

Port of Baltimore Rail Analysis Study RFQ

Responses to Questions

January 31, 2011

1. What is the basis for the geographic boundary/radius? Should we assume it to be the MIZOD?

BMC is looking for an inventory of all active and inactive rail-served properties around the Port of Baltimore including properties inside and outside the MIZOD. Properties outside the MIZOD should be specifically noted. Depending on the number of properties, their location, available information, access, and available resources, all of them may not be subject to the same degree of analysis in subsequent tasks.

2. In regard to track inspection, how much detail is required for the inspection? To understand the bearing capacity of the subgrade in terms of tonnage, is a geotech analysis more than what you may be looking for? Are structure inspections required for load ratings? For estimated costs of upgrades, how detailed an estimate should we provide to BMC?

BMC does not expect a geotechnical analysis at this stage of the study. Track condition can be differentiated to only include active/inactive, or in service/out of service, and then, where possible, drill down to excellent/good/fair/poor condition (based on quality of ties and bolts, not necessarily drainage, unless it is clearly observable in some areas). The condition could be based on whether they can handle 286 kips cars or 263 kips (owner or rail carrier should be able to provide this information).

3. Access to certain properties for track inspections, especially unused properties that are fenced and locked, may be a problem if owners cannot be reached in a timely manner. Access to freight railroad rights-of-way requires right-of-entry permits which sometimes require more than a month to obtain. Will the BMC assist with contacting property owners and railroads to help expedite the contact and access process?

BMC does not anticipate track or site inspections requiring right-of-entry permits at this stage of the study under this contract. BMC and the stakeholder group will assist with contacting property owners and railroads as needed for information but does not expect consultants to access private properties.

4. Assessment of non-rail-served properties as potential candidates for future rail service will also require access to railroad rights-of-way in order to quickly assess sites. If, under Task 2, we identify a site as a potential candidate for rail service, how detailed an assessment of each site is BMC expecting?

BMC is looking for a subjective assessment of candidate sites, for future rail service using all available sources of data that can be accessed without rights-of-way permits.

5. For the cost estimates is BMC looking for cost in 2011 dollars?

Yes

6. In the Task 3 Opportunities Analysis, is BMC looking for a qualitative discussion or a financial or market analysis?

BMC is looking for a qualitative analysis to enhance freight rail opportunities based on the information available with some financial and market analysis to guide future studies.

7. In the Task 3 Opportunities Analysis, it is stated that “certain locations may be better suited for rail than others”. In areas where this may be introducing a possible environmental impact or relocation how much discussion is BMC looking for?

BMC does not anticipate an extensive discussion on environmental impacts at this stage of the study. However, those properties that could have potential environmental impacts should be identified under Task 2.

8. In what format should we provide our résumés?

Resumes should be part of the technical proposal and limited to no more than 5 pages for each staff member identified as key staff.

9. Our experience in projects such as this, and our interpretation of the task descriptions provided in the RFQ, indicates a level of detail which we anticipate could exceed the 3 – 4-month schedule shown in the RFQ. Based on the schedule as defined in the RFQ, is BMC is looking for a more general electronic database and narrative within the published project schedule rather than a more detailed investigation of the elements of each task.

Yes

10. Is there a budget figure that has been earmarked for this study?

BMC has limited funding available for this study (< \$100,000) for this Fiscal Year.

11. What is the technology base for the existing Council GIS data base?

BMC uses ARCGIS 9.3.1 and plans to upgrade to ARCGIS 10 in the near future. For database design, BMC suggests utilizing ARCGIS Personal or File geodatabases to be included in ARCSDE. Respondents **should** make recommendations on the best approach to developing the database that can be used by all the stakeholders, **including read-only public access.**

12. Does that base include existing rail lines that would be the subject of this study?

BMC base map includes locations of some existing rail lines in the Baltimore Region.

13. How many miles of rail lines would need to be mapped?

BMC is looking for a matrix of rail served properties (Task 2)

14. According to the two data bases included in the listing of the RFP, there are approximately 180 properties. Are there others or is this the extent of the properties to be mapped?

The two databases included with the RFP are examples of the types of data that BMC can provide. Ultimately, the database should include as many locations as possible within the proposed boundary.

15. Would this railroad GIS data base be independent of the BMC's GIS or would it need to be a part of it, or does it matter?

It is not expected that this database will initially be a part of any existing GIS but should be developed with the ultimate goal of integrating with a regional and/or statewide GIS.

16. Is it correct to conclude that interested firms are not expected to describe their technical approach to the work?

Since this is a Request for Qualifications (RFQ), BMC is looking for experience and qualifications on similar projects. However, interested firms can briefly describe their technical approach to each task under Project Management.

17. Can you elaborate on the depth of analysis anticipated/expected under Task 3? The RFQ appears to imply that no significant numerical analysis (e.g., benefit cost assessments) will be included.

See response to Question 6.

18. Does BMC or BRTB have a sense of the geographic scope of the initiative? Is the intent to look at all potential properties in Baltimore City and in each of the five counties encompassed within the BRTB?

See response to Question 1.

19. This assignment would appear to be an initial step in a much larger effort to explore rail freight opportunities in the BRTB region. Is that the case? Is there any precursor work published that would provide additional context?

BMC is working with MDOT to explore rail freight opportunities in the BRTB region, and this study may lead to future opportunities to better understand, assess and improve rail in the region. The Statewide Freight Plan on MDOT's website could be used for additional context.

20. Has (or will) BMC or BRTB defined a project budget for this work?

See response to Question 10.

21. Will there TWIC (Transportation Worker Identification Credential) or other TSA clearance requirements for those working on the Rail Analysis Study?

No