

CHECKLIST TO DESIGNATE AREAS OF EVALUATION FOR PROPOSAL

	REQUISITION NUMBER 3075	DUE DATE 04/20/20	TIME DUE noon est
MDOT PROJECT MANAGER Collin Castle	JOB NUMBER (JN) 84900	CONTROL SECTION (CS) NA	
DESCRIPTION Connected & Automated Vehicle Corridor (CAV-C) Concept			
MDOT PROJECT MANAGER: Check all items to be included in. WHITE = REQUIRED ** = OPTIONAL Check the appropriate Tier in the box below		CONSULTANT: Provide only checked items below in proposal when applicable, Best Value scoring criteria is listed separately in the RFP. **Optional items are determined by the MDOT Project Manager.	
<input type="checkbox"/> TIER II (\$250,000-\$1,500,000)	<input checked="" type="checkbox"/> TIER III (>\$1,500,000)		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Understanding of Service **	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Innovations	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Organizational Chart	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Qualifications of Team	
N/A	<input type="checkbox"/>	Quality Assurance/Quality Control **	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Location: The percentage of work performed in Michigan will be used for all selections unless the project is for on-site inspection or survey activities, then location should be scored using the distance from the consultant office to the on-site inspection or survey activity.	
N/A	<input type="checkbox"/>	Presentation **	
N/A	<input type="checkbox"/>	Technical Proposal (if Presentation is required)	
7 pages (MDOT Forms not counted)	14 pages (MDOT Forms not counted)	Total maximum pages for RFP not including key personnel resumes . Resumes limited to 2 pages per key staff personnel.	

PROPOSAL AND BID SHEET E-MAIL ADDRESS – MDOT-RFP-Response@Michigan.gov

The Consultants will receive an e-mail reply/notification from MDOT when the proposal is received. Please retain a copy of this e-mail as proof that the proposal was received on time. Consultants are responsible for ensuring that MDOT receives the proposal on time.

* Contact Contract Services Division immediately at 517-335-5828 if you do not get an auto response.

GENERAL INFORMATION

If your firm is interested in providing services, please indicate your interest by submitting a Proposal, Proposal/Bid Sheet or Bid Sheet as indicated below. The documents must be developed and submitted in accordance with the latest [Consultant/ Vendor Selection Guidelines for Services Contracts](#).

Any questions relative to the scope of services must be submitted by e-mail to the MDOT Project Manager. Questions must be received by the Project Manager at least five (5) working days prior to the due date and time specified above. All questions and answers will be placed on the MDOT website as soon as possible after receipt of the questions, and at least three (3) days prior to the RFP due date deadline. The names of vendors submitting questions will not be disclosed.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal.

MDOT FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION

5100D – Request for Proposal Cover Sheet

5100J – Consultant Data and Signature Sheet (Required for all firms performing non-prequalified services on this project.)

(These forms are not included in the proposal maximum page count.)

The Michigan Department of Transportation (MDOT) is seeking professional services for the project contained in the attached scope of services.

RFP SPECIFIC INFORMATION

☐ ENGINEERING SERVICES ☐ BUREAU OF TRANSPORTATION PLANNING ☒ OTHER

THE SERVICE WAS POSTED ON THE ANTICIPATED QUARTERLY REQUESTS FOR PROPOSALS

☒ NO ☐ YES DATED _____ THROUGH _____

☐ **Prequalified Services** – See the attached Scope of Services for required Prequalification Classifications.

☒ **Non-Prequalified Services** – If selected, the vendor must make sure that current financial information, including labor rates, overhead computations, and financial statements, is on file with MDOT's Office of Commission Audits. This information must be on file for the prime vendor and all sub vendors so that the contract will not be delayed. **Form 5100J is required with proposal for all firms performing non-prequalified services on this project.**

☒ **Qualification Based Selection** - Use the [Consultant/Vendor Selection Guidelines](#).

For all Qualifications Based Selections, the selection team will review the information submitted and will select the firm considered most qualified to perform the services based on the proposals. The selected firm will be asked to prepare a priced proposal. Negotiations will be conducted with the firm selected.

For a cost plus fixed fee contract, the selected vendor must have a cost accounting system to support a cost plus fixed fee contract. This type of system has a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts. Each project is assigned a job number so that costs may be segregated and accumulated in the vendor's job-order accounting system.

☐ **Qualification Based Selection / Low Bid** – Use the [Consultant/Vendor Selection Guidelines](#). See Bid Sheet instructions for additional information.

For Qualification Review/Low Bid selections, the selection team will review the proposals submitted. The vendor that has met established qualification threshold and with the lowest bid will be selected.

☐ **Best Value** – Use the [Consultant/Vendor Selection Guidelines](#). See Bid Sheet Instructions below for additional information. The bid amount is a component of the total proposal score, not the determining factor of the selection.

☐ **Low Bid** (no qualifications review required – no proposal required.)

BID SHEET INSTRUCTIONS

Bid Sheet(s) are located at the end of the Scope of Services. Submit bid sheet(s) with the proposal, to the e-mail address: MDOT-RFP-Response@Michigan.gov. Failure to comply with this procedure may result in your bid being rejected from consideration. MDOT reserves the right to reject any and all bids.

