

**NO ADDENDUM NECESSARY/
NO ADDENDUM ISSUED.**

Advertised: **JULY 15, 2016**

Transportation Planning Branch

REQUEST for LETTERS of INTEREST (RFLOI)

**Strategic Transportation Corridors Master Plans - Corridor Planning
Limited Services Agreement**

**TITLE: Strategic Transportation Corridors Master Plans - Corridor
Planning Limited Services Agreement**

**USING AGENCY: North Carolina Department of Transportation
Transportation Planning Branch**

ISSUE DATE: JULY 15, 2016

SUBMITTAL DEADLINE: AUGUST 26, 2016

**ISSUING AGENCY: North Carolina Department of Transportation
Technical Services Division
Professional Services Management Unit**

SYNOPSIS

SUBCONSULTANTS ARE PERMITTED UNDER THIS CONTRACT.

The primary and/or subconsultant firm(s) *(if Subconsultants are allowed under this RFLOI)* shall be pre-qualified to perform ALL of the work codes listed below for the Transportation Planning Branch. Work Codes required are:

- 00141 - Multimodal Transportation Planning
- 00171 - Public Involvement
- 00363 - Travel Demand Model Application

WORK CODES for each primary and/or subconsultant firm(s) *(if Subconsultants are allowed under this RFLOI)* SHALL be listed on the respective RS-2 FORMS (see section 'SUBMISSION ORGANIZATION AND INFORMATION REQUIREMENTS').

This RFLOI is to solicit responses (LETTERS of INTEREST, or LOIs) from qualified firms to provide professional consulting services to:

The North Carolina Department of Transportation desires to engage qualified private consulting firms or teams of consulting firms for the purpose of (on-call) technical services in corridor planning services for North Carolina.

In March 2015, NCDOT adopted the Strategic Transportation Corridors (STCs), which is a set of existing corridors that form North Carolina's core network of multimodal transportation corridors, and are considered the state's highest priority when analyzed within the framework of regional or local transportation plans. These corridors are facilities that:

- **Provide a continuous network of reliable, high-speed interstate, defense or freight routes;**
- **Serve as major inter-regional travel corridors, moving high volumes of people, good and services over longer distances with multiple mode opportunities; and**
- **Those that provide high-quality access to principal economic activity centers within and outside of North Carolina.**

As part of the implementation of STC, NCDOT will plan to work with regional planning partners to develop STC Master Plans. Master plans are envisioned to identify a mobility vision and broad improvement strategies for an entire corridor, guide improvements and development in a manner that defines a long-term vision and performance level for the corridor, and help protect the corridor's key functions as defined in each corridor's specific profile. STC Master Plans will examine issues of strategic importance to the long-term function and character of a multimodal transportation corridor.

Responding to this need, the Department is requesting on-call consultant services to aid the development of these Master Plans and to provide general assistance relative to corridor planning. Following are the minimum project parameters and expectations for a Master Plan that should be considered in proposed project methodologies.

Except as provided below any firm wishing to be considered must be properly registered with the Office of the Secretary of State and with the North Carolina Board of Examiners for Engineers and Surveyors. Any firm proposing to use corporate subsidiaries or subcontractors must include a statement that these companies are properly registered with the North Carolina Board of Examiners for Engineers and Surveyors and/or the NC Board for Licensing of Geologists. The Engineers performing the work and in responsible charge of the work must be registered Professional Engineers in the State of North Carolina and must have a good ethical and professional standing. It will be the responsibility of the selected private firm to verify the registration of any corporate subsidiary or subcontractor prior to submitting a Letter of Interest. Firms which are not providing engineering services need not be registered with the North Carolina Board of Examiners for Engineers and Surveyors. Some of the services being solicited may not require a license. It is the responsibility of each firm to adhere to all laws of the State of North Carolina.

The firm must have the financial ability to undertake the work and assume the liability. The selected firm(s) will be required to furnish proof of Professional Liability insurance coverage in the minimum amount of \$1,000,000.00. The firm(s) must have an adequate accounting system to identify costs chargeable to the project.

SCOPE OF WORK

The North Carolina Department of Transportation (NCDOT) is soliciting proposals for the services of a firm/team for the following contract scope of work:

Master Plans should focus on areas such as corridor analysis, alternatives development and selection, visioning, implementation, and partnering agreements. The purpose of a study is to develop a plan that addresses current and future (short-term and/or long-term) transportation needs for a particular end-to-end STC. Such plans are developed and oriented in a collaborative manner in order to best achieve overall stakeholder agreement on the future of an STC.

