



CORE MPO Regional Freight Transportation Plan Update RFP

Chatham County – Savannah Metropolitan Planning Commission

110 East State STREET, P. O. BOX 8246
 SAVANNAH, GEORGIA 31412-8246
 Phone 912-651-1440,
www.thempc.org

Date: November 1, 2021

<p>REQUEST FOR PROPOSALS RFP NO. 20211 PI NO. Pending</p>	<p>Qualified proposers are invited to submit sealed proposals, subject to conditions and instructions as specified, for the furnishing of:</p> <p style="text-align: center;">CORE MPO Regional Freight Transportation Plan Update</p> <p>All proposers must be prequalified by the Georgia Department of Transportation (GDOT).</p>
<p>GENERAL SCOPE</p>	<p>Chatham County – Savannah Metropolitan Planning Commission (MPC) on behalf of the Coastal Region Metropolitan Planning Organization (CORE MPO) is requesting proposals to conduct the CORE MPO Regional Freight Transportation Plan Update for the Savannah Metropolitan Statistical Area which includes Chatham, Bryan and Effingham Counties. Taking advantage of new data, the updated freight plan will include both policy and infrastructure recommendations which will feed into and support the development of the CORE MPO’s 2050 Metropolitan Transportation Plan (MTP). The scope of the Regional Freight Transportation Plan Update will include but is not limited to the following.</p> <ul style="list-style-type: none"> • Project Management and Coordination • Freight Needs Assessment and Analysis <ul style="list-style-type: none"> o Update the Existing Freight Network and Asset Inventory o Update the Existing and Future Freight and Goods Movement Assessment o Update the Freight Performance Measures o Update the Forecasting of Future Freight Growth o Update the Regional Freight Profiles and Assessment o Update the Freight Network Bottleneck, and Safety and Security Issues o Conduct a Truck Parking Inventory and Analysis o Investigate Truck Restrictions o Evaluate Freight Impacts from Emergencies and Conduct Freight Resiliency Analysis o Conduct Freight Needs Assessment • Land Use Assessment and Analysis <ul style="list-style-type: none"> o Conduct an Assessment and Analysis of Land Use Policies and Local Decision-making within Regional Freight and Goods Movement Context o Conduct an Assessment of Freight and Goods Movement Impact on Land Use in the region • Update the Economic Development Market Assessment for Freight • Update the Environmental and Community Impact Scan and Analysis for Freight • Develop Recommendations for Future Land Uses Related to Freight and Goods Movement Needs and Forecasts • Develop Final Recommendations for Freight Infrastructure Improvements - Identification of Improvements, Strategies, and Solutions • Develop the Final Report and Documentation – Freight, Goods, and Services Plan



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DUE DATE	<p>December 3, 2021 - 5:00 PM (Eastern)</p> <p>Proposals must be received, and date/time stamped on or before the due date by the MPC, located at 110 East State Street, Savannah, Georgia, 31401. Late submissions shall not be accepted.</p>
INSTRUCTIONS TO OBTAIN RFP SPECIFICATIONS	<p style="text-align: center;"><u>THIS SHEET DOES NOT REPRESENT RFP SPECIFICATIONS</u></p> <p>If interested in receiving a complete copy of the specifications, please go to our website at https://www.thempc.org/Core/RFP2021. To receive RFP specifications by mail, please complete the information below and mail to MPC, Attn: Sally Helm, Administrative Assistant.</p> <p>FedEx Acct# _____ UPS Acct# _____</p> <hr/> <p>Company Name _____ Attention of: _____</p> <hr/> <p>Complete Mailing or Delivery Address _____</p> <hr/> <p>Email _____ Phone Number _____ Fax Number _____</p> <p>Specifications may also be picked up from the MPC's offices between 8:30 AM – 5:00 PM, Monday – Friday.</p>



CORE MPO Regional Freight Transportation Plan Update RFP

Communication Once RFP has been Issued

All questions, clarifications and communication concerning this solicitation shall be submitted in writing via e-mail to the Executive Director of the MPC (hereafter referenced as EXECUTIVE DIRECTOR). MPC will not orally or telephonically address any question or clarification regarding specifications or procedures. If a Proposer visits or calls MPC with such questions, he or she will be instructed to submit the questions in writing.

All contact concerning this solicitation unless otherwise directed shall be made through the EXECUTIVE DIRECTOR. Firms shall not contact department heads with questions about the solicitation. You must submit the written question to the EXECUTIVE DIRECTOR through Sally Helm at helms@thempc.org. If it is necessary that a technical question be addressed, the EXECUTIVE DIRECTOR will place an addendum containing all questions and a written response on the MPC's website, <https://www.thempc.org/Core/RFP2021>. The EXECUTIVE DIRECTOR will not respond individually to questions.

If it becomes necessary to revise any part of this solicitation, a written addendum will be posted on the website. It is the responsibility of each firm to review the MPC website for any new information that is posted.

The MPC is not bound by any oral representations, clarifications, or changes made to the written specifications by MPC staff, unless such clarification or change is provided in written addendum posted on the website from the EXECUTIVE DIRECTOR.

Any request by firms after a solicitation has been opened and pending award must also be submitted in writing to the EXECUTIVE DIRECTOR.



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CHATHAM COUNTY – SAVANNAH METROPOLITAN PLANNING COMMISSION QUESTIONS/CLARIFICATION FORM

DATE: _____

TO: EXECUTIVE DIRECTOR, through
Sally Helm, Administrative Assistant
Email helms@thempc.org

RE: RFP NO. 20211
CORE MPO Regional Freight Transportation Plan

.....
I have the following concerns/questions about the specifications:

(Add additional pages as necessary)

From:

Company Name Website

Representative Email Address

Complete Address City State Zip Code

Telephone Number Fax Number



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CHATHAM COUNTY – SAVANNAH METROPOLITAN PLANNING COMMISSION GENERAL PROVISIONS FOR REQUEST FOR PROPOSALS

CORE MPO Regional Freight Transportation Plan Update RFP

Chatham County – Savannah Metropolitan Planning Commission (MPC) on behalf of the Coastal Region Metropolitan Planning Organization (CORE MPO) is requesting proposals to update the Regional Freight Transportation Plan. Proposer must be a prequalified firm with the Georgia Department of Transportation (GDOT).

