

*State of Washington
Department of Transportation
Notice to Consultants*

SR 167 Completion General Engineering Consultant (GEC) Services

The Washington State Department of Transportation (WSDOT) solicits interest from consultants who wish to be evaluated and considered to provide SR 167 Completion General Engineering Consultant (GEC) Services. One (1) agreement may be awarded. The agreement will be for approximately eleven (11) years in duration with the option for WSDOT to extend it for additional time and money if necessary. The Agreement amount will be approximately \$16,000,000.00.

WSDOT reserves the right to amend terms of this “Request for Qualifications” (RFQ) to circulate various addenda, or to withdraw the RFQ at any time, regardless of how much time and effort consultants have spent on their responses.

Project Description

The Puget Sound Gateway Program provides the missing highway network segments of SR 167 in North Pierce County and SR 509 in South King County that links the state’s largest ports to distribution and industrial centers in the Central Puget Sound region and to Eastern Washington. It provides connectivity to the new southern access to Seattle-Tacoma International Airport for both passengers and air cargo. It also supports local community and economic development with improved linkages between the manufacturing/industrial centers and urban centers of Seattle/Duwamish, Burien, SeaTac, Kent, Federal Way, Auburn, Sumner (proposed), Tacoma/Port of Tacoma, Puyallup and Frederickson.

Gateway North Project (SR 509)

SR 509 will provide a better connection between the Port of Seattle and the Green River Valley for freight, connectivity to a new southern access to Sea-Tac International Airport, and linkages to centers. This RFQ does not include any work for the Gateway North Project.

Gateway South Project (SR 167)

State Route 167 will provide a better connection between the Port of Tacoma and the Puyallup/White River Valley for freight and linkages to centers. The project will extend SR 167 four miles westward, is intended to connect with I-5, and continues as the SR 509 Spur to connect with SR 509 near the Port of Tacoma. Five (5) interchanges are planned along the new six miles of highway at SR 509, 54th Avenue, I-5, Valley Avenue, and SR 161. The new alignment is expected to ease congestion, improve freight mobility, increase safety and lower travel times. The project will need to consider phasing:

- Phase 1 - Builds SR 167 connectivity from existing SR 167 to I-5, connectivity of SR 509 to I-5, and access to land use in the city of Fife; and
- Phase 2 - May require additional capacity and or interchange improvements at I-5 and Valley Avenue.

Over the past two decades WSDOT has made ongoing efforts to complete the SR 167 project by obtaining environmental approval, acquiring right of way, and working on preliminary design. The SR 167 Record of Decision was issued in 2007. In 2010 a toll feasibility study was completed. In the fall of 2012, the Legislature provided preliminary engineering funds to complete NEPA re-evaluation and finalize right of way plans. In 2013 a comprehensive toll study was completed as well as a Puget Sound Gateway Funding and Phasing Study. Specifically, the Puget Sound Gateway Project study:

- Developed a program approach that efficiently integrates the SR 167 and SR 509 completion projects, along with I-5 express toll lanes;
- Built stakeholder support by identifying a phased approach that met regional and statewide priorities and needs;
- Included national and local experts who developed phasing concepts, cost estimates, project delivery and financing strategies; and
- Created an implementation plan to guide the Gateway project forward.

In 2015 the Washington State Legislature passed a new statewide transportation funding package of \$16 billion over a 16 year period. The Puget Sound Gateway Program is funded over that 16-year timeline. Total funding authorization for the program in the Connecting Washington Account is \$1.87 billion, which assumes \$310 million of local contributions and toll financing. The transportation funding package for the Gateway Program included SR 167 and SR 509, but did not include the I-5 express lanes elements from the Gateway Project study.

The budget proviso from Engrossed Substitute Senate Bill 5988 (2015) states:

In making budget allocations to the Puget Sound project, the department shall implement the project's construction as a single corridor investment. The department shall develop coordinated corridor construction and implementation plan for state route number 167 and state route number 509 in collaboration with affected stakeholders. Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on avoiding gaps in fund expenditures for either project.

