



October 3, 2022

Mayor Rita Ali
City Manager Patrick Urich
City of Peoria
419 Fulton St
Peoria, IL 61602

Subject: Proposal to Provide Professional Services
Collect and Refine Information and Preparation of the applications for the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) and FRA Corridor Identification Program for the Peoria to Chicago Passenger Rail Project

Mayor Ali, City Manager Urich,

Thank you for requesting this proposal from Patrick Engineering (Patrick) regarding the Peoria to Chicago Passenger Rail Project and the data collection and preparation of an application for the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) and the necessary information to respond to the Federal Railroad Administration's "New Corridor ID Program" when the final guidance and funding request is available.

Patrick has been involved in numerous passenger rail projects both in Illinois and elsewhere and look forward to a successful partnership with the City of Peoria, The Tri-County Regional Planning Commission and all the communities along the route from Peoria to Chicago, but most importantly those communities between Peoria and Joliet that have no passenger rail service today. This letter proposal serves to outline Patrick's proposed scope of services, fee, and experience to provide these services.

EXPERIENCE

Patrick has worked on multiple Illinois Passenger Rail Projects including Chicago to St Louis, Chicago to Dubuque, and have been selected for the final design of Chicago to Quad Cities. In addition, we have extensive experience working with the Iowa Interstate Railroad, CSX Transportation, Metra and Amtrak, all of which will be involved in the corridor.

To strengthen and enhance our team, we have included the following firms:

- Hanson Professional Services, an employee-owned consulting firm that provides engineering, planning and allied services for clients and projects worldwide. With headquarters in Springfield, Illinois, and locations nationwide, will be there whenever needed, from start to finish, from calm to crunch time.
- SB Friedman, provides analytical, strategic and financial consulting services in support of complex, high-impact development projects. Serving a full range of clients in the public, private and nonprofit/institutional sectors.
- Fish Transportation Group, specializing in developing mobility solutions supportive of all modes of transportation, striving to create mobility plans that are forward-thinking, implementable, and



respectful of local values and visions and are committed to a planning process that is inclusive, equitable, and collaborative.

- Images, Inc., A leading expert in strategic communications, Images, Inc. specializes in public involvement, marketing, and planning. A full-service firm that executes every course of action with leadership and strategy. At Images, Inc. can help bridge the communications gap between you and your target audiences by creating clear and concise messages and delivering them in innovative and effective ways.

SCOPE OF SERVICES

The Team's proposed scope of services under this proposal is the collection of data and preparation of an application for one or both: Consolidated Rail Infrastructure and Safety Improvements Program (CRISI); and FRA Corridor Identification Program for the Peoria to Chicago Passenger Rail Project.

Our intent is to keep the requirements for each application in mind during data collection and production of exhibits. The guidance for the CRISI Grant and requirements are listed below:

We assume this application is for Project Development which is defined as the Capital Project Lifecycle Stage during which (1) the environmental review process required under NEPA and other related environmental laws is completed, and the permitting processes is advanced as appropriate; (2) preliminary engineering and other preliminary design is completed to support the environmental review and the preparation of estimates of risk, costs, benefits and impacts; (3) a project management plan is completed that identifies procurement requirements and strategies; and (4) the detailed project schedule, cost estimate, and other necessary plans that may include a financial plan are completed.

Project Eligibility – viii. The preparation of regional rail and corridor service development plans and corresponding environmental analyses.

Application Track – Track 2 – Project Development

Required documents for an application package

- a. Project Narrative (see D.2.a) (25 pages)
- b. Statement of Work (see D.2.b.i)
- c. Benefit-Cost Analysis (See D.2.b.ii)
- d. Environmental Compliance Documentation (see D.2.b.iii)
- e. SF 424 – Application for Federal Assistance
- f. SF 424A – Budget information for Non-Construction or SF 424C – Budget Information for Construction
- g. SF 424B – Assurances for Non-Construction or SF 424D – Assurances for Construction
- h. FRA F 30 – Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying
- i. FRA F251 – Applicant Financial Capability Questionnaire
- j. SF LLL – Disclosure of Lobbying Activities, if applicable

Project Narrative

- I. Cover Page
- II. Project Summary



- III. Project Funding
- IV. Applicant Eligibility
- V. Project Eligibility
- VI. Detailed Project Description
- VII. Project Location
- VIII. Evaluation and Selection Criteria
- IX. Project Implementation and Management
- X. Planning Readiness for Tracks 2 and 3 (Project Development and FD/Construction)
- XI. Design Readiness for Track 3 (FD/Construction)
- XII. Environmental Readiness
- XIII. Strategic Goals

While the official guidance for the Corridor Identification Program has not been published, listed below are the fourteen criteria listed in the FRA preliminary guidance for this program and our proposed scope for each:

