

Bi-State Sustainable Reinvestment Corridor Planning Project

Request for Qualifications (RFQ)

Questions and Responses

Q1: [Variations of similar question]

- Please describe any further specific document setup requirements. Should we assume a typical page size of 8.5x11? May we use an 11x17 page for special exhibits?
- For the formatting of the response, are there any additional constraints on page layout such as portrait or landscape? Margins? Page size?
- For the proposal, what size pages are permitted? Can the proposal be in landscape orientation?

A1: Please use 8.5x11 pages.

Q2: [Variations of similar question]

- Will the Pre-Submittal Workshop planned for January 10, 2024 be in person or virtual?
- The RFQ references a Pre-Submittal Workshop on January 10, but I didn't see any details as to time/location/etc. Can you provide those or point me in the right direction?
- What time and where is the pre-submittal workshop going to be held? Is the pre-submittal workshop virtual, in-person, or hybrid? If virtual or hybrid, when will MARC provide meeting information?
- I would like to attend the presubmittal meeting for the above referenced project. Is there a link or a way I need to register?
- For the pre-proposal meeting on January 10, where and what time will that meeting be held?

A2: The registration link for the January 10th Pre-Submittal workshop, which will be hybrid format [...] was posted on marc.org [...] : <https://member.marc.org/ap/Events/Register/ep0V4J2L>.

Q3: I see that the DBE goal is 22%. Could you clarify whether DBE firms need to be certified by a particular agency?

A3: Compliance with the DBE goal for this project follows MARC's DBE program administration. DBEs should be certified under the Missouri Regional Certification Committee (MoDOT, KCMO, KCATA, Bi-state, Lambert Airport Stl) and/or KDOT/KS.

- MRCC directory link: <https://www6.modot.mo.gov/MRCC/Home/PublicSearch>
- KDOT DBE Directory <https://www.ksdot.gov/divadmin/civilrights/>

Out of state DBE's will be assessed on a case-by-case basis based on MARC's review.

For review of DBEs not already certified by MRCC nor KDOT, please contact sbur@marc.org as soon as possible and prior to proposal submission for review.

Q4: When will firms receive shortlist notification for the interview?

A4: Shortlist notification will occur on January 30, 2024.

Q5: Given the large geography included in the RFP, what scale and scope will be required for land use planning?

A5: The project scope, schedule and budget will be negotiated with the selected firm or team.

Q6: Does MARC expect a detailed, technical scope of work and deliverables as part of this RFQ response (e.g., number of meetings, concrete deliverables, etc.)?

A6: No. The project scope, schedule and budget will be negotiated with the selected firm or team.

Q7: How does the 12 month start-time adjustment impact the grant implementation and phase schedule?

A7: The project scope, schedule and budget will be negotiated with the selected firm or team.

Q8: The time between RFQ submittal, shortlist, and interview is fairly short. Will the interview date change to 2/9 or 2/16?

A8: The interview date will remain as scheduled.

Q9: How will the selected consultant be notified? Is there a negotiation period between selection and MARC Board meeting on 2/27?

A9: MARC will notify selected consultant via email prior to the MARC Board meeting on February 27, 2024. Formal negotiations will begin after MARC Board approval to enter into a contract with the selected consultant.

Q10: How much of the \$7 million original RAISE request was awarded?

A10: MARC's original request of \$5.6M was funded. With required match the total project cost for all three phases will be \$7M. Through this Request for Qualifications, MARC seeks to retain consulting services for Phase 1.

Q11: What is the anticipated adjustment to scope and budget per phase to meet the awarded funds?

A11: The project scope, schedule and budget will be negotiated with the selected firm or team.

Q12: [Variations of similar questions.]

- Who will be on the selection committee?
- What is the evaluation committee going to look like?

A12: The selection committee will consist of representatives from the local funding partner agencies for the project (i.e., Mid-America Regional Council (MARC); Kansas City Area Transportation Authority (KCATA); Unified Government of Wyandotte County and Kansas City, Kansas (UG), City of Kansas City, Missouri (KCMO); and City of Independence).

Q13: Do covers and tabs count towards the 10 page limit?

A13: The proposal cover does not count towards the 10-page limit. Tabs do count towards the 10-page limit.

Q14: What are the biggest challenges for the process and end product?

A14: This is a long, complex, multi-jurisdictional corridor, and the project will require extensive coordination. This is something that we'll be looking for a team to help us with as we conduct the study.

There are currently no local matching funds identified to implement recommendations, so it will be important to develop funding strategies to ensure that these new plans do not sit on the shelf.

Planning fatigue among residents in the corridor is also real. Intentional, creative and effective outreach and engagement in the corridor will be a key element of the project.

Q15: Will the study address funding for bridge connections between the two downtown Kansas City's?

A15: The connections across the Kansas River will be an area that KCMO and KCK are interested in. We are not aware of any concrete plans put in place with regard to funding strategy. That is a potential outcome of this work.

Q16: Will this study revisit the recommendations of the Independence Avenue BRT Alternatives Analysis?

A16: This is one of the issues that this study will interact with. As we were preparing the RAISE grant narrative, the City of Independence was interested in re-evaluating the alignment alternative to get into downtown. So that is an issue that will be on the table.