The MPC intends to award a contract for work by the end of March 2022 with a completion date of no later than October 31, 2023. MPC anticipates that available funds for the project will be no more than \$300,000. Any contract award for this project is contingent upon MPC receiving the adequate funds from the Georgia Department of Transportation (GDOT).

A. PROPOSAL SUBMITTAL DATE:

All consulting services will be procured through the use of competitive sealed proposals. **THE SEALED PROPOSALS ARE DUE at the location below on: DECEMBER 3, 2021, NO LATER THAN 5:00 PM (Eastern Time).** *Submit five (5) paper copies of the proposal and one (1) electronic copy in PDF format.* For proper identification, the firm's complete name and address shall appear on the exterior of the proposal package.

The proposal shall be hand delivered or mailed to the following:

Chatham County – Savannah Metropolitan Planning Commission
RE: RFP No. 20211, CORE MPO Regional Freight Transportation Plan
Update

Mail: P.O. Box 8246
Savannah, Georgia 31412-8246

Deliver: 110 East State Street
Savannah, Georgia 31401

If the proposal does not reach the MPC on or before December 3, 2021 at 5:00 PM, the proposal shall not be considered and shall be returned to the firm unopened. It is the firm's responsibility to ensure the proposal is mailed or delivered and received by the due date



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and time. The MPC shall not be held responsible for proposals delayed by the US Mail or any other courier.

The MPC shall not be held liable for any expenses incurred by the Proposer in preparing and submitting its proposal and/or attendance at any presentations, final contract negotiations or applicable site visits. **The MPC reserves the right to award this project or to reject any and all proposals; whichever is in the best interest of the MPC.**

B. RECEIPT OF PROPOSALS:

Unless otherwise stated in the technical specifications of the RFP, the MPC will accept one, and only one, proposal per firm. In the event a team of firms is entering into a joint venture to respond to the RFP, one firm shall be named the prime contractor and the proposal shall be submitted in the name of the prime contractor. All correspondence concerning the RFP will be between MPC and the prime contractor.

C. SUBCONTRACTING:

Should the firm intend to subcontract all, or any part, of the work specified, name(s) and address(es) of subcontractor(s) must be provided in the proposal response. The firm shall be responsible for all subcontractors' full compliance with the requirements of the RFP specifications. If awarded the contract, payments will only be made to the firms submitting the proposal. **The MPC shall not be responsible for payments to subcontractors.**

D. QUESTIONS ABOUT THE RFP:

Communication concerning any proposal currently advertised must take place in writing and addressed to the EXECUTIVE DIRECTOR. For more information, please see page titled "Communication Once RFP has been Issued" within this solicitation package.

E. PUBLIC INFORMATION:

All information and materials submitted will become the property of the MPC; and shall be subject to the provisions of the Georgia open records law. If awarded the contract, applicable sections of the proposal submission will be included as part of the contract documents and filed, as public record, with the MPC.

F. ADDENDA:

The firm shall include acknowledgment of receipt of addenda (if any) in their sealed proposal. The firm should include an initialed copy of each addendum in the proposal package. It is the firm's responsibility to contact MPC for copies of addenda if they receive the proposal document from any source other than the MPC.



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G. SELECTION PROCESS:

The members of the MPC Proposal Review Committee shall evaluate all proposals received based upon the criteria stated in the RFP. The Proposal Review Committee will consist of transportation planning professionals from the CORE MPO Technical Coordinating Committee (TCC) and the Economic Development and Freight Advisory Committee (EDFAC). Each Committee member shall grade each submitted proposal based upon the evaluation criteria. The Proposal Review Committee may recommend at least the three (3) highest ranked firms to the EXECUTIVE DIRECTOR to be invited to make presentations. The Proposal Review Committee will evaluate the firms' presentations and provide a final ranking and recommendation to the EXECUTIVE DIRECTOR.

H. NEGOTIATION:

After proposals have been evaluated, negotiations may begin with the highest ranked firm. To facilitate negotiations, the firm may be asked to submit detailed scope and fee proposals or hourly rates at the request of the Proposal Review Committee. The EXECUTIVE DIRECTOR shall consider the estimated value, scope, and complexity of the nature of services required. The EXECUTIVE DIRECTOR will negotiate a contract price with the highest ranked firm. Should such negotiations fail to reach an agreement, the EXECUTIVE DIRECTOR will close those negotiations and open negotiations with the next highest ranked firm. Should this process not yield an agreement, the EXECUTIVE DIRECTOR will begin negotiations with the third firm in order of their ranking. The EXECUTIVE DIRECTOR shall continue negotiations in accordance with this section until an agreement is reached with a qualified firm. If negotiations with the third firm does not yield an agreement, the EXECUTIVE DIRECTOR has the option to cancel the solicitation and reopen the RFP process.

I. CONTRACT AWARD:

Each proposal is received with the understanding that an acceptance in writing by the EXECUTIVE DIRECTOR of the offer to furnish any or all of the services and materials described will constitute an offer to enter into a contract between the firm and MPC. The negotiated contract shall bind the firm to furnish and deliver the services and materials quoted, at the prices stated and in accordance with the terms of said contract. The contract file shall contain all negotiation results and the basis on which the award is made.

After negotiations have resulted in an agreement with the highest ranked firm, a contract based on the negotiated terms will be drafted and submitted to the MPC's Planning Commission for approval and execution by all necessary parties.



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It is agreed that the successful firm will not assign, transfer, convey or otherwise dispose of the contract or its right, title or interest in or to the same, or any part thereof, without previous consent of the EXECUTIVE DIRECTOR.

J. NON-COLLUSION:

The firm declares that the proposal is not made in connection with any other firm submitting a proposal for the same commodity or commodities, and that the proposal is bona fide and is in all respects fair and without collusion or fraud.

K. INDEMNITY:

The successful firm agrees, by entering into a contract, to defend, indemnify and hold MPC harmless from any and all claims, liability, losses and causes of action arising from or under the contract.

