REQUEST FOR QUALIFICATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION

Delivery of Freeway Lighting as a Public-Private Partnership Project

Metro Region

(Macomb, Oakland, St. Clair and Wayne Counties)

Control Section: 84917

March 6, 2014

MDOT

Michigan Department of Transportation

TABLE OF CONTENTS

1.0 Introduction 1
1.1 Procurement Process 1
1.2 Project Goals 1
1.3 Definitions 2
2.0 Background Information; RFQ Process 4
2.1 Project Description and Scope of Work 4
2.2 Procurement Schedule 5
2.3 Inquiries and General Information 5
2.4 MDOT Contractor and Engineering Firm Prequalification Requirements 6
2.5 MDOT Consultant/Technical Support 6
2.6 Conflicts of Interest 6
2.7 Changes to Organizational Structure 7
2.8 Equal Employment Opportunity 7
2.9 Disadvantaged Business Enterprises 7
3.0 Content of Statement of Qualifications 8
3.1 Introduction (Pass/Fail) 8
3.2 Understanding of Project (25 points) 8
3.3 Proposing Team/Members Qualifications (25 points) 9
3.4 Team Experience (25 points) 11
3.5 Legal and Financial (25 points) 12
4.0 Evaluation Process 13
4.1 SOQ Evaluation 13
4.2 SOQ Scoring 13
4.3 Determining Short-listed Proposing Teams 14
4.4 Notification of Short Listing 14
4.5 Debriefing 14
5.0 SOQ Submittal Requirements 14
5.1 Due Date, Time and Location 14
5.2 Format 15
6.0 Procurement Phase 2 15
6.1 Request for Proposals 15
6.2 RFP Structure 16
6.3 Proposal Evaluations 16
6.4 Stipends 16
Attachment A - Project Information 17
Attachment Figure A-1: Project Map 17
Attachment Table A-1: Historical Power Costs – Existing Project Systems 18
Attachment Table A-2: Historical Power Usage – Existing Project Systems 19
Attachment Table A-3: Estimated Power Usage – Restored Existing Project Systems 20
Attachment Table A-4: Existing Luminaire Inventory 21
Attachment Table A-5: Missing/Deficient Lighting Poles 21
Attachment B - Preliminary Reference Information Documents (RID) Index 22
Attachment C - Example Notice of Shortlisting Results 23

1.0 INTRODUCTION

The Michigan Department of Transportation (MDOT) hereby invites interested parties to respond to this Request for Qualifications ("RFQ") to: (a) partner with MDOT on designing, building and financing of improvements on existing freeway and tunnel lighting systems in the Detroit Metro Region; and (b) operating and maintaining the existing and improved lighting systems for a period currently envisioned to be 15 years. This opportunity to design, build, finance, operate and maintain (DBFOM) these lighting systems (the "Project") will be procured through a Public Private Partnership (P3) contracting structure.

As defined and requested in this RFQ, responding parties will provide a Statement of Qualifications (SOQ) describing their Proposing Team and providing other requested information. MDOT is seeking to identify and prequalify no more than five Proposing Teams for further consideration. Prequalified Proposing Teams will be invited to participate in a subsequent Request for Proposal ("RFP") process.

1.1 Procurement Process

MDOT will use a two-phase procurement process to select a Preferred Provider to deliver the Project. In Phase 1, Proposing Teams will provide SOQs for MDOT's evaluation in accordance with the requirements set forth in this RFQ. MDOT's evaluation will identify no more than five Proposing Teams that MDOT determines to be most highly qualified to deliver the Project successfully, and will prequalify these "short-listed" Proposing Teams to the second (RFP) phase for further consideration.

Phase 2 is the RFP process; only Prequalified Proposing Teams will be allowed to submit proposals in response to the RFP. The RFP will provide Prequalified Proposing Teams additional information such as Instructions to Prequalified Proposing Teams, the Project Agreement, Performance Standards, Specifications, and access to a virtual Data Room containing key project information.

1.2 Project Goals

The Provider will be expected to accept responsibility for DBFOM activities for Project lighting systems and achieve the following goals throughout the term of the Project:

<u>Safety</u>

a) Provide the traveling public and workers safe conditions within the Project during capital improvement, operation and maintenance activities;

b) Provide and maintain illumination coverage and uniformity required to meet applicable safety requirements and standards; and

c) Provide supports, fixtures and supporting infrastructure consistent with current MDOT, FHWA, and AASHTO safety practices, guidelines, policies, and standards.

Efficiency

While meeting all technical requirements and standards of practice:

a) Minimize the amount of energy consumed for illumination; and

b) Minimize overall Project costs by optimizing costs for initial capital improvements, lifecycle equipment replacements, operations and maintenance.

Mobility

a) Minimize traffic impacts and delays during replacement and construction activities; and

b) Minimize traffic impacts during operational and maintenance activities.

Quality

a) Provide lighting systems that conform to acceptable engineering standards/guidelines for designing and building freeway lighting systems;

b) Provide lighting systems that minimize future maintenance cycling; and

c) Provide high quality, reliable and safe lighting systems at Project hand-back.

Finance

a) Provide a financial plan that minimizes MDOT's initial capital costs; and

b) Provide a sustained financial plan that minimizes and optimizes the annual cash flow expenditure.

Schedule

Complete the design and capital improvements work within two years of financial closure.

1.3 Definitions

"Addenda" or **"Addendum"** means any document issued by MDOT in connection with this RFQ after its date of issuance reflecting any modification, supplement, amendment or other revision to this RFQ and the RFQ process.

