



REQUEST FOR PROPOSALS
FEASIBILITY STUDY
DULUTH TRANSIT AUTHORITY

Addendum #1

February 20, 2020

Questions and clarifications:

1. The DTA held a pre-submittal meeting on Wednesday, February 19, 2020. In attendance: Elliot McAllister, Erik Schwartzkopf, Meyer Group, Aaron Kelly, LHB, Denetric Powers, NEOO Partners, JoAnn Olsen, SRF (via phone); Phil Pumphrey, Nancy Brown, DTA.
2. The DTA is commissioning a study to identify the highest and best use of the area near the Duluth Transportation Center (DTC) in downtown Duluth, and referenced examples of other developments including Austin, Texas and La Crosse, WI. The Study is the first step in the process to determine if a joint development near the DTC is viable and may qualify for assistance from other federal, state or local agencies, including the FTA, HUD, MN DOT, etc.
3. The budget for the Study is \$100,000, but a focused and efficient consultant may be able to reduce the final cost. The Study should focus on the immediate Central Business District, approximately 6th Avenue East to Lake Avenue and I-35 to Mesabi Avenue, but also consider impacts from major projects such as the Essentia Health development. Primary properties to be included in the Study are the U.S. Bank ramp adjacent to DTC, Transit Center East (TCE) which is linked to DTC via skywalk, and possibly other buildings along Michigan Street. Some properties near the DTC should be evaluated even if they are not immediately adjacent to the DTC, such as the parking ramp on 2nd Avenue West and buildings along 1st Street. It is important to understand future possibilities for those sites to evaluate potential compatible uses or competition that could impact the economics of a development near DTC.
4. Housing is a key component of a potential development. The Study should evaluate all types of housing opportunities, particularly housing for low and middle income households. DTA staff referenced a 2017 study conducted by Maxfield Research & Consulting for the Greater Downtown Council and the Duluth Economic Development Authority as a starting point for evaluating housing demand. (A copy of the report is available on the DTA website at www.duluthtransit.com.)
5. Parking is also an area of focus, since many parking ramps in downtown are almost at capacity. The DTC has a parking ramp, but it also is built to accommodate train service such as the Northern Lights Express (NLE), which could impact the demand for future parking. A report from Smart Growth America on parking needs for TODs is available on the DTA website at www.duluthtransit.com.
6. It was noted that the scope of work for the Study includes a public input requirement. Public input is a standard requirement for FTA-funded agencies. Experience with successful public outreach will be part of the evaluation process. Respondents should include in their response an allowance for outreach activities, as well as at least one meeting with the DTA Board of Directors to present a draft of the Study. If Respondents determine that more meetings are necessary than the number noted in the RFP,

Respondent should be note that in the Proposal along with the estimated cost for additional meetings.

7. The DTA's Transit Development Plan (TDP) available on the website outlines the long-term vision for the agency. Included in the TDP are a list of organizations that have provided input into DTA long-range plans. Other organizations that may be a stakeholder in a new development include City of Duluth Planning Department, Duluth Housing and Redevelopment Authority, and the Duluth Economic Development Authority (DEDA) as well as community organizations such as the Greater Downtown Council (GDC), Duluth Chamber of Commerce, and Duluth's Local Initiatives Support Coalition (LISC), as well as state and federal organizations supporting urban housing and development projects. Contact information is available on the respective organizations' website.

8. Components of the report will include an analysis of the demand for office and retail space, community needs for housing, daycare, government services, and other potential entities, impacts of future Northern Lights Express train service, historical significance of buildings adjacent to the DTC and any hinderances to achieving a redevelopment objective, etc.

9. Responses to the RFP may be emailed in a pdf attachment to nbrown@duluthtransit.com. A hard copy is not required. Responses should be brief but thorough, and the DTA does check references if necessary.

10. Attendees participated in a brief tour after the meeting to look at the location of the empty parking ramps, as well as to evaluate the potential development prospects at TCE. No further questions were raised.

11. Respondents are encouraged to send any additional questions to nbrown@duluthtranst.com.