The successful firm hereby agrees to indemnify, hold free and harmless the MPC, its agents, servants, employees, officers, directors and elected officials or any other person(s) against any loss or expense including attorneys' fees, by reason of any liability imposed by law upon MPC, except in cases of MPC's sole gross negligence, for damage because of bodily injury, including death at any time during the term of the contract sustained by any person or persons, on or account of damage to property arising out of or in the work performed under the contract. It is further understood and agreed that the firm shall (at the option of the MPC) defend the MPC with appropriate counsel and shall further bear all costs and expenses, including expenses of counsel, in the defense of any suit or legal action arising hereunder.

L. DISADVANTAGED BUSINESS ENTERPRISE CLAUSE:

Disadvantaged Business Enterprises (minority or woman owned businesses) (DBE) will be afforded full opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of race, color, creed, sex, or national origin in consideration for an award. The MPC expects firms to include disadvantaged business enterprises, minority business enterprises and woman owned business enterprises to be to the maximum extent practical and consistent with the efficient performance of MPC contracts. The Georgia Department of Transportation has an agency-wide DBE goal of 16%. This will be the targeted goal of the MPC for this project. The firms shall keep records adequate to permit a determination of compliance with this requirement. Firms shall also submit the attached Notice of Non-Discrimination and Proposed Schedule of M/WBE Participation found in Appendix III with their proposal.



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M. SPECIFICATION DESCRIPTIONS:

The specifications detailed herein represent the quality of equipment, goods or services required by the MPC. Whenever in this solicitation any particular process, service or equipment is indicated or specified by patent, proprietary or brand name of manufacturer/developer/inventor, such wording will be deemed to be used for the purpose of facilitating descriptions of the process, service or equipment desired by the MPC. It is not meant to eliminate offerors or restrict competition in any RFP process. Proposals that are equivalent or surpass stated specifications will be considered. Determination of equivalency shall rest solely with the MPC.

N. TAXES:

The MPC is exempt from State Retail Tax. The costs proposed for the RFP shall be exclusive of taxes. Tax Exemption No. 6541648-IV, GA Code Sec. 48-8-3, Federal ID No. 586005252.

O. DRUG-FREE WORKPLACE:

In compliance with Federal and State Drug Free Workplace Acts, the MPC has adopted a drug free Workplace Policy. Consequently, any firm providing goods or services to the MPC must comply with all applicable Federal and State Drug Free Workplace Acts.

P. FEDERAL, STATE, LOCAL LAWS:

All firms shall comply with all Federal, State and Local laws, ordinances, rules, and regulations relative to conducting business in Savannah, Georgia and performing the prescribed service. Ignorance on the part of the firm shall not, in any way, relieve the firm from responsibility for compliance with said laws and regulations or any of the provisions of these documents.

Q. INSURANCE:

All firms shall maintain, and if requested, show proof of insurance applicable for services described in these specifications under “General Requirements, Section II, Insurance” of this RFP.

R. TERMINATION OF CONTRACT:

- 1. Default:** If the firm refuses or fails to perform any of the provisions of the contract with such diligence as will ensure its completion within the time specified, or any extension thereof, or otherwise fails to timely satisfy the contract provisions, or commits any other substantial breach of the contract, the MPC may notify the firm



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in writing of the delay or nonperformance and if not cured within **ten (10) days** or any longer time specified in writing, the MPC may terminate the contract or such part of the contract as to which there has been delay or a failure to properly perform.

In the event of termination in whole or in part, MPC may procure similar supplies or services, from other sources, in a manner and upon terms deemed appropriate by MPC. The firm will continue performance of the contract to the extent it is not terminated and will be liable for excess costs incurred in procuring similar goods or services.

2. **Compensation:** Payment for completed supplies or services delivered and accepted by the MPC will be at the contract price. The MPC may withhold from amounts due the firm such sums as the MPC deems to be necessary to protect it against loss because of outstanding liens or claims of former lien holders and to reimburse MPC for the excess costs incurred in procuring similar goods and services.
3. **Excuse for Nonperformance or Delayed Performance:** Except with respect to defaults of subcontractors, the firm may not be held to in default by reason of any failure in performance of the contract in accordance with its terms (including any failure by the firm to make progress in the prosecution of the work thereunder which endangers such performance) if the firm has notified the EXECUTIVE DIRECTOR within 15 days after the cause of the delay and the failure arises out of causes such as: acts of God; acts of public enemy; acts of the MPC and any other governmental entity in its sovereign or contractual capacity; fires; floods; epidemics; quarantine restrictions; strikes or other labor disputes; freight embargoes; or unusually severe weather. If the failure to perform is caused by the failure of a subcontractor to perform or to make progress, and if such failure arises out of causes similar to those set forth above, the firm may not be deemed to be in default, unless the supplies or services to be furnished by the subcontractor was reasonably obtainable from other sources in sufficient time to permit the contractor to meet the contract requirements.

Upon request of the firm, the MPC shall ascertain the facts and extent of such failure, and, if the MPC determines that any failure to perform was occasioned by anyone or more of the excusable causes, and that, but for the excusable cause, the firm's progress and performance would have met the terms of the contract, the delivery schedule may be revised accordingly.

S. **TIME FOR CONSIDERATION:**

Due to the evaluation process, proposals must remain in effect for at least **90 days** after date of receipt.



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T. REQUEST FOR EVALUATION RESULTS:

In compliance with the Georgia Open Records Act, proposals submitted, and evaluation results cannot be disclosed until after the award of the contract. After contract award, firms desiring to review documents relevant to the RFP evaluation results will be afforded an opportunity to do so by appointment.

NOTICE TO PROPOSERS

The MPC prohibits any business that is owned by any member of the Planning Commission, employs a Planning Commission member, or staff, or any business in which any member of the Planning Commission has a substantial financial interest from submitting a proposal for goods or services to the MPC.

Likewise, no business which is owned by any member of any board, authority or commission, subordinate or independent entity, or any business in which any member of any board, authority or commission, subordinate or independent entity has substantial pecuniary interest may submit a proposal to MPC if such proposal pertains to the board, authority, or commission.