Coordinated Consultant Services Solicitation (A + B)

WSDOT solicits interest from consultants by a separate RFQ for Program Management Consultant Services for the Puget Sound Gateway Program (Element A). In coordination and parallel to Element A, WSDOT solicits interest from consultants under this RFQ for SR 167 General Engineering Consultant (GEC) Services for the Puget Sound Gateway Program (Element B). Consultants may submit interests on Element A or Element B separately, or may submit interests on Element A plus Element B. Submittals shall be clear as to the consultant's interests for A, B, or A + B elements. Separate submittals should be provided for each RFQ and will be evaluated per the criteria under each RFQ. If a consultant desires to submit for A+B, this information shall be contained in the response to Element A.

WSDOT has previously selected a consultant team in 2014 for the SR 509 General Engineering Consultant (GEC) Services (hereby referred to as Element C). It is anticipated that the SR 509 GEC will

continue their services. Some specific work tasks may be down-scoped from Element C and will become part of Element A with the intent to have coordinated and consistent work and work products for the Gateway Program.

Scope of Services

2015-2017 Biennium

This biennium will be primarily focused on stakeholder collaboration to identify essential needs, performance standards, current land use, and traffic forecasts through a series of practical design workshops resulting in the “construction and implementation plan” as required by the proviso. The SR 167 GEC will have minimal involvement in this process since the Program Management Office (Element A above) will be leading this effort. It is critical to overall project success to get the GEC Project Manager onboard to participate in the practical design workshops with the stakeholders, which will lay the foundation for successful delivery when more funding becomes available in later bienniums. Collaborative input from the GEC Project Manager on setting priorities to deliver this large project will be expected by WSDOT in the assignment of Task Orders.

The first Task Order against this GEC contract will be to prepare an abbreviated Work Plan for the 2015-2017 biennium that will include mandatory attendance at all stakeholder meetings by the GEC Project Manager, participation at weekly meetings via phone conference, traffic analysis support to address stakeholder questions/ideas, design support to the WSDOT design team as needed, most likely to include cost estimating for various alternatives. This work is expected from June thru December 2016, concluding with an endorsed implementation plan by all executive stakeholders. The remainder of the biennium will be focused on NEPA Re-evaluation and Access Hearing preparation, of which most all will be done by WSDOT staff. As we near the completion of the endorsed implementation plan, the first Task Order will be drawn to a close and the GEC Project Manager will be given instructions regarding the next Task Order that will be in support of the design effort that will begin July 1, 2017.

2015-2017 Biennial objectives

- •Assemble the GEC design team
- •Develop an implementation plan in collaboration with stakeholders by October 1, 2016
- •Complete NEPA Re-Evaluation by June 2017
- •Hold Access Hearing by June 2017

Future bienniums

The expected work of the GEC includes both management expertise and technical expertise to assist WSDOT in completing key deliverables for the SR 167 Completion Project. The work will include management of the consultant and subconsultant team and design efforts in the following disciplines; roadway, hydraulics, stream realignment & riparian restoration, structures, geotechnical, wetland mitigation, utility relocation, traffic analysis, maintenance of traffic, illumination, signals, tolling, and ITS. There will also be a need to support the WSDOT team with environmental permitting, local agency coordination in support of agreements, and design support in the preparation of RFQ/RFPs for Design Build packages, and subsequent design support in review of the Design Builder’s design submittals. As an option, the GEC may be asked to provide construction administration support to WSDOT’s construction team.

Government Relations will be primarily handled by the Program Management Office (PMO) and the WSDOT Project Manager. However, the GEC will be asked to provide assistance to WSDOT with coordination of many different groups such as utility companies, watershed committees, and permitting agencies. The GEC will assist WSDOT in developing and acquiring memoranda of understanding and memoranda of agreements with utility, railroad, transit, local, and state agencies.