"DBFOM" means Design, Build, Finance, Operate and Maintain. DBFOM is MDOT's preferred delivery arrangement for this Project.

"Detroit Edison" or **"DTE"** is one of the two primary electrical power providers for Project lighting (see also "Public Lighting of Detroit").

"Key Personnel" has the meaning defined in Section 3.3.3.

"Lead Engineering Design Firm" means any Member of a Proposing Team that will perform lighting design of any sort, or will perform at least 30% of the design work regardless of category. More than one Member of a Proposing Team may be designated as a Lead Engineering Design Firm.

"Lead Freeway Lighting Design Engineer" means a professional engineer registered in the State of Michigan who is designated by a Proposing Team to provide responsible supervision

of the designs and construction plans for freeway lighting improvements on the Project. A Lead Freeway Lighting Design Engineer will have expertise in the appropriate disciplines as required under Michigan law and rules of professional practice.

"Member" means any company, joint venture, partnership, limited liability company or consortia identified in an SOQ as being part of the Proposing Team.

"Public Lighting of Detroit" or **"PLD"** is one of the two primary electrical power providers for Project lighting (see also "Detroit Edison").

"Prequalified Proposing Team" is a Proposing Team short-listed during the RFQ phase (Phase 1). The Prequalified Proposing Teams will be eligible for further consideration during the RFP phase (Phase 2). MDOT will accept Proposals only from Prequalified Proposing Teams.

"Project" means the DBFOM P3 contract opportunity described within this RFQ to participate with MDOT in designing, building and financing improvements on existing freeway and tunnel lighting systems in the Detroit Metro Region; and operating and maintaining the existing and improved lighting systems for a period of approximately 15 years.

"Project Company" means the Prequalified Proposing Team selected during the RFP process that provides the best value based on the RFP criteria. This term may be used interchangeably with "Provider".

"Proposal" is a Prequalified Proposing Team's response to the RFP submitted to MDOT and received in conformance with RFP requirements.

"Proposing Team" means: (i) companies, (ii) joint ventures, (iii) partnerships, (iv) limited liability companies, or (v) consortia comprised of (i), (ii), (iii) (iv) or (v), formed or to be formed, which is submitting a SOQ in response to this RFQ. The Proposing Team may be comprised of one or more Members.

"Provider" means the Prequalified Proposing Team selected during the RFP process that provides the best value based on the RFP criteria. This term may be used interchangeably with "Project Company".

"Request for Proposals" or **"RFP"** means the solicitation document that may be issued by MDOT to Prequalified Proposers that will contain detailed Project specifications, and will set forth requirements to submit a Proposal.

"Request for Qualifications" or **"RFQ"** means this solicitation together with its appendices, forms and Addenda, if any.

"Statement of Qualifications" or **"SOQ"** means the formal qualifications package submitted by Proposing Teams in response to this RFQ.

2.0 BACKGROUND INFORMATION; RFQ PROCESS

General information on MDOT's Innovative Contracting program and information regarding this RFQ can be found at the following website: www.michigan.gov/ic, click on Metro Region Freeway Lighting – Public-Private Partnership (P3).

2.1 Project Description and Scope of Work

The Project will include DBFOM activities on the existing freeway lighting systems in the Detroit Metro Region, which will be defined in detail in the RFP. The existing lighting systems MDOT currently intends to include in the Project are composed of approximately 14,700 fixtures on limited access freeways within the Detroit Metro Region (Wayne, Oakland, Macomb and St. Clair Counties, and the City of Detroit); 4,160 of these fixtures are located in four tunnels on I-696 and M-10.

Project funding may include savings from reduced energy consumption; private funding sources; and public funding sources (State, Federal or local governments) in any combination. Regardless of the funding sources proposed, all Proposing Teams must meet Federal, State and/or local government funding requirements as defined in the RFP.

Project improvements will be designed in accordance with design criteria acceptable to MDOT. MDOT currently accepts the following criteria:

a) MDOT Road Design Manual (Michigan Department of Transportation, current version);

b) AASHTO Roadway Lighting Design Guide (American Association of State Highway and Transportation Officials, 2005);

c) ANSI/IES RP-8 Standard Practice for Roadway Lighting (Illuminating Engineering Society, Reaffirmed 2005); and

d) ANSI/IES RP-22 Standard Practice for Tunnel Lighting (Illuminating Engineering Society, Reaffirmed 2005).

If specifically requested by a Proposing Team during Phase 1, MDOT will consider other published criteria or modifications to currently accepted criteria and may approve such use at their sole discretion.

Attachments to this RFQ contain a map showing the general locations of the existing lighting systems included in the Project, additional Project information and an example of RFQ score reporting:

a) Attachment A - Project Information

b) Attachment B - Preliminary Reference Information Documents (RID) Index

c) Attachment C - Example Notice of Shortlisting Results

2.2 Procurement Schedule

The following schedule is preliminary, and is subject to revision in RFQ addenda or the RFP.

Phase 1 – Request for Qualifications

Issue RFQ----------March 6, 2014

Deadline for submitting RFQ questions ---------- March 21, 2014; 4 PM EST

SOQ due date ----------April 11, 2014; 1 PM EST

Anticipated Notification of Prequalified Proposing Teams ----------April 25, 2014

Phase 2 – Request for Proposals

Issue RFP ----------May, 2014

Proposals due ----------July, 2014

Notification of Successful Proposer ----------August, 2014

Commercial and Financial Close ---------- September, 2014

2.3 Inquiries and General Information

Information regarding this RFQ, including addenda to the RFQ, questions and answers, and project specific information, will be posted at the following website: www.michigan.gov/ic, click on Metro Region Freeway Lighting – Public-Private Partnership (P3) under the 2014 Innovative Contracting Projects heading.

