



## **REQUEST FOR PROPOSALS**

### **Rail Station Master Plan, Baton Rouge, LA**

**August 17, 2017**

#### **I. INTRODUCTION**

##### **Project Introduction**

The East Baton Rouge Redevelopment Authority (“RDA”) is soliciting written proposals from professional consulting teams (“Consultant”) to conduct detailed planning and design activities for the placement of two state-of-the-art, multi-modal passenger rail stations for the Baton Rouge to New Orleans passenger rail corridor, located along the Gulf Coast High Speed Rail Corridor in Louisiana. The RDA is seeking assistance to evaluate potential rail station locations and develop a detailed station master plan for a terminus station in Downtown Baton Rouge (“Downtown Station”) and a suburban station in the Health District in southeast Baton Rouge (“Suburban Station”).

The Consultant will complete the proposed planning and design activities (see Scope of Services). The RDA will manage the Consultant selection process and associated contract negotiations, assist with coordinating stakeholder sessions, and provide dedicated staff for project management and grant administration activities. The Consultant will gather stakeholder input, perform site analysis, develop preferred site alternatives and station design concepts, and identify both private and public funding sources for the proposed sites. A detailed, station area conceptual plan and associated implementation plan with identified funding sources for the construction of both stations will be provided as the finalized work product. The planning process is anticipated to be completed within twelve (12) months of commencing.

The RDA, a political subdivision of the State of Louisiana, is prepared to provide up to \$450,000 in total for the creation of the master plan.

##### **Existing Plans and Efforts**

Consultant should review and consider the recommendations from the below existing plans. These documents should be used as reference points throughout the inclusive and participatory planning process.

- **FuturEBR Comprehensive Plan, Strategic Implementation Plan, and Mid City Small Area Plan**  
<http://www.brgov.com/dept/planning/ComprehensivePlan/Comprehensive.htm>
- **Unified Development Code**  
<http://www.brgov.com/dept/planning/UDC/UDC.asp>
- **Government Street Urban Design Overlay District, Section 10.102c**  
<http://brgov.com/dept/planning/UDC/PDF/Chapter10.pdf>
- **Government Street Road Diet- La DOTD**  
[http://wwwapps.dotd.la.gov/administration/public\\_info/projects/home.aspx?key=91](http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91)

- **Nicholson Drive Tram**  
<http://www.tramlinkbr.com/>
- **Baton Rouge Health District Master Plan**  
<http://www.braf.org/br-health-district/>
- **Baton Rouge – New Orleans Intercity Rail Feasibility Study**  
<http://www.connect.cpex.org/resources/>
- **Amtrack Gulf Coast Report**  
<http://www.southernrailcommission.org/amtrak/>
- **Amtrack Station Program and Planning Guidelines**  
[http://www.nrvpassengerrail.org/resources/research/national/Amtrak\\_Station\\_Program\\_Planning\\_Guidelines.pdf](http://www.nrvpassengerrail.org/resources/research/national/Amtrak_Station_Program_Planning_Guidelines.pdf)
- **Mid City Predevelopment Plan**  
Located on RDA's website [www.ebrra.org](http://www.ebrra.org) or  
<https://files.acrobat.com/a/preview/40485615-ff89-4f4a-9de2-12744b593bf0>
- **Entergy Development Plan**  
Located on RDA's website [www.ebrra.org](http://www.ebrra.org) or  
[http://modiphy.dnsconnect.net/~ebrra/main/uploads/File/1509%20Government/RFEI\\_ENTERGY\\_final\\_WN.PDF](http://modiphy.dnsconnect.net/~ebrra/main/uploads/File/1509%20Government/RFEI_ENTERGY_final_WN.PDF)

The Master Plan must also reflect Smart Growth best practices (<https://smartgrowthamerica.org/our-vision/what-is-smart-growth/>) and support the ideals of a Transit Oriented Development.

## **II. PROJECT BACKGROUND**

The re-establishment of passenger rail service between Baton Rouge and New Orleans has been a top priority for parish and business leaders and is critical to the continued economic growth of the southeast Louisiana, which includes more than 2.2 million people and nearly 1 million jobs. It is expected that passenger rail connecting Baton Rouge and New Orleans will also advance national transportation goals. This route is part of the Gulf Coast Corridor, one of the nation's eleven federally-designated high-speed rail corridors. The development of service between Baton Rouge and New Orleans will provide a critical link in the regional network of passenger rail service stretching from Houston through New Orleans to Mobile and Atlanta.