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REQUEST FOR PROPOSALS PROJECT SCOPE CORE MPO Regional Freight Transportation Plan Update RFP NO. 20211 PI# Pending

Background

The CORE MPO's metropolitan planning area includes the 4th largest container port in the USA and is a significant gateway for freight movement in the Southeast. The freight flows through the Savannah region have a substantial impact on the local, regional, and state economy. Much of this economy is connected with the Port of Savannah, with imports and exports flowing through this deep-water seaport. Import and export commodities benefit from the access to other modes such as freight rail and highway due to the presence of intermodal facilities and warehousing and distribution centers in the Savannah region. Chatham County, as the center of the Savannah MSA, is also home to a substantial manufacturing industry which is able to take advantage of local and imported resources to create and ship a diverse portfolio of finished products to clients around the globe. As an integrated economic development region, Bryan County and Effingham County provide human capital and services for freight-related industries.

With the rapid development of the Port of Savannah, the thriving economy of the Savannah region, and intense freight movement between Savannah and Atlanta, it is highly important to develop a comprehensive freight plan to document freight goods movements, modes, trends and the freight impacts on the transportation network, land use and economy in the region.

The current CORE MPO Freight Transportation Plan was completed in December 2015. Since then, the Port of Savannah has experienced unprecedented growth; the Savannah River Deepening project has taken place and is nearing completion; intermodal facilities have been built; significant amounts of warehouses have been constructed or are under construction; various freight corridors are either under construction, are going into construction in the near future, or are being planned for implementation; and COVID-19 has put tremendous pressure on freight movements and infrastructure. It is time to update the CORE MPO Regional Freight Transportation Plan to reflect the changes and project what is needed in the future.

The CORE MPO Regional Freight Transportation Plan Update will take place in the State of Georgia's Fiscal Years 2022, 2023 and 2024. The project's expected start date is April 1, 2022, and the expected completion date is October 31, 2023. Taking advantage of new data, the updated regional freight plan needs to include both policy and infrastructure recommendations which will feed into and support the development of the CORE MPO's 2050 MTP. Additionally, it is expected that the level of service and congestion analysis conducted on the regional freight network will support and inform the CORE MPO's Congestion Management Process update, which will be conducted concurrently by the MPO as a separate project.

The work to be accomplished is divided into various tasks with several subtasks. The selected consultant team will provide the work to the CORE MPO under the direction of the Economic Development and Freight Advisory Committee (EDFAC).



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Task 1. Project Management and Coordination

This section briefly describes the general management approach and project coordination for the CORE MPO Regional Freight Transportation Plan update.

Project Management Plan - A Project Management Plan (PMP) needs to be prepared at the start of the project to identify work organization, program, outreach plan, responsibilities, coordination and communication procedures, team meetings, document format, report format, technical memorandum schedules, graphic production standards, and other important operational information pertaining to the team activities.

Project Schedule - The study team needs to develop a detailed project schedule which will be used to manage and disseminate project progress within the team and to CORE MPO. The schedule will indicate tasks, subtasks, critical dates, milestones, deliverables, and review requirements.

Quality Assurance/Quality Control Program – The study team shall develop a formal approach to quality management to ensure all products meet the high standards of quality and scope attainment.

Progress Reports - The PMP needs to outline the timing and format for progress reports. At a minimum, it will include:

- Activities, ongoing or completed, during the reporting period;
- Activities planned for the following month;
- Problems encountered and actions to remedy them; and
- Overall status, including a tabulation of percent complete by task, management schedule showing study progress, supporting documentation.

Project Meetings - The PMP needs to outline the timing of meetings with the CORE MPO Project Manager. The study team will produce the support material needed for the meetings, as well as taking all meeting notes, summarizing the discussions, and outlining decisions and action items.

Economic Development and Freight Advisory Committee - the study team will update the Regional Freight Transportation Plan under the guidance of and in coordination with CORE MPO's EDFAC.

Outreach Efforts – in addition to coordination with EDFAC, the study team will need to perform extensive outreach to the various freight stakeholders in the Savannah region, as outlined in a Public Outreach Plan. The Outreach Plan will identify all freight community groups and design the appropriate methods to get their input.

Project Coordination – the PMP needs to outline the coordination work expected with other ongoing freight related studies and projects including the GDOT Statewide Freight Plan Update, GDOT Statewide Air Cargo Study, GDOT Rail Crossing Safety Action Plan, other related GDOT studies, the SR 307 Corridor Study, the SR 21 Access Management Study, the MPO's Congestion Management Process update effort, planning efforts of the Georgia Ports Authority and the Savannah Airport Commission, freight planning efforts of the Hinesville MPO, MPC Comprehensive Plan, and Effingham Transportation Master Plan, etc.



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Task 2. Freight Needs Assessment and Analysis

Task 2.1 Update the Existing and Future Freight and Goods Movement Assessment

The study team should use available databases and reports as well as information obtained through stakeholder interview and involvement to update the Existing and Future Freight and Goods Movement Assessment. The study area will be the Savannah Metropolitan Statistical Area that includes Chatham, Bryan, and Effingham Counties. However, freight movements between the Savannah MSA and the Hinesville MPO's Freight Plan area as well as the neighboring South Carolina counties should be coordinated.

The commodity flow assessment will need to include a review and study of key modes, freight corridors, commodities, tonnage, value, and origins and destinations. The study team needs to convert the freight tonnage into truck and/or rail volumes.

The study should analyze Origin/Destination (OD) Data within the Freight Needs Assessment and Analysis framework. The study needs special attention on trucks going in and out of the Port at each gate of Garden City and Ocean Terminal and answer questions such as how many trips, where they are going, and what roads they take. A summary of the findings should be included in the deliverables of Task 2.1 as well as in the Subtask 2.4 as a part of the regional profiles.

The study should include a complete inventory of the major warehouses and distribution centers. Questions such as - which are the major ones, how many truck trips do they generate, how many are port-related, what are their O-D combinations, what roads are they taking, etc. – should be answered in this task. This may require an establishment survey. The TRB's NCHRP Report 739: Freight Generation and Land Use manual can be used as a reference. A summary of the findings should be included in the deliverables of Task 2.1 as well as in the Subtask 2.4 as a part of the regional profiles.

The study should collect information on the trains in and out of the port. Questions such as - how many trains, which tracks do they take, how long are they, what time of day, what rail crossings are impacted, etc. – should be answered from this task. A summary of the findings should be included in the deliverables of Task 2.1 as well as in the Subtask 2.4 as a part of the regional profiles.

Specific data to be used for the analysis should be listed with a price tag included. Information obtained through stakeholder involvement (input from EDFAC, industry survey results, etc.) will be used to validate and supplement the technical analysis.

