

**URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH (URA)
on behalf of the
CITY OF PITTSBURGH'S
DEPARTMENT OF MOBILITY AND INFRASTRUCTURE
PITTSBURGH, PENNSYLVANIA**



**REQUEST FOR QUALIFICATIONS (RFQ):
Monongahela to Oakland Link
Connectivity and Access Concept Development**

**RFQ ISSUE DATE: November 6, 2017
RFQ DUE DATE: FRIDAY, NOVEMBER 17, 2017 AT 12:00 NOON ET**

BACKGROUND

The City of Pittsburgh is the second largest city in the Commonwealth of Pennsylvania and the primary employment and cultural center for Western Pennsylvania. The city is home to two of the three largest commercial centers in the state – the downtown central business district and the neighborhood center of Oakland, which houses four significant universities, including Carnegie Mellon University and the University of Pittsburgh, and several major medical hospitals, clinical centers and research institutions.

Pittsburgh is fortunate to have an extensive and well-used public transit system. Over a third of commuters to the downtown and Oakland business districts commute by transit. About 10 percent walk to work and 4-5 percent bike to work in these areas.

The non-drive alone commute mode share is a promising sign, however traffic congestion and unequal access to opportunity remains a concern in the city. The topography, rivers, and railroad lines challenge connectivity, limiting access to a handful of corridors, and concentrates traffic slowing transit travel time reliability and increasing stress for non-motorized travel. To advance our social equity goals and improve the health and economic outcomes of all residents, we must improve access to employment, education and health services by sustainable and affordable mobility options.

The city is committed to green and sustainable development. Ambitious climate targets, a commitment to clean energy, and the imperative to address stormwater runoff and combined sewer overflows requires that we think differently and holistically about our mobility and green infrastructure.

The city and city partners are about to embark on implementation of a substantial green infrastructure project in the Four Mile Run stream corridor. This large sewershed eventually combines into one pipe, leading to dangerous flooding and sewage overflows for neighborhoods downstream during heavy rainfalls. Implementation of the proposed green infrastructure to mitigate this flooding requires substantial regrading and alteration of the stream corridor.

In addition to being a vital watershed corridor, Four Mile Run has also been an important mobility corridor. Historically, rail and roadways ran through the valley, though currently it is primarily the Three Rivers Heritage Bike Trail that connects people through the city. It is a vital and well-used bicycle connection from Oakland to Downtown and Southside Works – another commercial district on the opposite side of the Monongahela River. Access to this trail from eastern neighborhoods and Schenley Park proper are limited. Bates Street is the closest north-south vehicle link between the southern neighborhoods and Oakland, but this street is so bottlenecked that transit routes do not use the corridor and bicyclists avoid it.

The regrading and reshaping the contours of Four Mile Run and the hollow due to the Green Infrastructure project will temporarily remove this important bicycle and

pedestrian trail. The project necessitates deliberate thinking about where and how the non-motorized trail should be restored in the hollow and what opportunity the facility or other facilities can provide in addressing unmet needs for connectivity and access between southern neighborhoods and Oakland in a sustainable, reliable and accessible way.

The city, through its partner in the URA, has issued this RFQ in order to present a definitive vision moving forward. The scope of the work envisioned is for the successful consultant firm or team to lead a meaningful and inclusive community engagement process, assess and document the need(s) for connectivity and equitable access, identify and evaluate alternatives for meeting this need, and define a preferred and recommended option for advancement and eventual implementation. The consultant firm or team will be expected to identify routes and/or alignments for services or facilities, mode(s) or technology, and general service plan. The consultant firm or team will develop the preferred alternative only to a conceptual level. This concept will be further refined and engineered through a separate subsequent contract.

Proponents must demonstrate the ability to provide innovative, forward-thinking and creative solutions and strategies, demonstrate a high level of technical expertise, and be able to connect, engage and collaborate with a diverse community and stakeholders.

SCOPE OF WORK

This scope of work will have six major components:

1. ***Public, in-person engagement:*** Pittsburgh is a city of 90 unique neighborhoods, each with radically different needs and perspectives regarding connectivity. The anticipated study area includes roughly six different neighborhoods. The consultant must have a robust plan for engaging neighborhood residents, many of whom lack formal organizational structure. The consultant must:
 - Conduct outreach to local residents and stakeholders to ensure that they are aware of the opportunity to participate in the process
 - Plan and carry out all logistics associated with public meetings and communications
 - Adequately prepare residents and stakeholders so that they may meaningfully participate in meetings and the process
 - Record and report input received and make available to the public in a clear, easily accessed and transparent fashion
 - Advise on meeting or workshop structure and provide feedback on materials

Three public engagement opportunities are anticipated during this phase of work. This mobility concept development phase is anticipated to take approximately four (4) months.

2. ***Online or electronic/digital engagement:*** In addition to providing opportunities for

in-person engagement, the consultant firm or team must establish and provide opportunities for input and engagement through digital communication means. This may include establishment of a simple project website for distribution of materials, online survey or mapping applications, text or online comments or messages, or similar software. The objective of the online engagement is to reach an even broader population that may be in need of, or concerned about, mobility options to Oakland.