All questions regarding the Project must be submitted by e-mail to the MDOT Project Manager listed below. Questions must be received by 4:00 p.m. EST on the date indicated in Section 2.2. MDOT will answer all such questions on the MDOT website as soon as possible after receipt of the questions. The name of any entity submitting questions will not be disclosed. The employees and representatives of the Proposing Team may not contact any MDOT staff (including members of the selection team) other than the MDOT Project Manager or his designee to obtain information on the Project. Disallowed contact may result in disqualification.

MDOT Project Manager
Charlie Stein
MDOT, Innovative Contracting Unit
E-mail: steinc@michigan.gov

Addenda to the RFQ

If it becomes necessary to revise any part of the RFQ, addenda will be posted on the MDOT website. It will be the Proposing Team's full and sole responsibility to verify that all Addenda have been incorporated within their response to this RFQ.

News Releases

Any news releases pertaining to this RFQ or the services, study, data or project to which it relates will not be made without prior written MDOT approval, and then only in accordance

with the explicit written instructions from MDOT. MDOT reserves the right to revise this RFQ at any time before the SOQ due date. Such revisions, if any, will be announced by addenda to this RFQ.

Disclosure

Except as otherwise stated, all information in a Proposing Team's SOQ and any contract resulting from this RFQ are subject to disclosure under the provisions of the "Freedom of Information Act," 1976 Public Act No. 442, as amended, MCL 15.231, et seq.

2.4 MDOT Contractor and Engineering Firm Prequalification Requirements

One or more Members of the Proposing Team must meet the following MDOT requirements by the anticipated date for Notification of Prequalified Proposing Teams:

Contractor Prequalification Requirements

L – Electrical Construction

Lead Engineering Design Firms Prequalification Requirements

Freeway Lighting

Maintaining Traffic Plans and Provisions

Utility Coordination

2.5 MDOT Consultant/Technical Support

MDOT has retained consultants to provide guidance in preparing and evaluating the RFP and advice on related contractual and technical matters for this design build project.

The following consultants are not eligible to participate on any Proposing Team's team:

a) URS Corporation Great Lakes

b) KPMG Corporate Finance LLC

2.6 Conflicts of Interest

The Proposing Team shall accept responsibility for being aware of the requirements of 23 Code of Federal Regulations (CFR) 636.116 and include a full disclosure of all potential organizational conflicts of interest.

The Proposing Team shall complete and return page 2 of the MDOT 5100D Conflict of Interest Statement with the submittal package. The Proposing Team will certify via MDOT 5100D that they have read and understand MDOT's policy regarding conflict of interest and 23 CFR 636.116, and that each member of the Proposing Team (including the Proposing Team, proposed consultants, contractors and subcontractors, and their respective chief executives, directors and key project personnel) has done the same. The Proposing Team shall either certify that they and each team member have no conflict of interest with the Project, or shall describe the conflict as provided.

The Proposing Team agrees to make an immediate and full written disclosure to MDOT if an organizational conflict of interest is discovered after award. The disclosure must include a description of the action that the Proposing Team has taken or proposes to take to avoid or mitigate such conflict. If an organizational conflict of interest is determined to exist, MDOT may, at its discretion, cancel the contract for the Project. If the Proposing Team was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to MDOT, MDOT may terminate the contract for default.

2.7 Changes to Organizational Structure

All changes in Key Personnel or Members from a Prequalified Proposing Team's SOQ occurring before the proposal in response to the RFP must be approved by MDOT in writing by submitting MDOT Form 5100G. Changes in Key Personnel must be approved by MDOT prior to submitting a proposal in response to the RFP. MDOT may revoke an awarded contract if any Key Personnel or Member identified in the SOQ is removed, replaced or added without MDOT's prior written approval. To qualify for MDOT approval, the written request must document that the proposed removal, replacement or addition will be equal to or better than the Key Personnel or Member provided in the SOQ. MDOT will use the criteria specified in this RFQ to evaluate all requests. Form 5100G Changes in Key Personnel must be submitted to MDOT's Project Manager.

2.8 Equal Employment Opportunity

The Proposing Team will be required to follow both State of Michigan and Federal Equal Employment Opportunity (EEO) policies.

2.9 Disadvantaged Business Enterprises

It is the policy of MDOT that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, and other small businesses shall have the maximum feasible opportunity to participate in contracts financed in whole or in part with public funds. Consistent with this policy, MDOT will not allow any person or business to be excluded from participation in, denied the benefits of, or to be otherwise discriminated against in connection with the award and performance of any U.S. Department of Transportation (DOT)-assisted contract because of sex, race, religion, or national origin. MDOT has established a DBE program in accordance with regulations of the DOT, 49 CFR Part 26. In this regard, the Proposing Team will take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum opportunity to compete for and perform the contract. MDOT may require a percentage of the work to be completed by DBE Firms. Any such requirement will be identified during the RFP process. MDOT encourages DBE and local workforce use on this project, even if there is not a specific requirement for DBE participation.