In early 2014, an updated feasibility study was completed, including recommendations for next steps that has guided the work of the Southern Rail Commission<sup>i</sup>, Louisiana Super Region Rail Authority<sup>ii</sup>, and other project partners. As more than \$20B in near-term industrial development has been announced for the super region between Baton Rouge and New Orleans, investing in lasting improvements such as passenger rail will provide better access to these jobs and secure our ability to compete internationally. Passenger rail will serve as the spine of a super-regional multi-modal network that will provide employers access to a much wider, more diverse labor pool, and provide workers with vastly increased access to jobs and affordable housing along with decreased commuting costs.

With the stated support of the passenger rail project by Governor John Bel Edwards as one of the top transportation priorities for the state, along with the unprecedented collaboration among parish presidents who formed the Louisiana Super Region Rail Authority, local leaders are unified in their mission to implement this critical connector of people, economies and institutions. Connecting the two largest and most populous metros with passenger rail will mitigate growing traffic congestion and aging infrastructure issues while providing a reliable, efficient transportation option for regional and intercity travel. With the support of the Mayor and the

business community, Baton Rouge is ready to take the next step in planning for the location of two stations and determining station area details.

### **Downtown Baton Rouge**

In early 2014, the New Orleans Intercity Rail Feasibility Study located the potential rail station location for Baton Rouge on Government Street at South 15<sup>th</sup> Street, just east of downtown Baton Rouge. This “Downtown Station” is envisioned as a multi-modal, terminus hub that will catalyze new investment in the surrounding area with direct connections to the growing central business district and integrate into the community fabric that maximizes land development potential. The state-of-the-art, intermodal facility will connect to a variety of transit options and will be easily accessible for rail passengers. The station design must possess the infrastructure and facilities required for rail terminus activities and contain the necessary sidings, signals and crossing improvements to enhance safety related to the new service. The facility must also plan for serving the future long distance Amtrak trains that might return to the city, in addition to the BR-NO intercity rail service.

The Downtown Station area plan will build on the revitalization momentum currently underway in Mid City and downtown Baton Rouge. This project aligns with and reflects the connectivity and revitalization goals of East Baton Rouge’s Comprehensive Plan, FuturEBR. FuturEBR identifies Mid City as a key neighborhood for future development due to its strategic location, neighborhood interest, potential for redevelopment and growth. The area surrounding the proposed Downtown Station site is identified as a Regional Center, one of the most intensive, transit-supportive place types in the Comprehensive Plan. Over the last several years, the RDA has conducted extensive demographic and market studies that indicate the development potential in the area. Currently, hundreds of new residential units have been completed or are under construction in Mid City and the downtown area. In 2013, the Entergy Corporation donated a 6-acre, industrial site to the RDA. After years of site due-diligence and pre-development planning, the RDA has partnered with a developer to repurpose the site into a mixed use, mixed income development that will serve as a catalyst for redevelopment in the area. Located east of the railroad tracks from the proposed Downtown Station site, the RDA is committed to creating a complementary and cohesive development to maximize the experience for all users.

The Louisiana Department of Transportation and Development (La DOTD) is in final stages of its redesign of Government Street. The proposed “road diet” infrastructure upgrades include reducing traffic from four to two lanes, rehabbing the existing pavement, and incorporating bicycle and pedestrian elements to create an enhanced and positive user experience along Government Street. Construction is expected to be complete in late 2018. Furthermore, Baton Rouge recently completed plans for a 3-mile long tram system along the Nicholson Corridor, connecting LSU to downtown with a \$1.8 million Transportation Investment Generating Economic Recovery (TIGER) grant. The proposed Phase II of this project will connect users to downtown and Mid City and to the proposed Downtown Station. The tram was originally envisioned in FuturEBR and further defined in the 2014 Nicholson Corridor Plan. The City-Parish has obtained environmental approval from the Federal Transit Administration (FTA) which positions Baton Rouge to seek additional federal and local funding to complete final design and construction. The East Baton Rouge Metro Council has approved the funding of a \$10 million bond issuance to kick-start funding for the project. The project cost of \$150m is expected to be met partly through federal funding.

### **Baton Rouge Health District**

FuturEBR also prioritizes the South Baton Rouge medical corridor, which includes the area bounded by Interstate I-10 to the north, Perkins Road to the south, Essen Lane, and Bluebonnet Boulevard as one of the areas in need of improved mobility. This corridor, now known as the Baton Rouge District, encompasses a high density of hospitals and health services providers and traffic congestion has become a serious problem. A master plan for this part of the city was completed in collaboration with key health care leaders and consultants to create a destination for healthcare in the community and region, with the creation of potential regional connections,

such as passenger rail service to New Orleans, to further enhance the Health District's appeal as a destination. The Baton Rouge Health District is an incorporated 501c3 with an Executive Director and a board made up of leaders in health care in Baton Rouge. The master plan recommends new partnerships and innovative projects and calls for enhancement of intra-District transit options through the creation of a shuttle and the building of a multi-modal transit center. Based on identified opportunities and challenges, the master plan considers three alternatives for the location of the "Suburban Station", all of which should be explored as potential options in creating the Suburban Health District Station master plan.

