBILITY ANALYSIS

The CONSULTANT will investigate the possibility of extending the proposed BRT services to the Pastore Center in Cranston by looking at available rights-of-way. The CONSULTANT will identify BRT requirements and will determine three (3) alternative alignments from the Allens Avenue/Elmwood Avenue corridor to the Pastore Center, including bus lanes on existing roadways and busways on independent right-of-ways.

TASK III-3: OTHER LRT CORRIDORS

By Supplemental Agreement only to this contract, the CONSULTANT will undertake a feasibility analysis (as described in Task III-1) for other corridors in the Metropolitan Providence area. These corridors will be determined by RIDOT. The CONSULTANT should assume up to three (3) additional corridors.

TASK III-4: ENVIRONMENTAL EVALUATION

The CONSULTANT will identify and evaluate the environmental impacts of the proposed project (as contained in Task III-1) for the LRT/BRT corridor in accordance with RIDOT Design Policy Memo No. 100-3. The report will identify potential impacts and regulatory requirements. Should

an environmental assessment (EA) or an environmental impact statement (EIS) be required, this work may be done under supplemental agreement.

The need for Section 4(f) evaluation and Section 106 report will be addressed, and if required, may be conducted under supplemental agreement.

TASK III-5: SITE ASSESSMENT/CONCEPTUAL LAYOUT

The purpose of the conceptual layout phase is to develop and recommend improvements for LRT/BRT services along the proposed corridor between Providence and Cranston. The CONSULTANT will prepare a Site Assessment Report. The Site Assessment Report will include a summary of the analysis undertaken in Tasks III 1-4, including:

- A description of the proposed improvements and detailed reasons supporting and/or explaining the proposed improvements for each transit mode.
- A discussion of the essential design elements, design standards, number of traffic lanes, traffic volume, capacity analysis, access-control features, aesthetic features, and right-of-way requirements for each transit mode.
- The environmental evaluation.
- Capital and operating costs for each transit mode.
- Conceptual layout for LRT and BRT within the subject corridor, including proposed station stop locations.

The Site Assessment Report must be printed on 8 ½ by 11-inch paper, adequately covered and bound. Ten (10) copies of the draft and final reports will be furnished to RIDOT.