3.0 CONTENT OF STATEMENT OF QUALIFICATIONS

This section describes specific information that must be included in the SOQ. SOQs must follow the outline of this Section. Proposing Teams shall provide brief, concise information that addresses the requirements of the Project consistent with the evaluation criteria described in this RFQ. Submit only one SOQ describing the qualifications for a given team, regardless of the number of entities on the team. Do not submit additional SOQs for each team member.

3.1 Introduction (Pass/Fail)

Provide a letter stating the business name, address, business type (e.g., corporation, partnership or joint venture) and roles of the Proposing Team and each known Member. Identify one contact person and his or her address, telephone and fax numbers, and e-mail address. This person shall be the single point of contact on behalf of the Proposing Team's organization, responsible for correspondence to and from the organization and MDOT. MDOT will send all Project-related communications to this contact person. Authorized representatives of the Proposing Team must sign the letter. If the Proposing Team is a joint venture, the joint venture members must sign the letter. If the Proposing Team is not yet a legal entity, the known Members must sign the letter. The letter must certify the truth and correctness of the contents of the SOQ.

This information will be used to identify the Proposing Team and its designated contact, and will be reviewed for completeness. It will not be scored as part of the qualitative assessment of the SOQ.

3.2 Understanding of Project (25 points)

Based on information available at the time of the RFQ:

a) Provide a synopsis demonstrating the Proposing Team's understanding of all of the elements required: Design, Build, Finance, Operation and Maintenance.

b) Provide a narrative of the Project activities that specifically identifies the Member(s) responsible for each activity.

c) Describe any potential issues or risks that may affect the progress, implementation or success of the Project.

d) Demonstrate an understanding of the Project goals discussed in Section 1.2 by describing how the Proposing Team intends to achieve those goals, including a preliminary outline/description of the Proposing Team's approach to achieving the Finance goals.

e) Provide a brief description of the primary lighting products or systems the team anticipates incorporating into the Project; product manufacturer names and/or identifiers may be used to meet this requirement.

f) To the extent that a Proposing Team intends to use (or evaluate for use) innovative or emerging elements/processes, provide descriptions that identify specific: technologies or products; construction techniques; manufacturing processes;

techniques for minimizing energy consumption; design methodologies; and techniques for enhancing safety for the public or workers.

3.3 Proposing Team/Members Qualifications (25 points)

Provide the qualifications of Proposing Team/Members. The information should address the following:

a) Experience, capabilities and functions on projects of similar scope and complexity;

b) Approach to effective project management structure and interaction with MDOT and other entities;

c) Experience working together on projects of similar scope and complexity;

d) Experience with asset management on projects of similar scope and complexity;

e) Experience with integrating DBFOM activities during project delivery; and

f) Other experience and qualifications relevant to the Project scope.

3.3.1 Proposing Team/Members Organization

Describe the roles of all Members and identified subcontractors. Include the percentage and role that each Member is expected to provide.

Provide an organizational chart(s) showing the flow of the "chain of command" with lines identifying participants who are responsible for major functions to be performed and their reporting relationships, in managing, designing and building the Project. The chart(s) must show the functional structure of the organization down to the discipline leader level and must identify Key Personnel by name. Identify the Proposing Team and all Members in the chart(s).

3.3.2 Project Team Communication

The Proposing Team shall provide a communications plan identifying a single point of contact who controls the project during each phase, including design, capital improvement, and operations and maintenance. The communications plan shall be clear, concise and integrate all components of the Proposing Teams organization. Further, the communications plan shall include the role of MDOT personnel and other appropriate stakeholders.

3.3.3 Resumes of Key Personnel

Resumes of Key Personnel shall be provided in the SOQ as Appendix A – Resumes of Key Personnel. Resumes of Key Personnel shall be limited to two pages each and will not be counted towards the overall SOQ page limit. Only one resume is required for each individual, regardless of the number of positions that individual fills. The listing below describes the minimum key personnel for the Project ("Key Personnel"); others may be added by the Proposing Team. Proposing Teams may propose alternate plans to staff and manage the Project. SOQs with alternate staffing plans are required to have details of the key staff and their roles and responsibilities in a manner similar to the requirements listed below, including their responsibility on the project and their authority over the design, capital improvement, and operations and maintenance

phases.

Key Personnel

i) Project Manager

ii) Operations and Maintenance Manager

iii) Construction Manager

iv) Lead Freeway Lighting Design Engineer

Include the following items on each resume:

i) Relevant licensing and registration;

ii) Years of experience performing similar work;

iii) Actual work examples on similar projects, including projects, project dates, duties performed and their percentage of time on the project.

3.3.4 Minimum Qualifications of Key Personnel

MDOT will evaluate the description of Key Personnel provided in the SOQ. Part of this evaluation will be based on the extent they meet and/or exceed recommended qualifications including relevant education, training, certification, and experience. The following provides recommended qualifications of the Key Personnel assigned to the Project. Any certifications required to meet the requirements of the RFQ shall be in place by the time the first notice to proceed is issued. Key Personnel, except as noted, may perform work in more than one position in the organization.

Project Manager

The Proposing Team's Project Manager is recommended to have a minimum of 15 years of experience managing projects of similar scope and complexity. The Proposing Team's Project Manager will be responsible for the overall operations, maintenance, financing, and improvements for the Project and will:

i) Have full responsibility for the execution of the Project,

ii) Act as agent and be a single point of contact in all matters on behalf of Proposing Team,

iii) Be available (or ensure the availability of an approved designee) at all times during the Project, and

iv) Have authority to bind Proposing Team on all matters relating to the Project.