Deliverables

The primary deliverable from this first step of Task 2 should be a technical memorandum detailing the process and framework, answers to all the raised questions as listed above, as well as the project dataset consisting of compiled information in both tabular and GIS format.

Cost – the cost for this task should include both the data cost and the cost for consultant work. CORE MPO is a member of the Eastern Transportation Coalition, which gives the MPO access to the disaggregated FAF 5 data. The free data from FAF 5 should be explored. If other data sources such as Transearch and ATRI are needed, the data purchase should be coordinated with the GDOT Freight Transportation Plan update efforts.



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Task 2.2 Update the Freight Performance Measures

The study team will outline what freight performance measures should be established for the system and what measures will be applied to each mode. In addition, the study team will outline what parameters will be measured and determine what tools and data are available to assess performance. The study team will also outline how the indicators will be sustained and maintained over the long term to measure performance of the region's freight infrastructure and components. Moreover, the freight planning performance measures should include monitoring and reporting on implemented short-, mid-, and long-range strategies that were identified to address freight movement in the region. This will provide an opportunity to measure effectiveness of identified strategies and feed into the Metropolitan Transportation Plan (MTP)/Transportation improvement Program (TIP)/Congestion Management Process (CMP).

Deliverables

The major deliverable shall be a technical memorandum that defines a set of performance measures that can be used to: 1) identify problems and needs, 2) identify the parameters and tools associated with each measure, and 3) identify how these measures can be used in the CORE MPO transportation planning process such as development and project evaluation of the MTP and the CMP.

Task 2.3. Update the Forecasting of Future Freight Growth

The study team should prepare current estimates of regional freight and goods movement and future forecasts for total freight volumes projected to be moved in, to, within, and through the Savannah region through the year 2050.

The study team will use the identified databases to estimate future trends, characteristics, and freight volumes by mode and commodity for the Savannah region. The forecast will address the questions like: how will goods in the Savannah region be moved in the future and what is the infrastructure needed to meet projected freight and goods movement growth?

The study team will forecast the amount of demand and the ability of the region's existing and future infrastructure to handle projected freight growth. Future infrastructure deficiencies and constraints will be determined based on forecast data for the major regional freight movements including highway, rail, air, and intermodal connectors. The forecast should include total freight volumes projected to be moved in, to, within, and through the region through the year 2050 by mode and commodity. The forecasted freight tonnage should be converted into truck and/or rail volumes to help identify current and future freight infrastructure needs. The study team will also identify emerging freight, goods, and services movement and activity centers in the region.

Deliverables

Forecast versions of the project dataset will be delivered and a technical memorandum prepared that recounts the assessment of present and projected commodity flow and depicts its implications for industry and infrastructure requirements. This will be accompanied by maps, corridor charts, and temporal graphs that aid and communicate the determination of findings.



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Task 2.4 Update the Regional Freight Profiles and Assessment

The study team will update the regional freight system profile and characteristics of existing functions including physical characteristics, operational characteristics, and market characteristics of the regional freight movement system based on new development since 2016.

The freight profiles will be on the regionally significant freight and goods system that support regional, state, national and international freight movement. The study team will identify and highlight priority freight, goods, and services movement corridors and networks in the region. The major elements include Highway System Freight Profile, Rail System Freight Profile, Air Cargo Freight Profile, Intermodal System Freight Profile, and Port System Profile.

Deliverables

A technical memo providing a regional, modal freight, and logistics profile supplemented by one page fact sheets for each of the modes and freight systems.

Task 2.5 Freight Network Congestion, Bottleneck, and Safety and Security Issues

The study team will assess and analyze existing and future congestion on priority truck routes such as the NHS and designated statewide freight corridors, and rail freight congestion, bottlenecks, and system deficiencies that impact freight and goods movement using the most up-to-date data. The analysis will include, but not be limited to: level of service, operational impediments, system “hot spots” of recurring congestion, substandard infrastructure that does not meet freight movement needs, lack of suitable access to freight facilities, and system gaps in the freight network. Specific strategies and solutions will be outlined to address the identified key freight, goods, and services movement congestion and bottlenecks, thus informing the CMP and the MTP.

The study team will identify and analyze freight movement safety “hot spots” or locations with high truck or rail related accidents in the region. Identified high-accident locations will be studied as to the potential conditions that contribute to truck or rail related crashes. Specific focus should be given to rail-roadway at-grade crossings in the region, geometric and design deficiencies, and operational issues. Specific strategies and solutions will be outlined to address the identified key freight, goods, and services movement safety “hot spots”. Particular attention will be given to freight safety and security issues.

The study team will explore truck-involved crash analyses. Related to safety, the team will also investigate and address safety topic for local (non-state route) roads serving trucks, cars, peds, and bikes.

The study team will identify truck congestion hotspots and reasons for the hotspots (vehicular traffic volume, turning radii at intersections, signal coordination, etc.) as well as mitigation methods. Analysis periods will be coordinated with the existing CMP and the ongoing CORE MPO CMP update to ensure consistency and to inform the CMP and the MTP to the maximum extent possible.

Since at-grade rail crossing safety is important especially with the growth in rail anticipated from the Port, the study team will perform the inventory of at-grade crossings and corresponding safety considerations, in coordination with GDOT Utility’s forthcoming rail crossing safety action plan.



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Deliverables

The updated Regional Freight Route Congestion, Bottleneck and Safety and Security Assessment and Analysis Section will be provided in a technical memorandum. The contents will focus on key issues, both existing and future.

Task 2.6 Truck Parking Inventory and Truck Restrictions

The study team will research and compile data to identify where parking for trucks is available and where the parking is missing, develop a truck parking inventory, and identify where the truck parking needs are in the Savannah region. The results should be mapped out in a GIS file. The study team should also work with the CORE MPO staff to incorporate the truck restrictions and provide supplemental information where needed.

Deliverables

A technical memorandum will be developed to outline the truck parking inventory, truck parking needs, as well as truck restrictions and implications. The memo should include data, maps, tables, and GIS files.

Cost – the cost for this task covers data needs and consultant work. If any data needs to be purchased, a price estimate needs to be included in the proposal.