Master Plans should aid the achievement of the long-term or ultimate vision for each STC. Each STC is unique in regards to its function, purpose, and manner in which it fits into the framework of the national, statewide, and regional transportation system. While there is no “one size fits all” solution, each Master Plan will be scoped in a way that incorporates the uniqueness of the individual corridor; however, all should contain the following elements:

- **Coordination with partnering agencies and other key stakeholders**
- **Public outreach and involvement**
- **Analysis of existing corridor conditions, issues, and opportunities**
- **Problem statement defining corridor functions and the need for corridor improvements**
- **Multimodal alternatives development and evaluation**
- **Implementation or action plan**

Technical elements that could be considered during development of the master plan and implementation elements could include:

- **Access management or operations analysis**
- **Functional or conceptual design for improvements**
- **Land use analysis**
- **Systems-level environmental analysis that could inform the NEPA process, including indirect and cumulative impacts analysis (ICI)**
- **Economic impact analysis**

A general outline of the essential elements for developing a Master Plan is provided below. Proposals should consider this general outline, in addition to highlighting any unique techniques, skills or abilities of the team relative to corridor planning.

- I. Master plan organization**
 - a. Identify stakeholders and stakeholder groups**

- b. Establish steering committee
 - c. Organize public participation program
- II. Corridor conditions assessment
- a. Confirm study area limits
 - b. Summarize and assess land use and transportation plans affecting the STC (e.g., NCDOT modal units, MPO, RPO, county, city), including programmed corridor improvements
 - c. Use NCDOT planning tools (e.g., statewide travel demand model; asset databases) to detail measures that led to STC identification (system connectivity, mobility, economic development)
 - d. Identify high-level issues and needs (e.g., capacity, safety, continuity)
 - e. Prepare corridor-level problem statement defining corridor functions and need for corridor improvements
 - f. Define tentative corridor vision, goals and objectives
 - g. Conduct initial round of public and stakeholder involvement
- III. Corridor strategies assessment
- a. Prepare systematic consideration of strategies and tools
 - b. Identify multimodal options for corridor improvement
 - c. Evaluate options in relation to goals and objectives
 - d. Conduct second round of public and stakeholder involvement
- IV. Coordination and review of improvement concepts and recommendations
- a. Public and stakeholder workshops
 - b. MPO and RPO coordination
 - c. Refinement of final recommendations
- V. Documentation of master plan implementation strategies
- a. Sub-corridor alternatives assessment recommendations
 - b. Coordination with local transportation and land use planning
 - c. Access management strategies
 - d. Implementation plan
 - e. Corridor performance monitoring

PROPOSED CONTRACT TIME: TWO (2) YEARS; with a ONE (1) YEAR EXTENSION possible. Schedules for each individual Master Plan to be completed will be negotiated as part of the development of task orders under the master agreement.

PROPOSED CONTRACT PAYMENT TYPE: NEGOTIATED LUMP SUM for each assignment within the contract.

SUBMITTAL REQUIREMENTS

All LOIs are limited to **FIFTEEN (15)** pages (RS-2 forms are not included in the page count) inclusive of the cover sheet, and shall be typed on 8-1/2" x 11" sheets, single-spaced, one-sided.

LOIs containing more than FIFTEEN (15) pages will not be considered.

WORK CODES for each primary and/or subconsultant firm(s) (*if Subconsultants are allowed under this RFLO*) SHALL be listed on the respective RS-2 FORMS (see section 'SUBMISSION ORGANIZATION AND INFORMATION REQUIREMENTS').

ONLY ELECTRONIC LOIs WILL BE ACCEPTED.

LOIs should be submitted in .pdf format using software such as Adobe, CutePDF PDF Writer, DocuDesk deskPDF, etc.

One copy of the LOI should be sent as a .pdf file, **through NCDOT's FTS System**, to: psmu-411@ncdot.gov. **The FTS system will send you an electronic receipt when your LOI is uploaded to NCDOT's FTS system.** Paper copies are not required. The subject line should contain the Firm's Name, and "LOI for Strategic Transportation Corridors Master Plans - Corridor Planning Limited Services Agreement".

If an interested firm does not have an FTS account they should send a request through regular e-mail to psmu-411@ncdot.gov. A response will be sent via the FTS system that will provide a login username, password, and login procedures.

LOIs SHALL be received electronically no later than 12:00 P.M., AUGUST 26, 2016.

LOIs received after this deadline will not be considered.