Operations and Maintenance Manager

The Operations and Maintenance Manager is recommended to have minimum of 10 years of experience in operation and maintenance of electrical systems or freeway infrastructure. The Operations and Maintenance Manager must work under the direct supervision of Proposing Team's Project Manager.

Construction Manager

The Construction Manager is recommended to have a minimum of 10 years of

experience in freeway lighting installation or freeway construction. The Construction Manager, or the Approved designee, must be on site during all capital improvement activities. The Construction Manager must work under the direct supervision of Proposing Team's Project Manager.

Lead Freeway Lighting Design Engineer

The Lead Freeway Design Engineer is recommended to have a minimum of 15 years of experience in freeway lighting design of the size and type required for the Project and must currently be a registered professional engineer in the State of Michigan or achieve such designation by the time the first notice to proceed is issued.

3.4 Team Experience (25 points)

In this section, the Proposing Team will provide project descriptions of past infrastructure projects demonstrating relevant experiences. Project descriptions should include projects relating to one or more aspects of freeway/roadway lighting. Proposing Teams will provide two groups of example projects, each addressing the experiences described below.

Example Projects of Proposing Team Members

Describe at least two, but no more than four, infrastructure projects that Members have managed, designed, and/or constructed; and/or have operated, maintained or financed. Explain how Members' roles on the example projects relate to their anticipated roles on the Proposing Team.

Projects Showing Previous Team Member Relationships

Describe at least one, but no more than four projects where Members have previously teamed or worked in interactive roles to manage, design, construct, operate, maintain or finance infrastructure. Descriptions should delineate responsibilities and roles of each party, and should highlight previous working relationships that might contribute to the success of this Project. Where applicable, denote any previous working relationships that include Key Personnel.

To the extent possible, provide descriptions for projects of a similar complexity that were completed in the last 10 years. Highlight experience that implemented innovative lighting efficiencies, maximized mobility, managed construction challenges, or provided operation and maintenance services over an extended term (include term length). Highlight how those experiences apply to the characteristics of this Project.

Project descriptions should clearly delineate role(s) performed by Members or Key Personnel which show relevant experience. Relevant experience may include: design and implementation of retrofit lighting systems that reduce energy consumption; operation and maintenance of energy efficient freeway/roadway lighting systems; and life cycle cost management of transportation facilities. Where applicable, the project descriptions should also emphasize the Members' experience with local conditions; with Michigan's design and construction practices; with MDOT Metro Region traffic control expectations; and with local utilities and energy providers.

Each project description should include the following information, at a minimum:

a) Name of the project, owner name and the owner's project identifier;

b) Owner's engineer or project manager, and current telephone number;

c) Dates the Member(s) worked on the project;

d) Brief description of all work or services performed, fee and percentage of the overall project represented by the fee;

e) Description of scheduled completion deadlines and actual completion dates;

f) Original design or capital improvement budget and final design or capital improvement cost;

g) Length, responsibility, and structure of projects where operations and maintenance services were included; and

h) Financing information including type, structure (debt, financing, equity, etc.), term, and amounts provided on projects.

MDOT may elect to use the information provided above as a reference check.

3.5 Legal and Financial (25 points)

The information required in response to Section 3.5 shall be submitted as Appendix B – Legal and Financial. Information provided in response to these sections will not count towards the overall page limitation defined in Section 5.2.

3.5.1 Financial Plan (Scored)

For the financial portion of the response, the Proposing Team shall provide a Preliminary Plan of Finance. Include the following information:

i) The anticipated financing providers and other financial participants and their proposed contribution (approximate in percentage terms), including where available, letters of support;

ii) Names of individual(s) proposed to lead the financing for the Project, including relevant experience and potential for contributing to the success of this Project;

iii) Overview of the recent financial performance and financial strength of the financial providers, supported by the most recent annual financial statements (audited statements preferred); and

iv) Descriptions of at least two, but no more than four, recent financial structures that were utilized by the Members to deliver lighting conversion projects, including the type of funding sources used, amounts raised and rationale for using the funding sources compared to other potential sources.

3.5.2 Acknowledgment of Clarifications and Addenda (Pass/Fail)

Identify all addenda provided by date and version.

3.5.3 Organizational Conflicts of Interest (Pass/Fail)

Identify all relevant facts relating to past, present or planned interest(s) of the Proposing Team's team (including the Proposing Team, Members, proposed consultants, contractors and subcontractors, and their respective chief executives, directors and key project personnel) which may result, or could be viewed as, an organizational conflict of interest in connection with this RFQ.

The Proposing Team will disclose:

i) Any current contractual relationships with MDOT (by identifying the MDOT contract number and project manager);

ii) Present or planned contractual or employment relationships with any current MDOT employee; and

iii) Any other circumstances that might be considered to create a financial interest in the contract for the Project by any current MDOT employee if the Proposing Team is awarded the contract.

The foregoing are provided as examples only, and do not constitute a limitation on the disclosure obligations.

Identify steps that have been or will be taken to avoid, neutralize or mitigate any organizational conflicts of interest for any fact, relationship or circumstance disclosed in response to this Section.

In cases where Members on different Proposing Team teams belong to the same parent company, each Proposing Team must describe how the participants would avoid conflicts of interest through the qualification and proposal phases of the Project.

The required information for Organizational Conflicts of Interest shall be submitted using Page 2 of the MDOT 5100D Conflict of Interest Statement Information provided in response to this section, and will not count towards the overall page limit.