**Project Areas** (see Project Area Maps)

### **III. PROJECT DESCRIPTION**

#### **Project Goals & Objectives**

The RDA is seeking proposals for professional planning, design, and engineering-related services required for the preparation of a rail station master plan for two state-of-the-art, multi-modal passenger rail stations along the Baton Rouge to New Orleans passenger rail corridor, located along the Gulf Coast Corridor in Louisiana.

The Downtown Station will serve as the terminus rail station, connecting users to downtown destinations and providing the area with numerous economic benefits. The Suburban Station will enhance the Health District's appeal as a destination and serve a variety of users as part of a well-connected, vibrant healthcare center. Both proposed stations will enhance current revitalization efforts and offer well designed, quality facilities with amenities that will create a seamless, efficient and pleasant experience for all train riders.

The station master plans should build upon previous study recommendations and solicit stakeholder and public input to accomplish the following goals:

- Attract new investment, residents, and economic development
- Increase tax revenues at the nearby hotels, retailers, restaurants, and destinations
- Encourage mixed-income development that offers residents' choices (53% of Parish residents are baby boomers and millennials with a demonstrated preference for access to transit and walkable mixed-use neighborhoods)
- Provide safe, alternative transportation choices for all types of users: daily and overnight visitors, tourists, employees (11,000-13,000 State employees and 7,000 City employees in Downtown Baton Rouge; 7,000- 8,000 hospital employees currently in the Health District), and potential evacuees from natural disasters
- Link to various existing and proposed modes of transportation through pedestrian and other connections
- Provide vehicular parking sufficient to address projected demands
- Increase patronage of commerce and cultural centers near Downtown and the Health District, such as the Shaw Center, the Manship Theatre for the Performing Arts, the Louisiana Art and Science Museum, the Raising Cane's River Center, the Mall of Louisiana, Perkins Rowe, etc.
- Provide a safe landing hub during disasters for evacuation purposes
- Identify and determine interest of potential public and private development partners who own adjacent and nearby property
- Guide development patterns by creating/enhancing a framework that builds off existing plans
- Provide a phased implementation strategy with preliminary cost estimates for facility construction and opportunities for public-private partnerships to fund the multi-modal facilities

The Consultant shall ensure that recommendations and designs meet established guidelines and requirements. The Consultant shall work with Amtrak and the host railroad to understand needs and the necessary improvements to accommodate existing freight and proposed passenger rail services between the Downtown

and Suburban Stations. The Consultant shall also be familiar with ADA compliance requirements and US DOT and FRA guidelines that affect passenger station design features.

### **Disciplines Required**

A multitude of professional disciplines will be necessary to achieve the above stated project goals and objectives. The RDA recommends that teams incorporate their varied experience in urban design, land use planning, pedestrian networking, traffic engineering, development economics, public engagement, rail operations, transit operations, and railway facilities planning. Given the multi-disciplinary nature of the project, the RDA recommends an architecture/ urban design lead firm, although not required, to coordinate the overall planning effort.

### **Scope of Services**

#### **DOWNTOWN BATON ROUGE STATION PLANNING STUDY**

- **Task 1: Station Site Selection Analysis**

Conduct planning studies to determine the best location for the rail station. While it has been assumed that the station would be located on the west side of the existing railroad tracks, it could be located east of the tracks or on the south side of Government Street. The analysis should include the following:

- a. Identify the best and highest use for developing the surrounding area(s) and address development of vacant land.
- b. Identify any complimentary development opportunities that may exist with neighboring developments (former School for the Visually Impaired, etc.).
- c. Study the feasibility of a second railroad track for the trains to pull over at the station without blocking the active track.
- d. Locate and provide conceptual design for a service center that will re-supply the trains and do light maintenance. Work closely with Amtrak and the host railroad, Kansas City Southern (KCS), to ensure that recommendations and designs meet the established guidelines and requirements.
- e. Evaluate traffic patterns and determine infrastructure needs and improvements based on existing and proposed modes of transportation and the impact of the station. The plans should take in to consideration the proposed plans for narrowing Government Street and provide connections to sidewalks, bike paths, the Downtown Greenway and a proposed Bike Share station. Connections to the Baton Rouge Metro Airport should also be considered.

