

AUGUST 18, 2008

REQUEST FOR QUALIFICATIONS / REQUEST FOR PROPOSALS
BNSF Quiet Zone Study – Feasibility Study

City of Fort Morgan, Colorado
City of Brush, Colorado
City of Sterling, Colorado

The City of Fort Morgan, City of Brush, and City of Sterling (“Cities”) is requesting qualifications and proposals from experienced professionals to provide a feasibility study for the establishment of Quiet Zones in these Cities. These Cities are within a 45 mile section adjacent to the Burlington Northern Santa Fe (BNSF) Railway.

Project Overview

The purpose of this BNSF Quiet Zone Study is to identify and recommend safety improvements at thirteen (13) public at-grade railroad crossings within the Cities to comply with requirements to establish a Quiet Zone. The Supplemental Safety Measures (SSMs) to be evaluated must comply with those identified in the *Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings*, which was made effective on June 24, 2005 by the Federal Railroad Administration (FRA) and amended on August 17, 2006. Analysis of the public at-grade crossings will result in a Quiet Zone Report identifying SSMs or improvements to be installed at each crossing required to establish a Quiet Zone corridor through the Cities, as well as the cost and timeframe for implementation. The use of wayside horns will also be evaluated as an acceptable alternative to the construction of approved SSMs.

The (BNSF) Railway Company corridor runs generally east and west through the Cities and the following public at-grade crossings are included within the limits of this study:

City of Fort Morgan

County Road 17.7
West Street
Deuel Street
Main Street
Sherman Street
Barlow Road

City of Brush

S. Clayton Street
Hospital Road

City of Sterling

County Road 24.5
County Road 26 (Iris Drive)
Sugar Factory Crossing
(Factory Street)
Chestnut Street (U.S. Hwy. 6)
Beef Co. Crossing (Logan Street)

Specific Tasks Included in the Scope of Work

- A. Data collection and assessment of existing safety conditions at the rail grade crossings indicated along the BNSF line.
- B. Field review of each crossing with the railroad, the Colorado Public Utilities Commission (PUC) and the Cities.
- C. Development of documentation of existing conditions at each crossing.
- D. Analysis of Supplementary Safety Measures (SSMs), which partially or fully compensate for the absence of the audible warning system requirements of the law for each crossing.
- E. Evaluation of the feasibility of establishing a Quiet Zone along the corridor and prioritization of the crossing improvements.
- F. Conduct a Diagnostic Review Meeting and coordinate with appropriate agencies.
- G. Development of conceptual cost estimates for each crossing based on identified crossing improvements.

- H. Development of a cost phasing and timeframe for implementation.
- I. Development of draft and final reports.
- J. Presentation to each Cities City Council and/or the general public regarding the proposed improvements.

A. Data Collection and Assessment

This effort will include an in-depth review and analysis of the existing physical conditions and operational measures of each crossing. It will also require the review of any planned improvements to the crossing, which will affect the current physical and/or operational identification of the crossing and therefore it's associated safety issues. As a part of this analysis, data will be gathered on critical safety issues at all railroad crossings and associated influential factors such as the following:

1. Increase in Train Frequency
2. Population Density
3. Traffic Volumes
4. Accident History

B. Field Review

This effort includes the coordination for and documentation of a field review of each crossing with the railroad, the PUC and the Cities.

C. Documentation

The consultant shall document with photographs and details the existing conditions of each crossing as well as any existing available information from the railroad and the FRA.

D. Analysis of Safety Measures

The focus of this portion of the work will be on the identification and recommendation of approved Supplemental Safety Measures to compensate for the elimination of locomotive horns. This will be accomplished by evaluating the SSMs identified in the *Final Rule*, which have proved to be cost-effective solutions for establishing Quiet Zones while maintaining safety, reducing the risk of collisions/accidents at rail grade crossings, and reducing the negative environmental implications of locomotive horns.

E. Evaluation of Feasibility of Establishing Quiet Zone

The Quiet Zone alternatives identified will be evaluated for each crossing along the corridor. An evaluation will be conducted to provide a comparison of the anticipated benefits versus the typical costs associated with each SSM. Through this process, some improvement concepts will be discarded from further consideration, narrowing the potential improvements to those that are truly feasible. Information developed through this process will be discussed with the Cities for review and comment prior to final recommendation.