4.0 EVALUATION PROCESS

4.1 SOQ Evaluation

Each SOQ must be complete based on the RFQ requirements. MDOT will initially screen the SOQs for responsiveness to the requirements of this RFQ, and will assign a status of "pass/fail". Non-responsive or partially non-responsive SOQs or SOQs missing required information may result in a "fail".

MDOT will evaluate only those SOQs assigned to "pass" status against the criteria described in Section 3.

4.2 SOQ Scoring

MDOT will evaluate all responsive SOQs and measure each Proposing Team's response against the project goals and evaluation criteria set forth in this RFQ, resulting in a numerical

score for each SOQ. Weighted scoring criteria will not be released until after Phase 1 has been completed.

4.3 Determining Short-listed Proposing Teams

MDOT will total the scores for each responsive SOQ and prepare a ranked list of Proposing Teams. MDOT intends to short-list at least three, and no more than five, of the most highly qualified Proposing Teams.

MDOT reserves the right in its sole discretion to cancel this RFQ; issue a new RFQ; or reject any or all SOQs. MDOT reserves the right in its sole discretion to seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to this RFQ; seek and receive clarifications to an SOQ; or waive any deficiencies irregularities or technicalities in considering and evaluating an SOQ.

This RFQ does not commit MDOT to enter into a contract or proceed with the procurement of the Project. MDOT assumes no obligations, responsibilities and liabilities, fiscal or otherwise, to reimburse all or part of the costs incurred by the parties responding to this RFQ. All such costs shall be borne solely by each Proposing Team.

In the event that fewer than three SOQs are received in Phase 1, MDOT may cancel and/or re-advertise the Project at its sole discretion.

4.4 Notification of Short Listing

All scores will be posted on MDOT's website in conjunction with the posting of the short list. No Proposing Team names will be provided; however, each Proposing Team will receive their individual score sheet from MDOT via facsimile or e-mail within five working days of posting the scores and selection results.

4.5 Debriefing

Proposing Teams may request feedback via face-to-face meeting, phone or email after the award of the contract. Such debriefings will be considered, and may be provided at the discretion of the Project Manager.

5.0 SOQ SUBMITTAL REQUIREMENTS

The following section describes requirements that all Proposing Teams must satisfy in submitting SOQs. Failure of any Proposing Team to submit their SOQ as required in this RFQ may result in its rejection.

5.1 Due Date, Time and Location

SOQs are due on Friday, April 11, 2014 at 1 PM EST. MDOT will reject any SOQ that fails to meet the deadline or delivery requirement without consideration or evaluation.

Proposing Teams shall provide SOQs in one or more bookmarked portable document file(s) (PDFs), maximum size fewer than 15 MB, delivered to the MDOT Project Manager via email. MDOT will confirm receipt of the SOQ via email response.

SOQs shall be delivered to:

Charlie Stein, MDOT Project Manager
Email: steinc@michigan.gov

5.2 Format

All SOQs must comply with the following:

a) The SOQ must not exceed 30 single-sided pages. The 30-page limit does not include key personnel resumes (Appendix A – Resumes of Key Personnel), required Forms 5100, and the required legal information (Appendix B – Legal and Financial) defined in Section 3.5.

b) All PDF pages shall be 8½" x 11" except for organizational charts, which may be 11" x 17".

c) Font must be a minimum of 12 points.

d) All pages must be numbered continuously throughout and in the format of "Page 1 of _", including resumes, Forms 5100, and legal understanding.

e) PDF files should contain bookmarks for the major SOQ sections.

f) SOQs may include graphics within established page limits.

6.0 PROCUREMENT PHASE 2

This Section is provided for the limited purpose of providing each Proposing Team with a description of the second phase of the Project procurement process, including a summary of certain anticipated RFP requirements. MDOT reserves the right to make changes to the following, and the short-listed Proposing Teams must only rely on the actual RFP if/when it is issued. This Section does not contain requirements directly related to this SOQ.

6.1 Request for Proposals

The Proposing Teams remaining on the short list following Phase 1 of the procurement process will be eligible to move to Phase 2 and receive an RFP. While MDOT may make the RFP available to the public for informational purposes, only short-listed Proposing Teams will be allowed to submit a response to the RFP.

6.2 RFP Structure

The RFP will be structured as follows:

a) Instructions to Proposers

b) Contract Documents (including a draft project agreement, technical requirements, and performance requirements)

c) Reference Information Documents (RID)

6.3 Proposal Evaluations

MDOT intends on awarding the Project based upon a qualified bid to obtain the most cost effective and efficient Proposer. Final selection criteria will be provided in the RFP.