Centralized Team

This biennium, there is no need for the GEC to assemble a centralized team due to the lack of funding and work. However, the GEC should be prepared to have a full design team assembled and ready to begin design work as of July 1, 2017. It is our expectation that the GEC bring all consultant staff together at a centralized location, in the Puget Sound area, to be under the direction and management by the GEC Project Manager.

It is anticipated that the PMO, SR 509 GEC, SR 167 GEC and WSDOT may eventually be co-located, however it will not be cost effective during the initial period out to 2017 and the mid-term period out to 2019. For these first two phases of the program it is anticipated that the SR 509 project team will be located in Seattle and the SR 167 project team will be located in Tumwater. WSDOT will be flexible during these first phases to ensure there is adequate budget to address immediate priorities.

Note: The following contracting “firewalls” apply to this project, and have been developed to prevent conflict of interest and retain a level playing field for future prospective Design-Build bidders:

1. The Program Management Consultant cannot participate in SR 509 Design-Build (D-B) contracts nor the SR 167 Design-Build (D-B) contracts;
2. SR 167 GEC cannot participate in SR 167 Design-Build (D-B) contracts;
3. SR 167 GEC subs may participate in SR 167 D-B contracts where they can demonstrate they do not have a conflict of interest or unfair project knowledge. The burden of proof will be on the GEC sub to demonstrate that participating in SR 167 D-B contracts will not create any conflict of interest or unfair project knowledge situations; and
4. Parent and subsidiary companies participating in SR 167 GEC Joint Ventures (JV) are precluded from D-B contracts.

The successful Consultant will receive an On-Call Task Order Master Agreement. Individual tasks will be negotiated as stand-alone assignments terminating when the task budget is exhausted or the task time frame has expired.

MSVWBE Participation

WSDOT has a voluntary Minority, Small, Veteran and Women owned Business Enterprise (MSVWBE) goal on projects over \$250,000.00 funded with State only dollars.

This project is funded with State Funds Only and will have a voluntary goal of:

- MSVWBE Goal – 26% of the total Agreement amount; (see attached “[Voluntary MSVWBE Participation Specification](#)” requirements.)

WSDOT encourages disadvantaged, small, minority, veteran and women-owned consultant firms to respond to this RFQ.

Evaluation Criteria

Pursuant to state and Federal regulations, a qualifications-based selection process will be used to select consultants for each of these areas of expertise. The following information and criteria will be used to evaluate and rank responses:

1. Qualifications/Expertise of Firms on Team;
2. Qualifications of Proposed Project Manager;
3. Key Team Members Qualifications (Prime Consultant and Sub-Consultants);
4. Program Management Approach and Technical Expertise; and
5. References/Past Performances (Prime Consultant Only.)

The link to the definitions and point value for each of the proposed criteria may be found on the first page of this advertisement web site.

WSDOT reserves the right to ask for additional qualifying information, conduct interviews and/or select the highest scoring consultant(s) from the written qualification packets received as a result of this RFQ. When interviews are conducted, all qualified consultants will go into the interviews unranked and final selection will be made solely on the interview.

Note: It is imperative that the consultant reviews the definitions of the scoring criteria. We have included requirements and/or limitations for the information that is being requested. All scoring criteria will be rated against all scoring criteria as noted in the Criteria Definitions.

Submittals

Consultants are invited to submit their Statement of Qualifications (SOQ) at their own cost. WSDOT assumes no obligation of any kind for expenses incurred by any respondent to this solicitation. The submittal must be submitted as separate Adobe Reader compatible (pdf) files and formatted as follows:

- Submitted as an 8.5" x 11" sheet, single sided only, and with text (font) size no smaller than 12 points; and
- If charts and/or graphs are utilized text (font) size must be no smaller than 8 points.

Your SOQ must be broken into two (2) separate packets. Your SOQ "Packet A" must consist of:

- Your responses to scoring Criteria 1 through 4; and
- Packet "A" is limited to 30 pages, single sided only, not including the front and back cover.

Your SOQ "Packet B" must consist of:

- Your letter of transmittal;
- Your response to scoring criteria 5 (Performance Evaluations must be included in this packet);

- Your Consultant Information forms for both the Prime Consultant and all proposed Sub-Consultants; and
- Packet “B” has no page number limitations.