Task 2.7 Freight Resiliency

This section should focus on resiliency as an important freight-related category. The study team will research and analyze impacts from emergencies such as COVID-19 on freight volumes and movements. The analysis should include matters such as how to respond to disruptions that occur at the port – both surges of freight traffic and impacts such as a port shutdown. The analysis should also consider other related resiliency factors including hurricane response, sea level rise (pivot off GDOT’s position www.trb.org/Main/Blurbs/182264.aspx), impacts of much higher-than-expected growth rates at the Port, other unexpected situations (e.g., what if Charleston Port has to shut down for some reason so all of that traffic comes into Savannah), etc.

Since this freight plan is looking out to 2050, the resiliency task should also provide an analysis on impacts of alternative truck fuels (electric and hydrogen), truck electrification benefits for environment, where to put fueling stations in the Savannah region, etc. The task should also look at the freight impacts from automated vehicles.

Deliverables

A technical memorandum outlining the research findings.

Task 2.8 Freight Needs Assessment

A Freight Needs Assessment will be prepared. This analysis shall use the work products from the previous tasks and consolidate these into a comprehensive report. The study team will develop a comprehensive needs assessment on the existing and future freight, goods and services movement characteristics and patterns within, from, to, and through the region.

The study team will describe and identify the needs for major goods and freight generators such as shipping, receiving, warehouses, and distribution centers within the region. The analysis will



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identify existing and future regional freight movement districts, corridors, routes and networks by mode and the varying roles they play in the movement of freight, goods, and services in the region.

The study team will report on existing and future freight movements and needs and facilities by category, mode of transportation, corridors used, and directions including both inbound and outbound movement.

The study team will identify the location of freight and goods facilities in the region (airports, rail yards, warehousing, distribution centers, industrial areas as well as other major freight generators). Results from the analysis will include commodity flow data and site descriptions provided in previous tasks.

The study team will identify and describe the characteristics of key regional freight and goods movement activities in the region by all modes. In addition, freight impacts will be identified and may include issues such as air quality, safety, environmental impacts, at-grade rail crossing delays, noise, and vibration issues.

For each corridor and network, total truck and rail traffic and volumes as well as other important information will be documented. The study team will identify and develop a priority freight network map describing freight movement in the region, including the identification of freight districts and corridors.

The study team will identify and describe parking locations and conditions for trucks, as well as the current and expected restrictions for truck travel.

The study team will identify and describe expected emergencies that might impact freight volumes and movements for all modes and develop a resiliency plan.

Deliverables

A technical memorandum will be developed to summarize the findings from the previous sections.

Task 3 Land Use Assessment and Analysis

The Freight Land Use task should include an analysis of the locations of warehouses and distribution centers, their impacts on local roads, how much growth is expected, updated comprehensive land use plan forecasting, where should new facilities be placed, and whether the road infrastructure (especially non-state routes and key intersections) - can handle anticipated growth and resilience.

The study team will conduct a detailed assessment and analysis of the impacts of local land use plans, policies and decision-making on freight and goods movement in the Savannah region, the impacts of freight and goods movement on existing land uses, and the role of local and regional comprehensive planning processes with regard to freight planning. Provide best practices for creating resilient corridors.

The assessment and analysis of the impacts of existing and future land use policies and local decision-making on freight and goods movement in the region shall include considerations of how local land use policies and regulations support or discourage freight activities and needs. Freight growth areas to experience land use planning challenges shall be identified and general strategies proposed to address issues.



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The assessment of the impact of freight and goods movement on land use will be conducted based on the inventory and technical work conducted in the needs assessment and market analysis, the identification of the physical location of existing and likely future concentrations of regional freight activities (districts and major corridors), and the local comprehensive plans and zoning regulations.

A general assessment will be conducted of existing and future land uses around these areas. Conclusions shall be drawn regarding if existing and future local land use policy supports or may lead to potential land use conflicts.

Task 3.1 Assessment and Analysis of Land Use Policies and Local Decision-making within Regional Freight and Goods Movement Context

The study team will analyze the locations of existing, ongoing, and planned warehouses and distribution centers; assess existing and proposed land use plans; and identify context related to freight and goods movement in the region. The study team will develop a series of land use related maps to identify the existing zoning, land use, and non-conforming land uses in the Savannah region. Also, the study team will work with the CORE MPO staff and EDFAC to develop thresholds for vacant or undeveloped parcels which could be available for future freight growth in the region. The study team will develop the land use related maps identifying the existing land use, existing zoning, existing non-conforming land uses, and identify tracts of vacant or undeveloped land in the study area and recommend best practice for addressing resilience and sustainability in the areas.

Task 3.2 Assessment of Freight and Goods Movement Impact on Land Use in Region

Based on the inventory of the region's freight and logistics facilities conducted in Task 2 and the needs assessment and market analysis conducted in Tasks 2.6 and 4, as well as the results of Task 3.1 above, the study team will assess the impact of freight and goods movement on land use in the region.

Deliverables

The study team will prepare a freight land use technical memorandum.

Task 4 Update to the Economic Development Market Assessment

The analysis will include a general review of the region's economic structure and major industries. The analysis will cover freight, goods, and service sectors including trucking, shipping, railroads, third party logistics companies, warehousing, and distribution centers.

The analysis will examine the economic relationships between the region and other regions. The analysis will identify and assess the impacts of trends in the national and international economy on the region's freight industry.

EDFAC and private industries will be engaged to validate findings. Facilitated discussions will identify sectors with expected growth, of expected contraction and potential introduction of sectors not currently present in the market.

Deliverables

The study team will prepare an Economic Development Market Assessment.



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Task 5 Update to the Environmental and Community Impact Scan and Analysis

Based on the findings from the needs assessment and the assessment of land use in Task 3, the study team will qualitatively describe the overall impact of freight and goods movement networks and clusters on the environment and community.

The analysis will describe how the impacts vary in different parts of the region, communities, and population groups, and what communities and parts of the region are being impacted the most. The analysis will determine if certain socioeconomic population groups and communities are disproportionately impacted by freight and goods movement activities in the region. An equity analysis should be developed based on the findings.

The study team, with coordination with the CORE MPO staff and EDFAC, will identify strategies to mitigate the identified impacts of freight and goods movement on the environment and community. The recommendations will include an outline of best practice examples from peer regions in addressing similar challenges. For example, residential areas that experience truck cut-through traffic may be able to benefit from innovative strategies used in other regions. Where significant issues are identified, such as disproportionate impacts on selected communities, mitigation strategies will be proposed such as alternate routes and time of day operations.