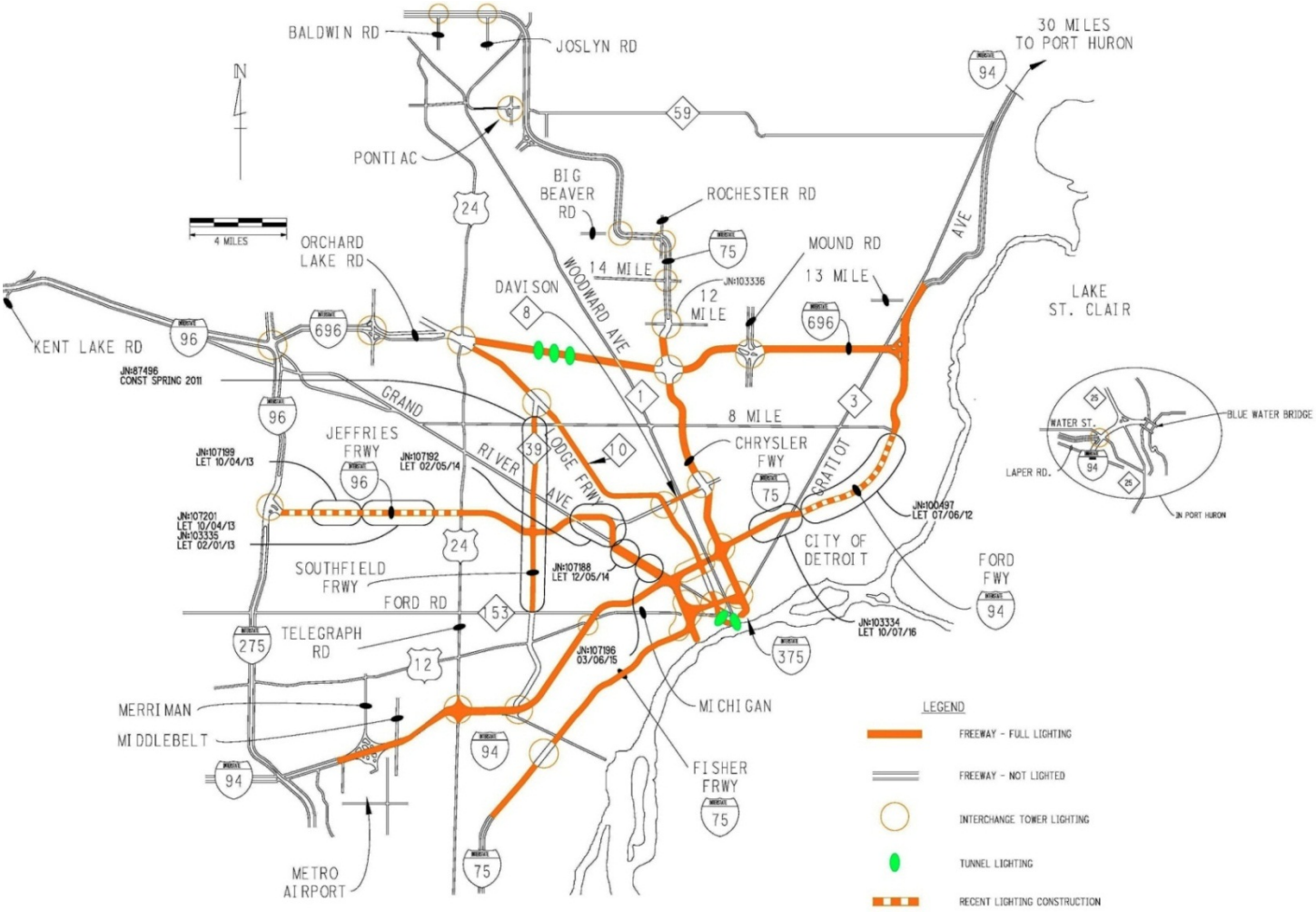
6.4 Stipends

No stipends will be paid for submitting SOQs. MDOT may choose to pay stipends to Prequalified Proposing Teams for preparation and submittal of responsive proposals, and/or reimburse the selected Provider for a portion of the cost of proposal preparation.

MDOT may use any ideas or information contained in the proposals in connection with any contract awarded for the Project or in connection with a subsequent procurement, without any obligation to pay any additional compensation to the unsuccessful short-listed Prequalified Proposing Teams Proposers.

ATTACHMENT A - PROJECT INFORMATION

Attachment Figure A-1: Project Map



Historical Record of Energy Charges for Lighting

Attachment Table A-1: Historical Power Costs – Existing Project Systems

NOTES

Amounts shown are MDOT's actual annual electric bills for freeway lighting, broken down by maintenance section.

Figures should only be used for general reference because of operational variations over the reporting period. These include:

- Parts of some systems were only partially operational for extended periods due to budget constraints;
- Operational lighting inventory is similar to that shown in Table A-4 and Table A-5;
- Responsibility for electrical billings were re-distributed between some maintenance sections; and
- Records for 2013 were only partially available.

Section	Supplier	2009	2010	2011	2012	2013 (Part)
Oakland TSC - Maintenance	DTE	$236	$0	$877,905	$985,180	$955,292
Taylor TSC - Maintenance	DTE	$310,075	$358,161	$297,177	$318,342	$278,503
Taylor TSC - Maintenance	PLD	$633,760	$822,766	$582,238	$400,996	$0
Taylor TSC - Maintenance	Other	$65,000	$60,000	$2,914	$0	$0
Macomb TSC - Maintenance	DTE	$0	$0	$158,259	$155,982	$138,826
		$ 1,009,071	$ 1,240,927	$ 1,918,493	$ 1,860,500	$ 1,372,621

Historical Record of Energy Charges for Lighting (continued)

Attachment Table A-2: Historical Power Usage – Existing Project Systems

NOTES

Power usage figures are calculated using the average rates obtained from MDOT's annual electric bills for freeway lighting, broken down by maintenance section.

Figures should only be used for general reference because of operational variations over the reporting period. These include:

- Parts of some systems were only partially operational for extended periods due to budget constraints;
- Operational lighting inventory is similar to that shown in Table A-4 and Table A-5;
- Responsibility for electrical billings were re-distributed between some maintenance sections; and
- Records for 2013 were only partially available.