F. Diagnostic Review and Agency Coordination

After completion of the concept development, a Corridor Diagnostic Review will be held with representatives from the Cities, Colorado Department of Transportation (CDOT) (invited), PUC, FRA, and BNSF Railway Company. The purpose of this review will be to present the preliminary study findings and to visit the crossings in the field, soliciting input from the Diagnostic Team members. The consultant shall coordinate with the agencies as needed to obtain pertinent information regarding potential improvements as the study progresses.

G. Develop Engineer Cost Estimates

Based on the preferred improvements selected by the Cities for each crossing, conceptual cost estimates will be developed. The consultant should also research and provide cost estimates for any railroad infrastructure improvements typically constructed by railroad forces, such as signal circuitry, crossing surface improvements, etc.

H. Implementation

The consultant shall identify an implementation schedule based on the cost and location of each crossing in order to further the Cities efforts toward establishment of a Quiet Zone.

I. Draft and Final Reports

Upon completion of the Corridor Diagnostic Review, the consultant will prepare a draft report for each of the Cities, which will document the findings of the study. The report will identify the recommended improvements at each crossing to establish a Quiet Zone along this railroad corridor. Display graphics will be provided, illustrating the recommended crossing improvements, along with estimated construction costs. Eleven (11) copies of the draft and final reports will be provided to each of the Cities for their use and distribution.

J. City Council/Public Presentation

The consultant shall conduct a separate public meeting for each of the Cities prior to completion of the final report to present the recommended safety improvements. In addition to these public meetings, at the completion of the study, a presentation to each of the Cities City Council will be required on the final recommendations, construction cost estimates, and an implementation schedule.

Submittal Requirements

Please submit a statement of qualifications and experience with securing funding for similar projects. The information submitted must be sufficiently detailed to allow each of the Cities staff to judge the respondent’s ability to complete the work. The following provides a description of each of the items required for submittal:

Proposal: Provide a detailed proposal indicating how your firm will go about addressing the scope of work described above. Since this project involves three (3) Cities, the proposal is to provide detailed information for each of the Cities, as costs of this project are each of the Cities responsibility.

Project Budget: Submit a budget to complete the scope of work, as well as hourly rates for all members of the project team.

Firm Description: Fully identify by name and provide brochure materials for the firm.

Past Experience: Include a statement of prior experience of key individuals. For each project funded, past experience should include previous funding amounts secured, funding type, and description of funding acquisition strategy.

References: Contact persons and phone numbers should be provided on at least three (3) prior projects. References from public officials are desirable.

Selection Process

Submittals will be evaluated by each of the Cities staff and if applicable, their City Engineer. Representatives from the three (3) Cities will recommend a firm to their City Council for review and approval. The selected firm will enter into a contract with the City of Fort Morgan, Brush and Sterling for the services contemplated under this project.

Project Schedule

Specific dates will be determined in collaboration with the selected firm, but will be subject to each Cities scheduled City Council meetings. Following is the projected timeline for the project:

- RFQ/RFP Released August 18, 2008
- **Firm Qualifications Due to Cities** **September 15, 2008**
- Qualifications Distributed to Each Cities Staff for Review September 17, 2008
- Each Cities Staff Recommends Firm to Their City Council Week of September 22, 2008
- Each Cities City Council Selects Firm Week of October 6, 2008

Proposals with the previously identified information and any other supporting materials will be accepted until **5:00 p.m. MDT on September 15, 2008** in person at Fort Morgan City Hall located at 110 Main Street in Fort Morgan or by mail to the attention of Keith A. Kuretich, Acting City Manager / Chief of Police, City of Fort Morgan, P.O. Box 100, Fort Morgan, CO 80701. **Responses must be in a sealed envelope clearly marked "Qualifications/Proposals for BNSF Quiet Zone Study – Feasibility Study" Attn: Keith Kuretich.**

You may contact Brenda Guggenmos by phone at (970) 542-3962 or by email at bguggenmos@cityoffortmorgan.com to request to receive a copy of the BNSF Quiet Zone Study - Feasibility Study RFQ/RFP by mail or email. The RFQ/RFP will also be posted on the City of Fort Morgan Website at www.cityoffortmorgan.com on the Bid Requests page.

Additional Information

All qualifications packages and proposals will become property of the City of Fort Morgan, Brush, and Sterling.

This RFQ/RFP is not a contract or a commitment of any kind by the City of Fort Morgan, Brush, or Sterling. No reimbursement will be made by the City of Fort Morgan, Brush, or Sterling for any cost incurred by developers in preparation of the response to this RFQ/RFP. **Each of the Cities reserves the right to select or reject any proposal or none at all, based on these responses.** This RFQ/RFP in no way obligates the Cities to choose any professional or solution.