The necessary data set and boundary definition will reflect the most up-to-date census data.

Deliverables

A technical memorandum with appropriate tables and graphics will be prepared to convey the findings of the impact evaluation and the equity analysis. It will also include a framework of solutions and recommendations.

Task 6 Recommendations for Future Land Uses Related to Freight and Goods Movement Needs and Forecasts

Based on the data compiled and analyzed in previous tasks and sub-tasks, the study team will produce recommendations for future land uses proximate to key future economic activities, environmental, and other considerations previously described.

Deliverables

The technical memorandum will provide an assessment of potential future land use practices and planning directions to mitigate and proactively respond to the impact of economic development in the region.

Task 7 Final Recommendations -Identification of Improvements, Strategies, and Solutions

The study team will identify and evaluate improvements, strategies, and potential projects to facilitate effective and efficient movement of goods in the region in the short-term, mid-term and long-term. The short-term is generally defined as zero to five years, mid-term six to ten years and long-term more than ten years. The short-term recommendations will include strategies and solutions that can be implemented quickly to provide immediate benefits to freight and goods



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movement in the region. The identified improvements, strategies, and recommendations will include both broad-based freight policies/programs and specific infrastructure, operational, and mobility enhancement projects. This plan horizon will be the year 2050.

The recommendations in this task will be based on the issues, challenges, problems, and opportunities identified in the study. The recommendations and strategies must include goals and objectives, benefits, and freight transportation modes. The recommendations and strategies must be broad-based policies and programs as well as specific projects that can address the region's goods and freight movement challenges and issues identified in this plan. In addition, the study team will provide general cost estimates for any specific strategies and recommendations.

Deliverables

A report will outline the findings, and the resulting list of freight projects and strategies. In addition, meetings will be held with EDFAC, TCC and the CORE MPO Board.

Task 8 Final Report and Documentation – Freight, Goods, and Services Plan

The objective of this task will be to provide a final comprehensive regional freight, goods, and services plan that consists of the necessary technical detail that includes study findings and recommendations as well as a concise Executive Summary, and compilation of all task deliverables.

The study team will provide an implementation plan that outlines how the freight plan recommendations will be incorporated into the MTP, TIP and local plans and outline the role of all stakeholders involved.

The study team will prepare a final report based on all the analysis produced from the study. The study team will be responsible for an electronic version of the report suitable for printing and inclusion on the MPO website.

Deliverables

A final report and documentation, executive summary.



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ESTIMATED PROJECT BUDGET

\$300,000

ESTIMATED SCHEDULE

The anticipated completion date of the CORE MPO Regional Freight Transportation Plan Update is no later than October 31, 2023.

Schedule

Request for Proposals Announced:	11/01/2021
Deadline to Submit Questions:	11/15/2021
Deadline to Respond to Submitted Questions	11/22/2021
Deadline for Submittal of Proposal:	12/03/2021
Proposal Review	12/08/2021 – 01/14/2022
Interviews (week of):	01/24/2022 (subject to confirmation)
Consultant Selection and Notification (week of):	02/01/2022 (subject to confirmation)
Project Start - End:	04/2022 – 10/2023



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GENERAL REQUIREMENTS

I. FIRM QUALIFICATIONS

The firm (and subcontractors) shall be GDOT pre-certified, demonstrate knowledge and experience in preparation of freight plans and shall not be debarred from working on any federally funded contract.

II. INSURANCE

The firm shall provide a Certificate of Insurance for each category listed below and carry each in force if awarded this contract for the duration of the project:

- (1) General liability property damage insurance
- (2) General liability bodily injury insurance
- (3) Automotive/truck insurance covering all owned, hired, and non-owned vehicles used in the project
- (4) Workman's compensation insurance
- (5) Employer's liability insurance
- (6) Professional Liability Insurance (\$1,500,000 per occurrence)

III. INDEPENDENT CONTRACTOR

The firm shall be an independent contractor and an employee of MPC.

IV. PROPOSAL PREPARATION AND SUBMISSION

The complete proposal shall contain the following information and shall be submitted in the order shown below. **Please address each section in your proposal submission and divide each section of your proposal with identifying tabs.**

A firm who submits a proposal that does not address each of the sections specified below will be deemed non-responsive, and the proposal submission deemed incomplete.



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REQUIREMENTS FOR PROPOSAL

Section 1: Transmittal Letter (1 page)

Transmittal letter on company letterhead shall introduce the firm, provide a brief history, describe the ownership, include complete address, phone, and fax numbers, and include the name and email address of contact person (s) during this RFP process. An authorized agent must sign the transmittal letter.

Section 2: Firm's Qualifications/Experience of Key Personnel (2 pages)

Submit statements or evidence that demonstrate the knowledge and experience of the firm in the development of regional freight plans of the type described in the RFP scope. The proposed project personnel should have similar experience, preferably as a team. An organizational chart displaying duties of team members shall be included.

Section 3: Project Understanding (5 pages)

Provide a written description of how your firm proposes to complete the development of the regional freight plan for the MPC. The description must be consistent with the scope of work or explain why it is different and beneficial.

The Project Understanding section should not exceed five (5) pages in length, including any illustrations, and should include an overview of how the firm proposes to complete the project. The Project Understanding section should outline the project tasks or elements and a time schedule for completion of each task and the entire project.

Section 4: Insurance and Certification (2 pages)

Provide proof of insurance as per "General Requirements, Section II, Insurance" and complete attached affidavit found in Appendix I indicating that the firm is qualified to do work in Georgia and not debarred from working on a Federally funded contract.

Section 5: References (2 pages)

The firm shall provide a list of at least five (5) client references for which similar services have been performed. Reference information shall include entity name, address, description of services provided, contact name, telephone number, and fax number. The firm shall identify any client relationships that may be in conflict with the successful completion of this project.

Section 6: Resumes (up to 20 pages)

The firm shall include resumes of all proposed project team members up to 20 pages.



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Section 7: Notice of Non-Discrimination and Proposed Schedule of M/WBE Participation (2 pages)

The firm shall submit the Notice of Non-Discrimination and Proposed Schedule of M/WBE Participation found in Appendix III with their proposal.