- **Task 2: Station Conceptual Plan**

Develop a conceptual plan, including architectural renderings for a multi-modal station that will connect to the Health District Station and serve as the terminus station for the inter-city passenger rail service between Baton Rouge and New Orleans and any future long distance passenger rail service. The plan should include the following:

- a. Provide connections to future services, such as the TRAMLinkBR streetcar system, Baton Rouge Bike Share, and surface transportation center hub for Capital Area Transit System (CATS).
- b. Identify the planned services for the station, and consider what is being included in the adjacent Entergy Development and other adjacent businesses to make recommendations on what should be included in the new facility. Determine who will own, operate, lease, and maintain the facility. Work in accordance with US DOT and FRA guidelines that affect passenger station design features. Research best practices and include examples of multi-modal stations that have been recently constructed.
- c. Develop a conceptual plan and architectural drawings for parking facilities and a Bike Share station. Parking should be planned for hundreds of vehicles since passengers will leave their

vehicles there for day and overnight trips. Determine the feasibility of including retail spaces and structured parking that may also serve as the CATS transportation hub.

- d. Prepare a design layout and topographic survey that will identify the footprint of the new station building, platform, parking facility, including a map of utilities and a drainage study.

- **Task 3: Implementation Plan**

Prepare an Implementation Phasing Plan with a comprehensive financial plan that identifies sources of funding for the construction and operation of the facility and examines creative opportunities to leverage funding (Example: the parking structure could be funded with FTA funds if CATS uses it as a transit station). The implementation plan should include the following:

- a. Develop a phasing plan to implement the conceptual plans, complete with specific recommendations on new policies, policy changes, short- and long-term investments, and the identification of responsible parties.
- b. Develop preliminary cost estimates for construction and identify opportunities for public-private partnerships to fund the construction of the multi-modal facility.
- c. Prepare an Action Plan that will include priority land acquisition, if necessary, capital, operating, and maintenance cost estimates for the station facilities.

### **DOWNTOWN BATON ROUGE STATION DELIVERABLES**

- Draft Downtown Station Area Planning Study
- Final Downtown Station Area Planning Study

### **SUBURBAN HEALTH DISTRICT STATION PLANNING STUDY**

- **Station Area Site Selection Analysis**

Conduct rail station planning studies to determine a location for the station. Evaluate feasibility of the proposed options in the Health District master plan and explore other potential locations. The decision should be based on available land and where it best fits the needs of all users. Users might include patients or evacuees in an emergency, daily visitors, passengers coming to shop at the Mall of Louisiana, or visitors coming to stay in adjacent hotels for ball games or other special events.

The analysis should include the following:

- a. Determine infrastructure needs and improvements based on existing and proposed modes of transportation in and around the District, using what is outlined in the Health District Master Plan as a guide. Consider the ease of vehicular access and walking distances to major destinations using existing street and path networks.
- b. Identify potential movement patterns of target users (patients, residents, doctors, families) within the District, understanding that they may arrive at the District with no additional transportation.
- c. Identify available land for transit-oriented development, and identify connections to existing and proposed modes of intra-District transportation which may include CATS buses, surface shuttles to the hospitals and malls, a future Gondola system, Baton Rouge Bike Share, tram service, and other ground options.
- d. Assess the health needs of the individuals and families that will access the health district via rail. Ensure easy access to various destinations within the District and off-site (Woman's Hospital), especially if that requires another mode of transportation.

- **Task 2: Station Conceptual Plan**

Develop a conceptual plan, including architectural renderings for a passenger rail station and parking facilities that will connect to the Downtown Terminus Station and serve the inter-city passenger rail service between Baton Rouge and New Orleans and any future long distance passenger rail service. The plan should include the following:

- a. Provide connections to existing and proposed intra-district transportation, and to sidewalks, bike paths and trails.
  - b. Determine what type of facility will best serve the needs of the District, and the services needed for the station, to make recommendations on what should be included in the new facility. The ease with which the station can be used for potential evacuation of the district should also be considered. Determine who will own, operate, lease, and maintain the facility. Work in accordance to US DOT and FRA guidelines that affect passenger station design features.
  - c. Develop a conceptual plan and architectural drawings for parking facilities and a Bike Share station. Parking should be planned for hundreds of vehicles since passengers will leave their vehicles there for day and overnight trips. Determine the feasibility of including retail spaces and structured parking that may also serve as the CATS transportation hub.
  - d. Prepare a design layout and topographic survey that will identify the footprint of the new station building, platform, parking facility, including a map of utilities and a drainage study.
- **Task 3: Implementation Plan**  
Prepare an Implementation Phasing Plan with a comprehensive financial plan that identifies sources of funding for the construction and operation of the facility and examines creative opportunities to leverage funding. The implementation plan should include the following:
    - a. Develop a phasing plan to implement the conceptual plans, complete with specific recommendations on new policies, policy changes, short- and long-term investments, and the identification of responsible parties.
    - b. Develop preliminary cost estimates for construction and identify opportunities for public-private partnerships to fund the construction of the multi-modal facility.
    - c. Prepare an Action Plan that will include priority land acquisition, if necessary, capital, operating, and maintenance cost estimates for the station facilities.