Section	Supplier	Ave. $/kWH	kWH 2009	kWH 2010	kWH 2011	kWH 2012	kWH 2013 (Part)
Oakland TSC – Maint.	DTE	0.0788	3,000	-	11,141,000	12,502,000	12,123,000
Taylor TSC - Maint.	DTE	0.0788	3,935,000	4,545,000	3,771,000	4,040,000	3,534,000
Taylor TSC - Maint.	PLD	0.0648	9,780,000	12,697,000	8,985,000	6,188,000	-
Taylor TSC - Maint.	Other	0.0700	929,000	857,000	42,000	-	-
Macomb TSC - Maint.	DTE	0.0788	-	-	2,008,000	1,979,000	1,762,000
			14,647,000	18,099,000	25,947,000	24,709,000	17,419,000

Historical Record of Energy Charges for Lighting (continued)

Attachment Table A-3: Estimated Power Usage – Restored Existing Project Systems

NOTES

Power usage figures are calculated for the entire system distributed by provider, assuming that:

- The existing system has been restored to a fully operational condition by repairing all of the deficiencies noted in Table A-4 and Table A-5;
- The system is fully operational during darkness hours for a full year;
- Luminaires operate at rated power levels, adjusted for typical operational losses.

Power costs are calculated using the same average rates calculated from current billings for freeway lighting.

Power Supplier	Estimated Annual Usage (kWH)	Assumed Rate ($/kWH)	Estimated Annual Cost ($)
Detroit Edison (DTE) System	23,974,000	0.0788	$ 1,889,000
Public Lighting of Detroit (PLD) System	13,519,000	0.0648	$ 876,000
	37,493,000		$ 2,765,000

General Lighting Inventory

Attachment Table A-4: Existing Luminaire Inventory

NOTES

The inventory of working/non-working luminaires was conducted in October, 2013.

Luminaire Type	Typical Existing Circuits	Total Luminaires	*Luminaires Not Working	Luminaires Missing (Pole Down)
250W HPS	240/480V	1,945	515	91
400W HPS	120/240V, 240V, 240/480V	2,521	437	415
750W HPS	120/240V, 240/480V	646	161	4
1000W HPS	240/480V	445	238	1
Tower 1000W Metal Halide	240/480V	2,826	862	-
150W LED	120/240V, 240/480V	865	112	64
300W LED	240/480V	80	18	-
165W Induction	240/480V	232	70	3
Underbridge lights 150W HPS	240/480V	514	175	-
Underbridge lights 250W HPS	240/480V	150	51	-
Underbridge lights 400W HPS	240/480V	4,923	1,679	-
		15,147	4,318	578

*Number includes missing luminaires

HPS = high pressure sodium LED = light emitting diode

Attachment Table A-5: Missing/Deficient Lighting Poles

NOTES

The inventory of missing/deficient lighting poles was conducted in October, 2013.

Deficient Light Poles	Poles Missing	Deficient Poles (still to be removed)
30 foot or less, Single Arm	95	10
31 foot to 40 foot, Single Arm	1	1
41 foot to 50 foot, Single Arm	38	7
30 foot or less, Double Arm	2	-
31 foot to 40 foot, Double Arm	116	2
41 foot to 50 foot, Double Arm	104	1
	356	21

ATTACHMENT B - PRELIMINARY REFERENCE INFORMATION DOCUMENTS (RID) INDEX

Forms – http://mdotcf.state.mi.us/public/webforms/ (under Contract Services)

a) Form 5100D Conflict of Interest Statement

b) Form 5100G Changes in Key Personnel

Design References

a) MDOT Road Design Manual (Michigan Department of Transportation, current version);

b) AASHTO Roadway Lighting Design Guide (American Association of State Highway and Transportation Officials, 2005)

c) ANSI/IES RP-8 Standard Practice for Roadway Lighting (Illuminating Engineering Society, Reaffirmed 2005)

d) ANSI/IES RP-22 Standard Practice for Tunnel Lighting (Illuminating Engineering Society, Reaffirmed 2005)

Statutory References

a) Michigan Freedom of Information Act, 1976 Public Act No. 442, as amended, MCL 15.231, et seq.

b) 23 Code of Federal Regulations (CFR) 636.116 (regarding Conflicts of Interest)

c) 49 Code of Federal Regulations (CFR) Part 26 (regarding Disadvantaged Business Enterprises)

ATTACHMENT C - EXAMPLE NOTICE OF SHORTLISTING RESULTS

(DATE OF POSTING)

Metro Region Design-Build-Finance-Operate-Maintain (DBFOM) Freeway Street Lighting Public-Private Partnership (P3) Project
MDOT Job Number: *(Job Numbers)*

The following teams have been short listed as Prequalified Proposing Teams for the Metro Region DBFOM Freeway Street Lighting P3 Project:

Shortlisted Team Name	Cumulative Score (100 Points)	Criterion #1 Project Understanding (25 Points)	Criterion #2 Team Qualifications (25 Points)	Criterion #3 Proposing Team Experience (25 Points)	Criterion #4 Legal and Financial (25 Points)
Company 1					
Company 2					
Company 3					
Company 4					
Company 5					
Non-Shortlisted Scores (Names are not provided)	**Cumulative Score (100 Points)**	**Criterion #1 Project Understanding (25 Points)**	**Criterion #2 Team Qualifications (25 Points)**	**Criterion #3 Proposing Team Experience (25 Points)**	**Criterion #4 Legal and Financial (25 Points)**
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