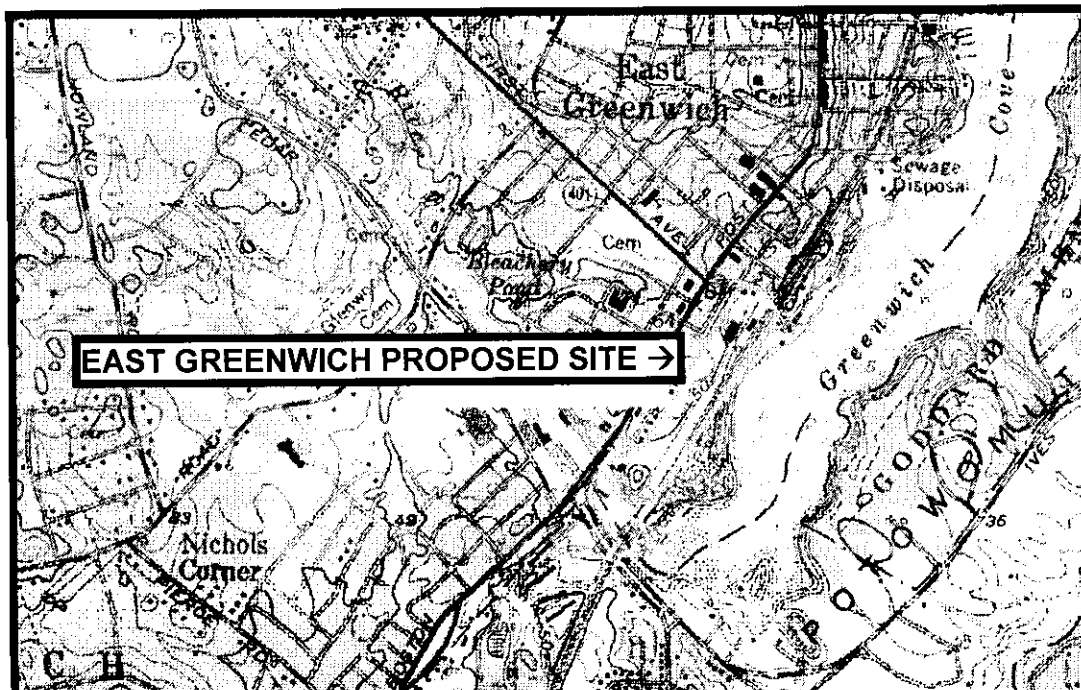
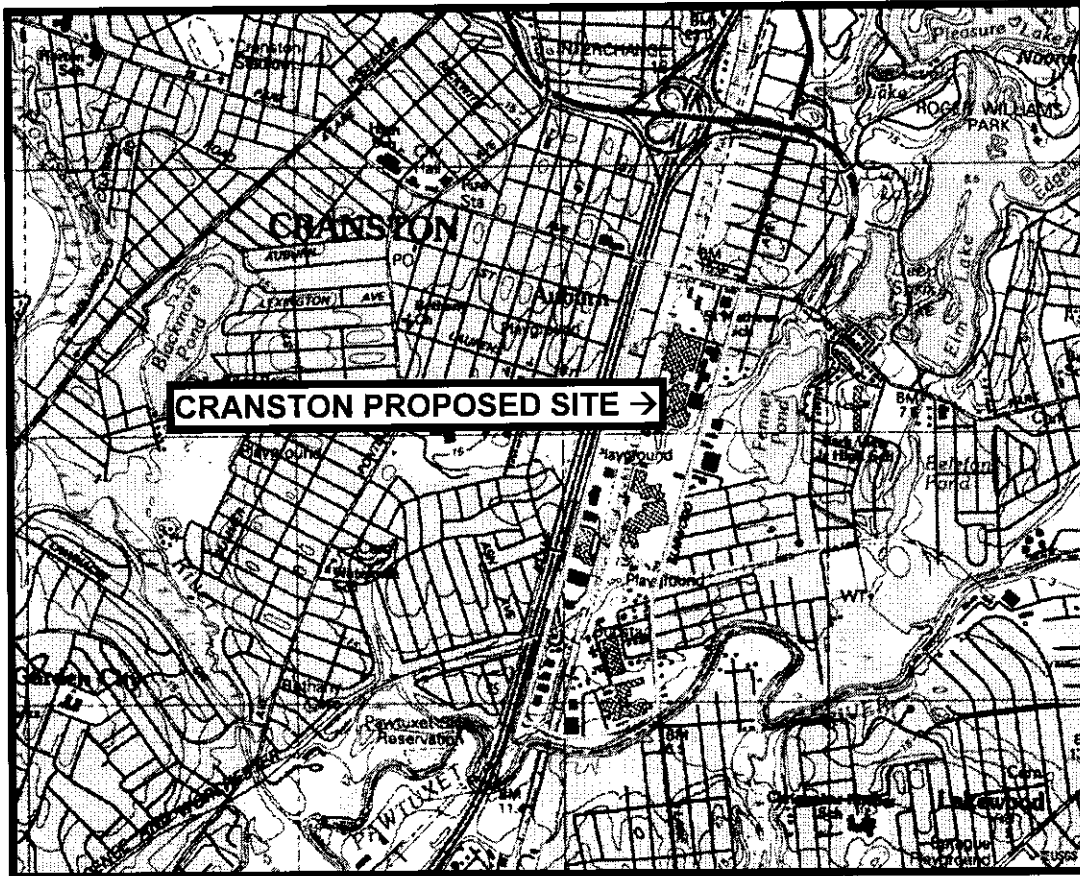
Any additional design work from conceptual phase to final design and land survey may be conducted under supplemental agreement.

TASK III-6: MEETINGS AND PUBLIC PARTICIPATION

The CONSULTANT will meet and coordinate the project with the local communities, P&W, RIDEM, RIPTA, Amtrak, State Building Commission, Governor's Commission on Disabilities and other pertinent agencies. Initial coordination letters to all interested local officials, agencies and utilities will be sent as part of this task.

The CONSULTANT will be required to attend up to four (4) public workshops/meetings to present the project to the public, obtain comments and develop responses.

ATTACHMENT I



RELEVANT PROJECT GUIDANCE:

Background Information for this Project: The following background information, as applicable, are to be reviewed to assist in the development of commuter rail extension operational plans, site assessments, and conceptual designs for new rail stations. The documents are available by RIDOT upon project commencement:

1. *South County Commuter Rail Service Operations Plan, Providence-Westerly, RI*, July 2001, and subsequent revisions
2. *Warwick Intermodal Facility Environmental Assessment & Re-evaluations*, 1992-2002;
3. *South County Commuter Rail Environmental Assessment*, February 2003;
4. *Pilgrim Partnership Agreements* and other relevant information between RIDOT and MBTA;
5. Previous commuter rail ridership studies
6. *Cranston Transit Station Existing Site Conditions Report*, August 2005, Adam Recchia, RIDOT;
7. *East Greenwich Commuter Rail Station Existing Site Conditions Report*, August 2005, Adam Recchia, RIDOT.