**SUBURBAN HEALTH DISTRICT STATION DELIVERABLES**

- Draft Suburban Station Area Planning Study
- Final Suburban Station Area Planning Study

**IV. SUBMISSION DETAILS**

**Contract Deliverables**

The final deliverables should include, but are not limited to:

1. Ten (10) hard copies of the Master Plan document
2. One (1) digital copy of the Master Plan document
3. One (1) unbound Master Plan document for purposes of reproduction, if necessary
4. High resolution digital image files to link to the RDA website for the purpose of marketing the plan
5. One (1) digital and ten (10) hard copies of the Implementation Plan, identifying responsible implementers, financing matrix and cost estimates of prioritized capital improvements which are deemed critical to the success of the plan as well as other important improvements
6. All digital files delivered in a print-ready and PDF format. All necessary maps delivered in an appropriate, workable medium (GIS, AutoCAD, etc.)

**Deadline for RFP Submissions**

Proposal packets must be received no later than **5:00 pm CDT on September 22, 2017**. Packages must be mailed or hand delivered to: East Baton Rouge Redevelopment Authority, Attn: Tara Titone, 801 North Blvd., Suite 200 Baton Rouge, LA 70802.

## **Submission Requirements**

Applicants shall submit ten (10) printed, identical copies of a thoughtful, clear and well-organized package that demonstrates the required Evaluation Criteria and includes the following items:

1. Statement of Interest: Provide a statement of interest for the project. The letter, written on the firm's letterhead, shall cite the individual who will be the primary point of contact to the RDA for matters relating to the Proposal and shall be signed by an individual with the authority to commit the firm to the project. The letter shall include a narrative description of the strengths brought by each team component. The letter should also include full contact information (name, address, phone, email).
2. Experience and Expertise: Include qualifications and experience of only those team members who will be assigned to the project. Provide resumes that note the experience and expertise of the principals and key professional members of the consultant team that will be involved in the project. Highlight their experience with similar projects and specific planning issues relevant to this project. Provide the number of years members have worked with the lead firm and/or other years of experience.
3. Project Team Organizational Chart: Outline roles of the lead firm and each consultant firm or individual. Describe the proposed project assignments and system/structure of authority and communication for principals and key professional members of the lead firm and sub-consultant(s). Indicate the estimated percent of time these individuals will be involved in the project. Consultant teams submitting Proposals should be composed of experts from multiple disciplines, capable of integrating all elements of a Master Plan.
4. Representative Projects: List a maximum of three (3) projects performed by the lead firm that are most similar and relevant to this project completed within the last five (5) years. List the projects in priority order, beginning with the most related project. Include at least one project that has been or is being implemented. Provide the following information for each project listed:
  - a. Summary of the proposed project start dates and end dates and the actual start and end dates, with reasons for extensions if any;
  - b. Summary of the proposed project budget and the actual project budget with reasons for increases if any; and
  - c. Current stage of implementation.
  - d. Enclosure of a comparable Master Plan created by the lead applicant firm(s) that has been implemented is encouraged, but not required. The sample plan may be submitted on a compact disc.
5. References: Provide references for the projects listed in response to the Representative Projects section. The references shall include:
  - a. Owner's name, owner's representative who served as the day-to-day liaison during planning, design, and construction of the project, and the owner representative's current phone number.
6. Proposed Timeline: Include a timeline. Additionally, state the firm's and/or team's present workload.
7. Cost Proposal: Include a cost proposal, including a statement that a budget, not to exceed \$450,000, is sufficient for the level of work anticipated.

The RDA will not accept any packets that are delivered by facsimile or electronic mail. Late packets will be returned to the respondent. The RDA reserves the right to accept or reject proposals that do not contain all elements and information requested in this document.

