



Northeast Ohio Areawide Coordinating Agency

NOACA
1299 Superior Avenue
Cleveland, Ohio 44114-3204
(216) 241-2414
www.noaca.org

Request for Proposal (RFP) for Innovative Financing Proposals for the Irishtown Bend Bank Stabilization Project

Issue Date: February 19th, 2019
Close Date: February 22nd, 2019

The Northeast Ohio Areawide Coordinating Agency (NOACA), is seeking responses to this request for proposals (“RFP”) for Innovative Financing Proposals for the Irishtown Bend Bank Stabilization Project Submittal US DOT Infrastructure for Rebuilding America (INFRA) Project Application

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1. ABOUT NOACA

NOACA is the metropolitan planning organization (MPO) and designated areawide water quality management agency for the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina in Ohio. In these capacities it:

- Works with other organizations to help address northeast Ohio's transportation, air quality, and water quality needs.
- Conducts metropolitan planning for various modes of transportation, including vehicles, freight, transit, bicycle, pedestrian, etc., while considering the transportation system's impact on the environment and land use.
- Prepares the region's long-range transportation plan and short range transportation improvement program, which is the region's capital budget for federally funded transportation projects.
- Conducts studies that address congestion, improve safety and strengthen community livability.

NOACA is directed by a 45-member Board of Directors, representing all five NOACA counties and the City of Cleveland, plus transit agencies, the Northeast Ohio Regional Sewer District, the Cleveland-Cuyahoga County Port Authority, Ohio EPA, and the Ohio Department of Transportation (ODOT).

The NOACA region is home to 2.1 million people and over 150 units of government. The region is anchored by several urban core cities, the largest being Cleveland.

2. BACKGROUND

NOACA aims to submit an application to the USDOT 2019 INFRA Grant program for the Irishtown Bend Bank Stabilization project. Services comprise the identification of innovative financing strategy(s) that leverage non-federal funding for the project, emphasizing opportunities to increase private funding. NOACA reserves the right to select more than one consultant pending qualifications.

Intermodal shipping is a critical part of the surface transportation system and is vital for the region's and the nation's economy. Despite this, marine commerce is often neglected because it is not as visible as freight traffic on roads and rail. Maritime commerce in Cleveland Harbor provides over 20,000 jobs and businesses adjacent to and relying on the river form a key manufacturing hub in Northeast Ohio. The river, as part of the M-90 Marine Highway Corridor, is a key piece of Great Lakes shipping: sending and receiving goods with several Great Lakes ports. The Irishtown Bend hillside bulkhead project is essential to the continued shipment of materials such as iron ore, limestone, cement, aggregate, and salt, which comprise 13 million tons of cargo transiting the ship channel.

Due to aged and failing infrastructure that will inevitably result in the riverbank's failure – blocking all movement upstream – shipping through the Cuyahoga River's navigable channel is at risk. The implications of failure is barges not being able to access the Cuyahoga River and an

estimated 473,000 additional trucks being added to roads. The Irishtown Bend project will restore the riverbank, ensuring manufacturing continues to support the regional and national economy.

The project entails installing approximately 2,600 linear feet of sheet steel bulkheads along the shoreline of the Cuyahoga Ship channel along the section know as Irishtown Bend (between River mile 1.39 and 1.93). Due to wear and tear and lack of existing functional bulkheads, this hillside section along the Cuyahoga ship channel is at risk for failure. Such collapse would block movement by freighters that deliver bulk commodity cargos to upstream manufacturing sites.

The Cleveland-Cuyahoga County Port Authority (Port of Cleveland) is highly concerned about the risk to maritime traffic that would be blocked in the event of hillside collapse. The roughly 18 acre site has had at least a 40-year history of hillside instability. This narrow section of the ship channel is vital to commodity freight movements in the region.