Firms submitting LOIs are encouraged to carefully check them for conformance to the requirements stated above (and any other requirements in this Advertisement). If LOIs are submitted late, exceed the maximum number of pages, are sent by any means other than NCDOT's FTS system, or are sent to any address other than psmu-411@ncdot.gov they will be disqualified.

The Department reserves the right to reject all LOIs and not proceed with procurement.

The Department reserves the right to waive any technicality in LOIs, or notify the Firm(s) of such technicality and allow the Firm(s) up to two (2) business days to rectify the technicality.

SELECTION PROCESS

Following is a general description of the selection process:

- The NCDOT Selection Committee will review all qualifying LOI submittals.
- For Limited Services Contracts (On-Call type contracts), the NCDOT Selection Committee MAY, at the Department's discretion, choose any number of firms to provide the services being solicited.

- For Project-Specific Contracts (non On-Call type contracts), the Selection Committee MAY, at the Department's discretion, shortlist a minimum of three (3) firms to be interviewed. IF APPLICABLE, dates of shortlisting and dates for interviews are shown in the section SUBMISSION SCHEDULE AND KEY DATES at the end of this RFLOI.
- In order to be considered for selection, consultants must submit a complete response to this RFLOI prior to the specified deadlines. Failure to submit all information in a timely manner will result in disqualification.

SMALL PROFESSIONAL SERVICE FIRM (SPSF) PARTICIPATION

The Department encourages the use of Small Professional Services Firms (SPSF). Small businesses determined to be eligible for participation in the SPSF program are those meeting size standards defined by Small Business Administration (SBA) regulations, 13 CFR Part 121 in Sector 54 under the North American Industrial Classification System (NAICS). The SPSF program is a race, ethnicity, and gender neutral program designed to increase the availability of contracting opportunities for small businesses on federal, state or locally funded contracts. SPSF participation is not contingent upon the funding source.

The Firm, at the time the Letter of Interest is submitted, shall submit a listing of all known SPSF firms that will participate in the performance of the identified work. The participation shall be submitted on the Department's Subconsultant Form RS-2. RS-2 forms may be accessed on the Department's website at [NCDOT Electronic Forms](#).

The SPSF must be qualified with the Department to perform the work for which they are listed.

Real-time information about firms doing business with the Department and firms that are SPSF certified through the Contractual Services Unit is available in the Directory of Transportation Firms. The Directory can be accessed on the Department's website at [Directory of Firms](#) -- Complete listing of certified and prequalified firms.

The listing of an individual firm in the Department's directory shall not be construed as an endorsement of the firm.

PREQUALIFICATION

The Department maintains on file the qualifications and key personnel for each approved discipline, as well as any required samples of work. Each year on the anniversary date of the company, the firm shall renew their prequalified disciplines. If your firm has not renewed its application as required by your anniversary date or if your firm is not currently prequalified, please submit an application to the Department **prior to submittal of your LOI**. An application may be accessed on the Department's website at [Prequalifying Private Consulting Firms](#) -- Learn how to become Prequalified as a Private Consulting Firm with NCDOT. Having this data on file with the Department eliminates the need to resubmit this data with each letter of interest.

Even though specific DBE/MBE/WBE goals are not required for this project, the Department of Transportation is committed to providing opportunity for small and disadvantaged businesses to perform on its contracts through established Department goals. The Firm, subconsultant and

subfirm shall not discriminate on the basis of race, religion, color, national origin, age, disability or sex in the performance of this contract.

SELECTION CRITERIA

All prequalified firms who submit responsive letters of interest will be considered.

In selecting a firm/team, the selection committee will take into consideration qualification information including such factors as:

1. **30%** = The firm's understanding of the Strategic Transportation Corridors and the outcomes desired of the STC Master Plans.
2. **35%** = The firm's approach to developing STC Master Plans.
3. **25%** = The firm's experience and staff to perform the type of work required, including any designated sub consultants, based on the following: adequate staff to perform assigned project tasks & outstanding workload; firm's related experience & examples; final product quality on previous contracts; adherence to schedules on previous contracts; and flexibility for change in contract.
4. **10%** = The firm's regional experience.
5. **N/A%** = N/A.

After reviewing qualifications, if firms are equal on the evaluation review, then those qualified firms with proposed SPSF participation will be given priority consideration.

SUBMISSION ORGANIZATION AND INFORMATION REQUIREMENTS

The LOI should be addressed to **Robert J. Stroup, PE -- State Professional Services Engineer** and must include the name, address, telephone number, and e-mail address of the prime consultant's contact person for this RFLOI.