The SOQ shall meet the following requirements or may be deemed non-responsive and will not be eligible for consideration of this work:

- Title of the RFQ and your firm clearly identified on the cover of the submittal Packets “A” and “B”, and the letter of transmittal;
- SOQ broken into “Packet A” and “Packet B” (two (2) separate documents) as indicated above;
- Responsive to all evaluation criteria;
- Meeting page limitations and font size requirements; and
- Meeting submittal deadline submission date and time.

Faxed submittals will not be accepted. Submittals must arrive at the following email address no later than 4:00 p.m. PST on Thursday, April 21, 2016.

Submittal email address: CSOSubmittals@wsdot.wa.gov

Note: Submitters may want to consider setting your email to automatically receive a “Delivery/Read Receipt” for confirmation purposes, as WSDOT will not respond with notification of receipt.

Multiple emails are acceptable due to file size limitations of 10mb per email.

The Consultant, with regard to the work performed during the resulting agreement, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of sub-consultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR Section 21.

The agreement for services is subject to provisions of Executive Order 11246 (Affirmative Action to Ensure Equal Employment Opportunity) and to the provisions of the Department of Transportation Regulations 49 CFR 26 (Disadvantaged Business Enterprise.)

Debriefing Procedures

A. Debrief Conferences

CSO offers, if requested, a debrief to all unsuccessful proposers. The request must be submitted in writing, with 3 business days of official notification of an unsuccessful proposal. The request shall be sent to WSDOTCSO@wsdot.wa.gov .

B. Debrief Protests

All debrief protests must be submitted in writing, within 5 business days of the debrief conference. The request shall be sent to WSDOTCSO@wsdot.wa.gov .

Protest Procedures

A. Form and Substance

All protests regarding any contents or portion of this RFQ must be submitted to WSDOT Headquarters Consultant Services Office (CSO) as soon as possible after the Proposer/protestant becomes aware of the reason(s) for the protest. All protests must be in writing and signed by the Proposer/protestant or an authorized agent. Such writing must state all facts and arguments on which the Proposer/protestant is relying as the basis for its action. Such Proposer/protestant shall also attach, or supply on demand by CSO, any relevant exhibits referenced in the writing. Copies of all protests and exhibits shall be mailed or delivered by the Proposer/protestant to the Proposer against whom the protest is made (if any) at the same time such protest and exhibits are submitted to CSO. All protests shall be directed to:

Manager, Consultant Services Office
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47323
Olympia, WA 98504-7323
Phone: 360-705-7106
Fax: 360-705-6838

B. Pre-Selection Protests

To allow sufficient response time, all pre-selection protests (i.e., prior to CSO's official selection of the successful proposal(s)) must be received by CSO no later than 3:00 p.m. PST of the second business day after the Final Proposal Due Date. If the protest is mailed after the Final Proposal Due Date, and before the pre-selection protest deadline, the Proposer/protestant shall immediately notify CSO's Manager by telephone, or some other means of rapid communication, that a protest has been made.

CSO shall consider all the facts available to it, and issue a decision in writing within five (5) business days after receipt of the protest, unless more time is needed. The Proposer/protestant and the Proposer(s) against whom the protest is made will be notified if a longer time is necessary and, if the additional time required affects the Final Proposal Due Date or the selection date, all Proposers shall be notified.

CSO's decision shall be final and conclusive. Selection of the successful Proposer, if any, will be postponed until after CSO has issued its decision.

C. Post-Selection Protests

CSO shall notify all unsuccessful Proposers of CSO's selection decision. To allow sufficient response time, all post-selection protests must be received by CSO no later than 3:00 p.m. PST of the second business day after receipt of a Non-Selection Notice. If the protest is mailed before the post selection protest deadline, the Proposer/protestant shall immediately notify CSO's Manager by telephone, or some other means of rapid communication, that a protest has been made.