## **V. PROJECT OVERSIGHT**

### **Point-of-Contact**

Respondents shall restrict all contact and questions regarding this RFP and selection process to the individual named herein. Questions concerning terms, conditions and technical specifications shall be directed in writing



to: East Baton Rouge Redevelopment Authority, Attn: **Tara Titone**, Director, 801 North Blvd., Suite 200 Baton Rouge, LA 70802 OR via email at **ttitone@ebrra.org**.

Respondents and their agents are strictly prohibited from lobbying the Selection Committee members, RDA staff, Southern Rail Commission, Baton Rouge Area Foundation, Center for Planning Excellence, and the RDA Board of Commissioners at any time during the application and selection process. Failure to comply with this clause shall be grounds for rejection of their RFP.

## **VI. SELECTION PROCESS**

### **Proposal-Based Selection Process**

Professional services are procured in accordance with Federal and Louisiana law and regulations. Selection of the most advantageous respondent will be made on the basis of demonstrated competence and qualifications, as well as cost, determined by the RDA, based upon the proposal submitted in response to this RFP, any supplement requested by the RDA, and any subsequent meetings with finalists.

### **Selection Committee**

A Selection Committee comprised of 6-10 members will review, discuss, score the content of the proposal submissions, and submit recommendations to the RDA Board of Commissioners for presentations. The RDA Board of Commissioners will make the final selection based on the recommendations of the Selection Committee and their own assessment of the proposals of the firms. The Selection Committee will dissolve upon the approval of a consultant team.

### **Evaluation of Proposals**

The RDA will organize the Selection Committee whose process will be facilitated by the RDA. The Selection Committee will review and score all responsive submittals and create a "short list" of recommendations from that process. The short listed firms will then be invited to give oral presentations to the RDA Board of Commissioners. The RDA Board of Commissioners will then score each presenting firm based on its qualifications and presentation, and a final selection will be made based upon those scores. Upon receiving responses to this RFP, the RDA may, in its sole discretion, elect to proceed in any of the following, or possibly other, directions:

- The Board may opt to select a single team, without going to a second round "short list" process, and negotiate the terms of a transaction with that team.
- The Board may opt to reject any or all proposals.
- The RDA reserves the right to accept or deny specific team members and may require the lead firm to re-select team members based on the Selection Committee recommendation.
- The Board reserves the right to negotiate with one or more teams during the selection process to refine a team's concept.
- The Board reserves the right to recommend that two or more teams consider forming a partnership, if in the Board's judgment such a partnership would be conducive to achieving the Board's goals for this project.

All meetings of the Selection Committee and RDA Board are public; the RDA's decision regarding which team to select for the project will occur in a public hearing; likewise, any interviews that the RDA Board conducts will be public. All responses to this RFP are public records and may be reviewed by any member of the public.

Firms will be notified of a final selection by **October 30, 2017**.

## Evaluation Criteria

The Selection Committee will evaluate submissions based on the below criteria and the required Submission Requirements numbered 1-7 in this document. An award will be made to the responsible firm whose proposal is best suited to the requirements set forth herein.

Consultants should demonstrate knowledge and experience in the following areas, which will be scored accordingly:

1. Basic knowledge of the City of Baton Rouge and East Baton Rouge Parish, familiarity of neighborhood and local growth/decline issues, as well as an understanding of current plans for the City of Baton Rouge and East Baton Rouge Parish (10 points max.).
2. Experience in working with regional agencies, rail authorities, Federal Railroad Administration and other agencies, as applicable (5 points max.).
3. Familiarity with TOD, multimodal land use/transportation integration policy development and environmental regulatory compliance (10 points max.).
4. Specialized experience in creating similar types of planning projects that utilize commercial and residential market analysis and support Smart Growth/Quality Growth principles, and the ability to undergo the required technical studies (15 points max.).
5. Demonstrated experience in the successful implementation of TOD projects within similar communities and an understanding of the public-private financing necessary for infrastructure improvements (15 points max.).
6. Proposed design approach for project(s) and schedule for completion (20 points max.).
7. Plan for consensus building and stakeholder engagement that solicits information and provides opportunities for public input and collaboration (10 points max.).
8. Level of DBE and/or WMBE participation (5 points max.).
9. Cost estimate within allowable budget, competitive with industry standards, and provides greatest value to the RDA in terms of service and qualifications (10 points max.).

Total points possible = 100

## Post Selection

Upon notification of selection, the successful respondent is required to execute and deliver a contract within two weeks of notification. If the successful respondent is unwilling or unable to execute the agreement as required by the RFP, or if the RDA in its sole discretion determines that negotiations during the contract negotiation phase are not progressing in a satisfactory and timely manner, the RDA reserves the right to terminate negotiations with the selected developer team. Should this occur, the RDA would then either work with the second ranked team, re-release the project for bid, or decide to not pursue the project further.