In selecting intercity passenger rail corridors for participation in the Corridor ID Program, the Secretary must consider 14 criteria, as follows:

- (1) Whether the route was identified as part of a regional or interregional planning study;
 - Utilize data from the feasibility study to identify all previous studies
- (2) The projected ridership, revenues, capital investment, and operating funding requirements;
 - Ridership and capital investment from feasibility study
 - Develop revenue from ridership data and different ticket price assumptions
 - Utilize IDOT & Amtrak costs information to determine operating funding requirements
- (3) The anticipated environmental, congestion mitigation, and other public benefits;
 - Individual stakeholder involvement meetings to identify potential uses
 - Establish a rural community outreach group and conduct five (5) individual stakeholder interviews
 - These interviews would specifically be targeted to small urban areas and rural advocacy groups like the Illinois Farm Bureau, U of I Extension Services, etc.
 - Establish Illinois River Valley outreach group and conduct five (5) individual stakeholder interviews
 - Area to include potential stop between Henry and Morris
 - Establish Peoria outreach group and conduct five (5) individual stakeholder interviews
 - Meet with each group two (2) times to determine potential use cases and public benefits
 - Review Tri-County Regional Planning Commission Travel Demand Model to determine number of trips converted to passenger rail
 - Combine data from economic analysis, travel demand model data, and outreach to determine reasonable estimates for congestion mitigation benefits



- Combine data from economic analysis, travel demand model data, and outreach to determine reasonable estimates for environmental benefits
- Produce a written and graphical material to use in the grant application

(4) The projected trip times and their competitiveness with other transportation modes;

- Utilize trip times from the feasibility study
- Develop trip times based on other modes
 - Highway
 - Aviation
 - Bus

(5) The anticipated positive economic and employment impacts;

- High-level demographic analyses to understand population and employment impacts
 - Total # of residents and jobs
 - % low-income or % living in areas of persistent poverty
 - Breakdown of race and ethnicity
 - Access for rural communities
- High-level description of potential economic impacts
 - Identification of economic assets that route will connect
 - Qualitative description of benefits that could be studied further as part of the Corridor ID Program, including TOD potential
- Creation of maps/supportive graphics for future grant applications

(6) The committed or anticipated non-Federal funding for operating and capital costs;

- Identify potential non-Federal funding sources
 - IDOT
 - TCRPC
 - NCICOG
 - Others

(7) The benefits to rural communities;

- Identify benefits specific to rural communities based on outreach interviews, economic analysis, and travel demand modeling results
- Produce a written and graphical material to use in the grant application

(8) Whether the corridor is included in a State's approved State rail plan;

- Utilize 2012 State Rail Plan to identify potential inclusion of Peoria to Chicago
- Coordinate with IDOT re timing of Rail Plan update and potential for addendum



(9) Whether the corridor serves historically unserved or underserved and low-income communities or areas of persistent poverty;

- Tabulate and review 2020 census data in GIS
- Geospatially correlate trip data and access to stops, demographic data, economic impact data to specific historically unserved/underserved census tracts
- Produce a written and graphical material to use in the grant application

(10) Whether the corridor would benefit or improve connectivity with existing or planned transportation services of other modes;

- Review existing and planned improvements within the service area, including;
 - Other rail routes and planned improvements
 - Highway
 - Aviation
 - Bus

(11) Whether the corridor connects at least 2 of the 100 most populated metropolitan areas;

- Review methods to calculate population and definition of metropolitan areas
- Compare proposed route pair to other routes pairs statewide and nationally

(12) Whether the corridor would enhance the regional equity and geographic diversity of intercity passenger rail service;

- Review and combine economic, demographic, census, and transportation data at each potential rail service stop to determine the impacts to regional equity and geographic diversity of ridership
- Produce a written and graphical material to use in the grant application

(13) Whether the corridor is or would be integrated into the national rail passenger transportation system and would create benefits for other passenger rail routes and services; and

- Detail the connectivity to the national rail passenger system

(14) Whether a passenger rail operator has expressed support for the corridor.

- Confirm Amtrak's intent to support the corridor

Anticipated Deliverables:

1. *Grant Application(s) for one or both of the Programs identified*

Schedule

1. *Initial Meeting within 5 business days from Notice to Proceed (NTP).*



2. *Submit draft CRISI grant application for review by November 15, 2022*
3. *Submit CRISI Grant Application by due date of December 1, 2022*
4. *Schedule for the Corridor ID Grant to be determined based on grant requirements*

FEE

The Team proposes to perform the work outlined in this proposal based on a Time and Materials (T&M) basis for a not to exceed amount of \$250,000.

Sincerely,

PATRICK ENGINEERING INC.

A handwritten signature in black ink, appearing to read "Earl Wacker", is written over the printed name.

Earl Wacker
Director Rail & Transit

cc – Cindy Loos, Hanson