The proposer must review the link below containing the previous application submitted by NOACA and the Cleveland-Cuyahoga County Port Authority for consideration of funding through the 2018 US DOT INFRA program. [\[here\]](#)

¹ Port of Cleveland *The Local and Regional Economic Impacts of the Cleveland Harbor*

<http://noaca.org/modules/showdocument.aspx?documentid=16483> (p. 7) Accessed 15 Dec. 2016

¹ Department of the Army Corps of Engineers. *Waterborne Commerce of the United States. Calendar Year 2014.*

Part 3 – Waterways and Harbors, Great Lakes. <http://www.navigationdatacenter.us/wcsc/pdf/wcusgl14.pdf>

Accessed 9 Dec. 2016

¹ Port of Cleveland Memo *Re: Irishtown Bend Site Restoration*

<http://noaca.org/modules/showdocument.aspx?documentid=16484> (p. 5) Accessed 15 Dec. 2016

¹ Franklin Hill /Irishtown Bend Stabilization and Restoration, Cleveland-Cuyahoga County Port Authority

<http://noaca.org/modules/showdocument.aspx?documentid=16462> Accessed 13 Dec. 2016

3. SCOPE OF WORK

NOACA is seeking professional services to assist in the development of an application for the ITB project through the USDOT 2019 INFRA Grant Program. Specifically, NOACA is requesting assistance in the identification of financing strategy(s) aligned with INFRA Grant program selection Criterion #2 and #3, as contained below. A full version of the INFRA Notice of Funding Opportunity is available on the US DOT website [here](#).

INFRA Criterion #2: Leveraging of Federal Funding - While the Leveraging Criterion will be assessed according to the methodology described in Section E.1.a of the NOFO, this section of the application will include additional information that may strengthen NOACA's effort to improve non-federal leverage.

INFRA Criterion #3: Potential for Innovation - Evaluate how the project includes or enables innovative financing. NOACA is specifically interested in innovative financing strategies that leverage non-federal funding for the project, with emphasis on private investment.

Task: Proposal of innovative financing strategy(s) that leverage non-federal funding for the ITB project, with specific emphasis on generating private funding. The proposal needs to consider the existing funding plan and INFRA funding request contained in the linked application.

The proposer must have the ability to assist NOACA staff to incorporate the proposed innovative financing strategy(s) into the project application and to assist in the execution of the proposed innovative financing strategy(s) if the project is selected for INFRA grant funding.

4. PROCESS AND TIMELINE FOR SELECTION

NOACA will directly select a consultant based on the contents of the submitted proposal in response to the Task identified in the RFP.

Proposals will be evaluated based on NOACA's determination of the best strategy(s) that:

Align with INFRA program criterion

Are reasonable and feasible for incorporation and implementation

Maximize and leverage non-federal funding, with specific emphasis on generating private funding

The proposer must also submit a resume demonstrating the following:

Knowledge of US DOT INFRA program and application submittal requirements

Experience in the development and/or evaluation of US DOT, TIGER, BUILD or INFRA funding program applications

Experience in the development and/or implementation of proposed innovative financing strategies

Please include a total estimate for services associated with the defined tasks.

Inquiries

All inquiries related to this RFP are to be directed in email to:

Susanna Merlone
smerlone@mpo.noaca.org
NOACA

Information obtained from any other source is not official and should not be relied upon.

Closing Date

Electronic submissions will be until 12pm on Friday, February 19th, 2019. Submissions are limited to 30mb. Please submit no more than 12 pages and 1 copy. Responses may not be sent by facsimile or post. Submissions should be emailed to procurement@mpo.noaca.org. If you do not receive an automatic response, please call (216) 241-2414 extension 108.

5. GENERAL INFORMATION

- A. NOACA, as an Equal Opportunity Employer, requires all consultants to affirm that they agree to abide by any and all applicable equal employment opportunity laws, whether state or federal, and to use best efforts to subcontract with Disadvantaged Business Enterprises (DBEs) when possible. It is recommended that consultants attempt to achieve 12% letting of subcontracts to DBEs. This complies with requirements of NOACA for its efforts at minority participation. Consultants agree not to discriminate against any employee or applicant for employment because of race, color, religion, age, creed, sex, sexual orientation or national origin, and agree to take affirmative action so that applicants are employed and that employees are treated during employment without regard for their race, color, religion, age, creed, sex, sexual orientation or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Consultants further agree that they will insert the foregoing provision in all subcontracts in connection with services provided. Consultants further agree to comply with all requirements of Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq., 49 C.F.R. Part 21.
- B. All submissions become public information and may be reviewed by anyone requesting to do so at the conclusion of the evaluation process.
- C. All submissions received by NOACA in response to this RFP shall remain valid for 90 days from the date of submittal.
- D. NOACA reserves the right to cancel or reissue the RFP or to revise the timeline at any time. NOACA may reject any submission if such action is believed to be in the best interest of the agency.