IV. RFP EVALUATION

The evaluation and selection process will involve reviewing the proposals and conducting in-person presentations with the finalist firms. The written proposal is the only measurement that will be used to identify firms that will be invited to make a presentation. The Proposal Review Committee will evaluate the proposals and make a recommendation to the EXECUTIVE DIRECTOR regarding the short-listed firms and ranked to be invited to make a presentation. Proposals and presentations will be evaluated based on the following criteria:

Criteria	Weight Proposal/Presentation
A. Comprehensively demonstrates the firm has the knowledge and experience to address the scope of work. The proposed project personnel should have similar experience, preferably as a team. The quality of references will also be a factor in determining selection. Team members must also show availability to this project.	40%
B. Demonstrates understanding of the scope of work and local factors. Shows how the firm proposes to approach and complete the project. Shows an implementable outline of project tasks or elements and a time schedule for completion of each task and the entire project.	40%
C. Demonstrates how the firm will meet CORE MPO Regional Freight Transportation Plan Update schedule.	10%
D. Demonstrates commitment to include DBEs.	10%



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Each of the above criteria (A-D) will be given a rating of 1 through 5 by each member of the Proposal Evaluation Committee. The ratings are as follows:

RATING	
1	Poor
2	Fair
3	Average
4	Good
5	Excellent

The proposal score will be used to determine those invited for a presentation. The presentation will be scored based on its own merit aside from the original proposal score.

After the review and rating of proposals and presentations, team proposal and presentation scores will be combined based upon a weighting of 50% for the written proposal and 50% for the presentation. Firms will be ranked in descending order of numerical predominance.



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Appendix I Affidavit of Certification

CERTIFICATION FORM

I, _____, being duly sworn, state that I am _____ (title) of _____ (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

I further certify that to the best of my knowledge the information given in response to the Request for Proposals is full, complete, and truthful.

I further certify that the proposer and any principal employee of the proposer has not, in the immediately preceding five (5) years, been convicted of any crime of moral turpitude or any felony offense, nor has had their professional license suspended, revoked, or been subjected to disciplinary proceedings.

I further certify that the proposer has not, in the immediately preceding five (5) years, been suspended, or debarred from contracting with any federal, state, or local government agency, and further, that the proposer is not now under consideration for suspension or debarment from any such agency.

I further certify that the proposer has not in the immediately preceding five (5) years been defaulted in any federal, state, or local government agency contract, and further, that the proposer is not now under any notice of intent to default on any such contract.

I further certify that the proposer is a prequalified firm with the Georgia Department of Transportation (GDOT).

I acknowledge, agree, and authorize, and certify that the proposer acknowledges, agrees, and authorizes, that the Chatham County – Savannah Metropolitan Planning Commission (MPC) may, by means that either deems appropriate, determine the accuracy and truth of the information provided by the proposer and that the MPC may contact any individual or entity named in the Statement of Qualifications for the purpose of verifying the information supplied therein.

I acknowledge and agree that all of the information contained in the Statement of Qualifications is submitted for the express purpose of inducing the MPC to award a contract.

A materially false statement or omission made in conjunction with this proposal is sufficient cause for suspension or debarment from further contracts, or denial of rescission of any contract entered into based upon this proposal thereby precluding the firm from doing business with, or performing work for, the State of Georgia. In addition, such false statement or omission may subject the person and entity making the proposal to criminal prosecution under the laws of the State of Georgia of the United States, including but not limited to O.C.G.A. §16-10-20, 18 U.S.C. §§1001 or 1341.

Signature

Sworn and subscribed before me

This ____ day of _____, 20__.

NOTARY PUBLIC

NOTARY SEAL

My Commission Expires: _____



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Appendix II Notice of Non-Discrimination

NON-DISCRIMINATION STATEMENT

The proposer certifies that:

- (1) No person shall be excluded from participation in, denied the benefit of, or otherwise discriminated against on the basis of race, color, national origin, or gender in connection with any proposal submitted to the Metropolitan Planning Commission or the performance of any contract resulting there from;
- (2) That it is and shall be the policy of this Company to provide equal opportunity to all businesspersons seeking to contract or otherwise interested in contracting with this Company, including those companies owned and controlled by racial minorities, cultural minorities, and women;
- (3) In connection herewith, we acknowledge and warrant that this Company has been made aware of, understands, and agrees to take affirmative action to provide such companies with the maximum practicable opportunities to do business with this Company;
- (4) That this promise of non-discrimination as made and set forth herein shall be continuing in nature and shall remain in full force and effect without interruption;
- (5) That the promises of non-discrimination as made and set forth herein shall be and are hereby deemed to be made as part of and incorporated by reference into any contract or portion thereof which this Company may hereafter obtain and;
- (6) That the failure of this Company to satisfactorily discharge any of the promises of nondiscrimination as made and set forth herein shall constitute a material breach of contract entitling the Metropolitan Planning Commission to declare the contract in default and to exercise any and all applicable rights and remedies including but not limited to cancellation of the contract, termination of the contract, suspension and debarment from future contracting opportunities, and withholding and or forfeiture of compensation due and owing on a contract.

Signature _____

Title _____

Company _____

Date _____

NOTARY PUBLIC

NOTARY SEAL

My Commission Expires: _____

Appendix III
Proposed Schedule of M/WBE Participation

PROPOSED SCHEDULE OF M/WBE PARTICIPATION

Name of Proposer/Proposer: Proposal No.: Project Title: Total Proposal Amount \$ _____ Name of M/WBE Participant	Address	Type of Work Sub-Contracted	Subcontract Value	MBE/WBE Status
			\$	
			\$	
			\$	
			\$	
			\$	

MBE Participation Value: % \$ _____

Women Participation Total Value: % \$ _____

The undersigned will enter into a formal agreement with the M/WBE Subcontractors/Proposers identified herein for work listed in this schedule conditioned upon executing of a contract with the Metropolitan Planning Commission.

Joint Venture Disclosure If the prime proposer is a joint venture, please describe below the nature of the joint venture and level of work and financial participation to be provided by the Minority/Female joint venture firm.

Joint Venture Firms	Level of Work	Financial Participation

Signature: _____

Title: _____