The LOI must also include the information outlined below:

Chapter 1 - Introduction

The Introduction should demonstrate the consultant's overall qualifications to fulfill the requirements of the scope of work and should contain the following elements of information:

- Expression of firm's interest in the work;
- Statement of whether firm is on register;

- Date of most recent private engineering firm qualification;
- Statement regarding firm's(') possible conflict of interest for the work; and
- Summation of information contained in the letter of interest.

Chapter 2 - Team Qualifications

This chapter should elaborate on the general information presented in the introduction, to establish the credentials and experience of the consultant to undertake this type of effort. The following must be included:

1. Identify recent, similar projects the firm, acting as the prime contractor, has conducted which demonstrates its ability to conduct and manage the project. Provide a synopsis of each project and include the date completed, and contact person.
2. If subconsultants are involved, provide corresponding information describing their qualifications as requested in bullet number 1 above.

Chapter 3 - Team Experience

This chapter must provide the names, classifications, and location of the firm's North Carolina employees and resources to be assigned to the advertised work; and the professional credentials and experience of the persons assigned to the project, along with any unique qualifications of key personnel. Although standard personnel resumes may be included, identify pertinent team experience to be applied to this project. Specifically, the Department is interested in the experience, expertise, and total quality of the consultant's proposed team. If principals of the firm will not be actively involved in the study/contract/project, do not list them. The submittal shall clearly indicate the Consultant's Project Manager, other key Team Members and his/her qualifications for the proposed work. Also, include the team's organization chart for the Project / Plan. A Capacity Chart / Graph (available work force) should also be included. Any other pertinent information should also be listed in this section.

Note: If a project team or subconsultant encounters personnel changes, or any other changes of significance dealing with the company, NCDOT should be notified immediately.

Chapter 4 - Technical Approach

The consultant shall provide information on its understanding of, and approach to accomplish, this project, including their envisioned scope for the work and any innovative ideas/approaches, and a schedule to achieve the dates outlined in this RFLOI (if any project-specific dates are outlined below).

APPENDICES-

CONSULTANT CERTIFICATION Form RS-2

Completed Form RS-2 forms SHALL be submitted with the firm's letter of interest. This section is limited to the number of pages required to provide the requested information.

Submit Form RS-2 forms for the following:

- **Prime Consultant firm**
 - Prime Consultant Form RS-2 Rev 1/14/08; and

- **ANY/ALL Subconsultant firms** (*If Subconsultants are allowed under this RFLO*) to be, or anticipated to be, utilized by your firm.
 - Subconsultant Form RS-2 Rev 1/15/08.
 - In the event the firm has no subconsultant, it is required that this be indicated on the Subconsultant Form RS-2 by entering the word “None” or the number “ZERO” and signing the form.

Complete and sign each Form RS-2 (instructions are listed on the form).

The required forms are available on the Department’s website at:

<https://apps.dot.state.nc.us/quickfind/forms/Default.aspx> .

[Prime Consultant Form RS-2](#)

[Subconsultant Form RS-2](#)

All submissions, correspondence, and questions concerning this RFLO should be directed to **Robert J. Stroup, PE** at rstroup@ncdot.gov. However, the LOI itself must be submitted to psmu-411@ncdot.gov via NCDOT’s FTS System.

IF APPLICABLE, questions may be submitted electronically only, to the contact above. Responses will be issued in the form of an addendum available to all interested parties. Interested parties should also send a request, by email only, to the person listed above to be placed on a public correspondence list to ensure future updates regarding the RFP or other project information can be conveyed. Questions must be submitted to the person listed above no later than **AUGUST 05, 2016**. The last addendum will be issued no later than **AUGUST 09, 2016**.

NOTE: To adhere to the Timeframe, a Notice to Proceed is expected to be issued shortly after (a) firm(s)/team(s) is/are selected. All firm(s)/team(s) submitting a LETTER OF INTEREST should make sure that their rates and overheads are current and have been audited by NCDOT.

SUBMISSION SCHEDULE AND KEY DATES

RFLOI Release – **JULY 15, 2016**

Deadline for Questions – **AUGUST 05, 2016**

Issue Final Addendum – **AUGUST 09, 2016**

Deadline for LOI Submission – **AUGUST 26, 2016**

Shortlist Announced * - **TBD -- IF THIS OPTION IS EXERCISED BY THE DEPARTMENT.**

Interviews - the week of **TBD -- IF THIS OPTION IS EXERCISED BY THE DEPARTMENT.**

Firm Selection and Notification ** - **TBD.**

Anticipated Notice to Proceed – **TBD.**

* Notification will **ONLY** be sent to shortlisted firms.

** Notification will **ONLY** be sent to selected firms.