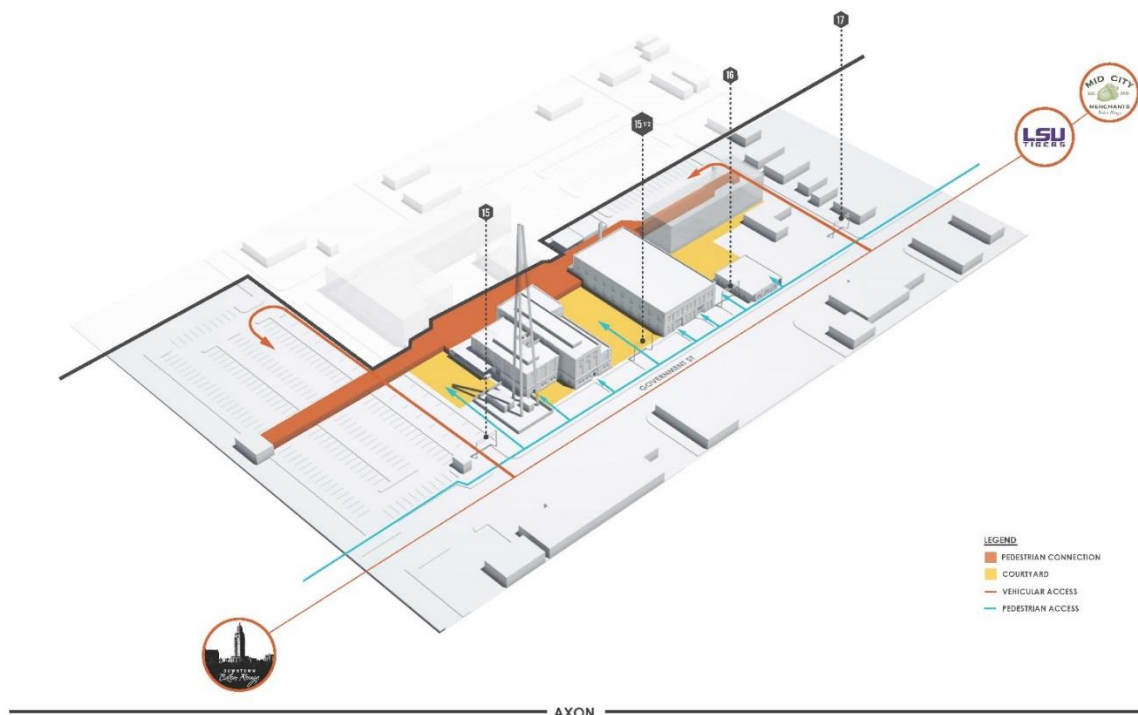
## Timeline

The following dates are intended to provide a guideline for this process, and are subject to change.

- RFP available **August 17, 2017**
- A pre-response conference call will take place at **9:30 am CDT, August 30, 2017**. To participate in the conference call, please e-mail Tara Titone at [ttitone@ebrra.org](mailto:ttitone@ebrra.org) for details and a phone number.
- **Deadline for Proposals is 5:00 pm CDT, September 22, 2017**
- RFP Review/ Short list announced (**Week of October 2, 2017**)
- Short listed firm presentations to RDA Board (**Week of October 16, 2017**)
- Contract awarded and Notice to Proceed (**Week of October 30, 2017**)
- Planning studies complete (**December 2018**)

All dates in the RFP are subject to change at the discretion of the RDA and notice of any changes will be provided to all respondents. Expenses incurred by the respondents in replying to the RFP or in making any appearance before the Selection Committee are the respondents' responsibility alone. There will be no compensation for these expenses provided by the RDA.

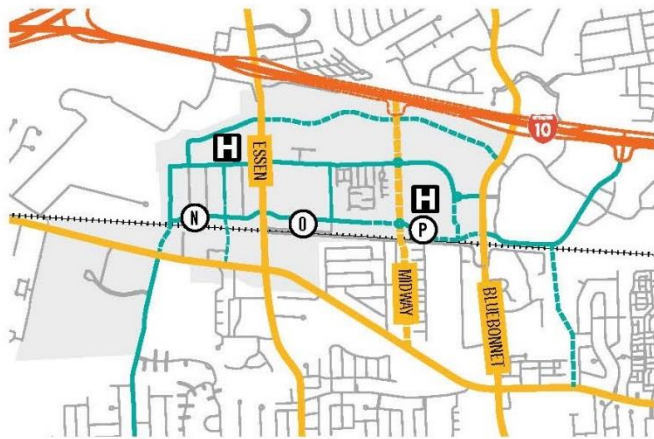
## Downtown Baton Rouge Station Focus Area