CSO shall consider all the facts available to it, and issue a decision in writing within five (5) business days after receipt of the protest, unless more time is needed. The Proposer/protestant and

the Proposer(s) against whom the protest is made will be notified if a longer time is necessary and, if the additional time required affects the Award Date, all Proposers will be notified.

CSO's decision shall be conclusive unless appeal from it is taken by an aggrieved firm to the Superior Court of Thurston County within five (5) calendar days after receiving notice of CSO's decision on the protest. The court shall hear any such appeal on CSO's administrative record for the project. The court may affirm CSO's decision, or it may reverse the decision if it determines the action of CSO was arbitrary and capricious.

Post-selection protests which do not comply with the above-specified procedures will not be considered.

D. Post-Debrief Protests

To allow sufficient response time, all post-debrief protests must be received by CSO no later than 3:00 p.m. PST of the second (2nd) business day following the debrief. If the protest is mailed before the Post-Debrief protest deadline, the Proposer/protestant shall immediately notify CSO's Manager by telephone, or some other means of rapid communication, that a protest has been made.

CSO shall consider all the facts available to it, and issue a decision in writing within five (5) business days after receipt of the protest, unless more time is needed. The Proposer/protestant and the Proposer(s) against whom the protest is made will be notified if a longer time is necessary and, if the additional time required affects the Final Proposal Due Date or the selection date, all Proposers shall be notified.

CSO's decision shall be final and conclusive. Selection of the successful Proposer, if any, will be postponed until after CSO has issued its decision

System for Award Management (SAM) Excluded Parties Records

- A. Per federal regulations, CSO is required to ensure, to the best of its knowledge and belief, that none of the principals, affiliates, third party Contractors and subcontractors are suspended, debarred, ineligible or voluntarily excluded from participation in federally assisted transactions or procurements. Federal regulations require CSO to review records of excluded parties in the federal System for Award Management (SAM) before entering into any third party Contracts exceeding \$25,000.00.
- B. Prior to award of a federally funded Contract, CSO will search the SAM system to ensure that excluded parties do not participate in covered transactions. A copy of the SAM search page evidencing such search will be retained in the Contract file.
- C. To learn more about the federal SAM, go to www.sam.gov/portal/public/SAM/.

Public Records

The SOQ's received as a result of this RFQ and the resulting score sheets will be posted to CSOs web page following resolution of any Post-Debrief protests.

To the extent consistent with chapter 42.56 RCW, the Public Disclosure Act, WSDOT shall maintain the confidentiality of Consultant's information marked confidential or proprietary. If a request is made to view Consultant's proprietary information, WSDOT will notify Consultant of the request and of the date that the records will be released to the requester unless Consultant obtains a court order enjoining that disclosure. If Consultant fails to obtain the court order enjoining disclosure, WSDOT will release the requested information on the date specified.

WSDOT's sole responsibility shall be limited to maintaining the above data in a secure area and to notify Consultant of any request(s) for disclosure for so long as WSDOT retains Consultant's information in WSDOT records per state law. Failure to so label such materials or failure to timely respond after notice of request for public disclosure has been given shall be deemed a waiver by Consultant of any claim that such materials are exempt from disclosure. WSDOT reserves the right, if it deems action to be in the best interest of WSDOT, to reject any and all submittals or to waive any irregularities or informalities therein. Any incomplete, false or misleading information provided by or through the Consultant shall be grounds for non-consideration. If submittals are rejected, WSDOT further reserves the right to investigate and negotiate with the next ranked Consultant in order of ranking or to reject all Consultants and re-solicit for additional firms.

Any questions regarding this RFQ should be directed to WSDOT's Headquarters Consultant Services Office at 360-705-7104.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free 1-800-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by the Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person, who believes his /her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators: Eastern Washington at 509-324-6018; or Western Washington at 360-705-7082.

Dates of publication in the Seattle Daily Journal of Commerce: Thursday, March 24, 2016 and Thursday, March 31, 2016.

Submittal Due Date and Time: 4:00 p.m. PST on Thursday, April 21, 2016.