3. **Assessment of need:** The consultant must assist the city and URA in evaluating and documenting the need for access and connectivity between Oakland and the communities alongside the Monongahela River (Greenfield, Hazelwood, Pittsburgh Technology Center, and South Side Works). Definition of need should be both quantitatively data driven as well as generated through public input. Assessment of need will include identification of gaps and barriers in the existing mobility network including primary origins and destination pairs. Evaluation of need should assess the magnitude of need, for example, existing pent-up demand and estimated near term utilization volumes. It should document user profiles such as income or mode of payment constraints, time of travel needs, or physical ability considerations.
4. **Parameters for facility/service design and operation:** Consultant must engage public stakeholders in defining the parameters for access of services. For example, this may include concerns about generating local parking pressures, impacts on local amenities, quality of life impacts, environmental impacts, impacts on neighborhood culture or identity, accessibility to the public or persons with disabilities, cost, etc.
5. **Identification and evaluation of alternatives:** The consultant firm or team will then identify multiple feasible alternatives for meeting the connectivity and access need(s). Alternatives should be developed through technical expertise as well as sourced through public stakeholder input. Alternatives should include route and/or alignment alternatives as well as technology/modal alternatives. Consultant must define criteria for evaluation based on the statement(s) of need and assess alternatives against these criteria. Evaluation of alternatives will be presented in an easy to understand format for public review, consideration and feedback.
6. **Definition of a preferred alternative:** The consultant firm or team will further refine and/or combine alternatives to develop a preferred alternative. The preferred alternative should include definition of route, alignment and mode/technology, conceptual facility design including intersections, stops and points of access, if applicable. The preferred alternative should also include a general conceptual operating plan which may include recommended service frequency (or on-demand operations), fleet size (if applicable), and general pricing/fare policy. Forward-looking technology and related infrastructure should be explored within this analysis. It should also include complementary policies to mitigate any unintended consequences such as parking pressures, safety of other facility users, etc. The consultant will prepare materials to present the preferred alternative to the public for consideration and feedback.

7. **CONCEPTUAL DESIGN SUMMARY REPORT:** The consultant firm or team will prepare a final summary report. The report may be brief but must illustrate the preferred design and operating program in sufficient detail to permit continued advancement through refined concept design, and preliminary and final engineering and operational planning.

SUBMISSION REQUIREMENTS

The selected consultant team or firm will have demonstrated extensive background and understanding of innovative and emerging mobility technologies, services and practices; robust and creative public engagement; conceptual engineering; urban planning and/or design; and multimodal systems planning.

The consultant must demonstrate familiarity with Green Infrastructure principles and design, electric or renewable energy mobility systems, curbside management, and urban multimodal traffic operations.

The firm or team should respond to the RFQ by including the following elements:

- ***Project Approach and Timeline:*** The project must be completed within four months. Please include:
 - An overview of the consultant team project approach
 - Detailed task list/scope of work
 - Project schedule and timeline
 - Anticipated staff hours for each part of the project, and availability of staff relative to other assignments during the term of the contract
- ***Qualifications and Experience:*** Qualifications should demonstrate experience developing innovative approaches to mobility and connectivity including emerging mobility systems and technologies and quality facility design. Please include:
 - Qualifications and experience of the lead firm
 - Information on each of the team members and sub-consultants including their roles in the project
 - Information on at least three similar projects to include challenges, successes and reference information
 - Examples of any project completed by the lead firm and sub-consultant relative to this project. In addition, please provide digital copies or web-based links to similar reports prepared by the firm or any sub-consultants.
- ***Public Engagement and Outreach:*** The respondent should identify how it will conduct stakeholder engagement for both in-person events and online engagement. Please describe your engagement methodology in your qualifications. For firms outside of the Pittsburgh area, it is strongly encouraged to reach out to a local firm to assist in public engagement.
- ***Budget:*** A proposed budget for completion of work tied to the specific tasks and/or deliverables identified within this RFQ.

SUBMISSION INFORMATION

All qualifications, fully completed, must be submitted by Friday, November 17, 2017 at 12:00 Noon ET. Brevity is encouraged. In the interest of time, graphic layout of qualifications is not expected. Respondents should submit an electronic copy of their qualifications in PDF format to:

Nick Fedorek
Project Development Specialist
Urban Redevelopment Authority
200 Ross Street
Pittsburgh, PA 15219
412.255.6554
nfedorek@ura.org

RELATED MATERIAL

- [Pittsburgh Parks Conservancy's Four Mile Run Watershed Study](#)
- [Smart PGH Vision](#)

EVALUATION

Qualifications will be evaluated using the following criteria. Work will be expected to commence in November 2017:

- Completeness and responsiveness to the requirements of the RFQ
- Demonstrated qualifications, professional experience and competency in the analysis associated with the scope of work
- Approach to work
- Ability to meet the anticipated schedule
- Overall budget for the project and efficient utilization of man-hours
- Minority and Women Business Enterprise Utilization:
 - The URA requires that all consultants demonstrate a good faith effort to obtain minority- and women-owned business participation. A respondent will need to include in the qualifications, a plan on how, and to what extent, the MWBE participation will be utilized. In order for the proposed MWBE participation to be considered, a copy of a current MWBE certification letter for the consultant or the sub-consultants must be submitted with the qualifications.
 - Any questions about MWBE requirements should be directed to Diamonte Walker, MWBE program officer, at (412) 255-6610 or dwalker@ura.org.

The review team will evaluate qualifications and engage with the selected firm(s) in establishing a contract. No interviews or short list is anticipated.

LEGAL INFORMATION

The URA intends to select one or more respondents based upon information in the response to the RFQ submitted by the respondents, performance in previous undertakings, and other pertinent factors. The selected respondent(s) will be chosen based on the selection criteria listed above. The URA reserves the right to verify the accuracy of all information submitted. The URA shall be the sole judge as to which respondent(s) meet the selection criteria. The URA reserves the right, in its sole discretion, to reject any or all responses received, to waive any submission requirements contained within this RFQ, and to waive any irregularities in any submitted response.

APPENDIX: PROJECT AREA MAP