The above schematic drawings depict the Electric Depot development on the RDA’s former Entergy Site. The development plan anticipates many multi-modal connections to the site and envisions a strong westward connection to the future Downtown rail station site. The Downtown Rail Station focus area is loosely bound by Government Street to the south, North Blvd. to the north, S. 13<sup>th</sup> St. to the west and S. 16<sup>th</sup> St. to the east. While it has been assumed that the station would be located on the west side of the existing railroad tracks, it could be located east of the tracks or on the south side of Government Street.

## Suburban Health District Station Focus Area

### 15 BRHD Multi-modal Passenger Terminal Location Options

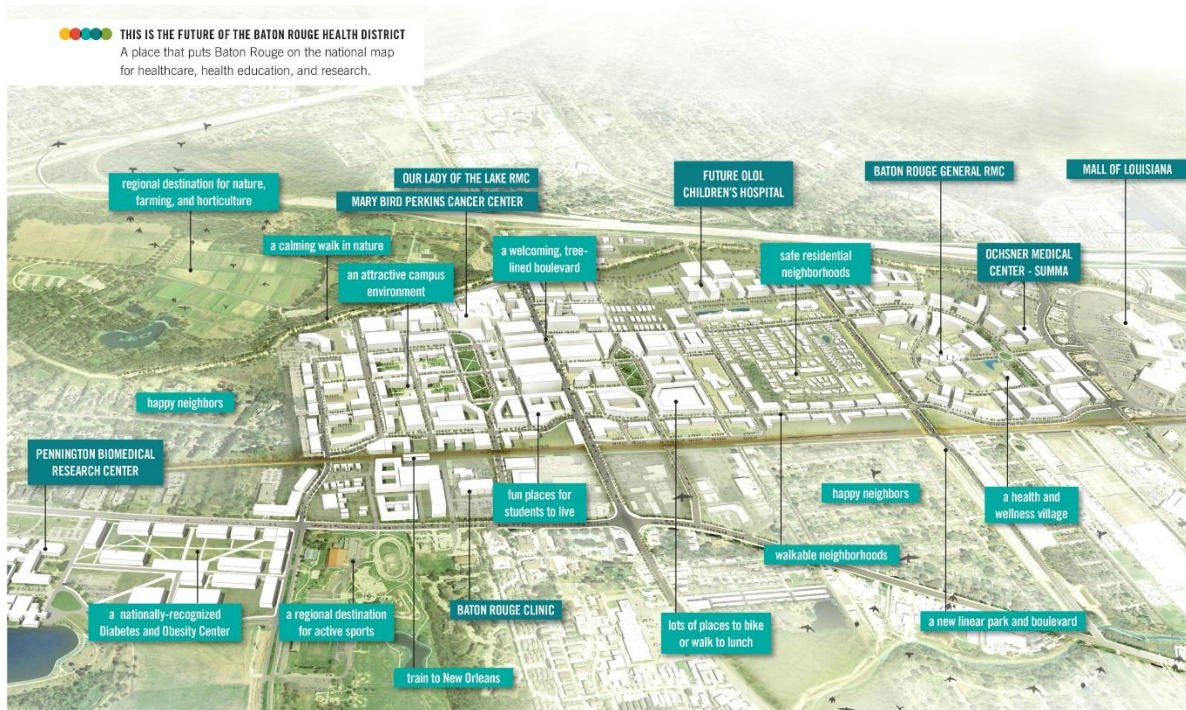


#### Transit Station Location

(N) West of Essen Lane

(O) East of Essen Lane

(P) East of Midway Blvd



The above maps, created as part of the Health District Master Plan, depict options for multi-modal transit station locations. Alternate preferred station locations may be recommended based upon further study and analysis.

<sup>i</sup> The Southern Rail Commission is an interstate compact (97<sup>th</sup> Congress adopted P.L 97-213), comprised of representatives from Louisiana, Mississippi, and Alabama, established to engage and inform public and private rail interests to support rail initiatives in the southeast. Their mission is to promote the safe, reliable and efficient movement of people and goods along rail corridors to enhance economic development, provide transportation choices, and facilitate emergency evacuation routes.

<sup>ii</sup> The Super Region Rail Authority is a formal collaboration of local governments that empowers the region to pursue, finance and operate its rail and transportation priorities in coordination with state, regional and municipal entities.