PARTNERSHIP CHARTER AGREEMENT

MDOT and ACEC created a Partnership Charter Agreement which establishes guidelines to assist MDOT and Consultants in successful partnering. Both the Consultant and MDOT Project Manager are reminded to review the [ACEC-MDOT Partnership Charter Agreement](#) and are asked to follow all communications, issues resolution and other procedures and guidance's contained therein.

PROPOSAL REQUIREMENTS

Proposals must be submitted for this project electronically. Proposal submittal requirements are listed in *PART IV – INSTRUCTION FOR SUBMITTING PROPOSALS* at the following link [Selection Guidelines for Service Contracts](#)

FINANCIAL REQUIREMENTS FOR NON-PREQUALIFIED Revised 2/2020

[Financial Requirements for Non-Prequalified Consultants/Vendors](#)

E-VERIFY REQUIREMENTS

E-Verify is an Internet based system that allows an employer, using information reported on an employee's Form I-9, Employment Eligibility Verification, to determine the eligibility of that employee to work in the United States. There is no charge to employers to use E-Verify. The E-Verify system is operated by the Department of Homeland Security (DHS) in partnership with the Social Security Administration. E-Verify is available in Spanish.

The State of Michigan is requiring, under Public Act 200 of 2012, Section 381, that as a condition of each contract or subcontract for construction, maintenance, or engineering services that the pre-qualified contractor or subcontractor agree to use the E-Verify system to verify that all persons hired during the contract term by the contractor or subcontractor are legally present and authorized to work in the United States.

Information on registration for and use of the E-Verify program can be obtained via the Internet at the DHS Web site: <http://www.dhs.gov/E-Verify>.

The documentation supporting the usage of the E-Verify system must be maintained by each consultant and be made available to MDOT upon request.

It is the responsibility of the prime consultant to include the E-Verify requirement documented in this NOTIFICATION in all tiers of subcontracts.

DIGITAL SIGNATURE OF CONTRACTS

On **January 4, 2018**, Contract Services Division implemented the use of CoSign as the exclusive software for digitally signing all consultant contracts and consultant contract related documents. All other digital signing methods are no longer accepted. Prior to using CoSign, all external partners must apply for a free digital signature user account by submitting a [MDOT Digital Signature Certificate Request Form](#).

MDOT INSURANCE UPDATED 3.9.17

At a minimum, the insurance types and limits identified below, may be required from the selected consultant, prior to contract award.

Required Limits	Additional Requirements
Commercial General Liability Insurance	
<u>Minimal Limits:</u> \$1,000,000 Each Occurrence Limit \$1,000,000 Personal & Advertising Injury Limit \$2,000,000 General Aggregate Limit \$2,000,000 Products/Completed Operations	Consultants must have their policy endorsed to add "the State of Michigan, its departments, divisions, agencies, offices, commissions, officers, employees, and agents" as additional insureds
Automobile Liability Insurance	
<u>Minimal Limits:</u> \$1,000,000 Per Occurrence	
Workers' Compensation Insurance	
<u>Minimal Limits:</u> Coverage according to applicable laws governing work activities.	Waiver of subrogation, except where waiver is prohibited by law.
Employers Liability Insurance	
<u>Minimal Limits:</u> \$500,000 Each Accident \$500,000 Each Employee by Disease \$500,000 Aggregate Disease	
Professional Liability (Errors and Omissions) Insurance	
<u>Minimal Limits:</u> \$1,000,000 Per Claim	

The Insurer shall provide at least thirty (30) days written notice of cancellation. The Prime Consultant will be responsible to verify subconsultant(s) compliance with MDOT's insurance requirements.

Michigan Department of Transportation

**SCOPE OF SERVICE
FOR
SPECIALTY SERVICES
Connected and Automated Vehicle Corridor (CAV-C) Concept**

CONTROL SECTION: 84900

JOB NUMBER: N/A

PROJECT LOCATION: Statewide

PROJECT DESCRIPTION:

The Michigan Department of Transportation (MDOT) is seeking innovative proposals defining a systems solution approach to develop and implement a connected and automated vehicle corridor, further represented as CAV-C, operating in support of a larger cooperative automated transportation (CAT) landscape at no cost to the Michigan Department of Transportation.

ANTICIPATED SERVICE START DATE: 5/1/2020

ANTICIPATED SERVICE COMPLETION DATE: 4/30/2022

DBE PARTICIPATION REQUIREMENT: There is no DBE requirement for this project.

PRIMARY PREQUALIFICATION CLASSIFICATION(S): N/A

SECONDARY PREQUALIFICATION CLASSIFICATION(S): N/A

PREFERRED QUALIFICATIONS AND CRITERIA (FOR NON-CLASSIFIED SERVICES):

As minimum qualifications, the Proposer's Team must demonstrate an understanding of the physical, digital and operational infrastructure attributes necessary to deliver the CAV-C that supports, complements or enhances regional transit and personal mobility. The Proposer must also show an understanding of innovative infrastructure funding options to support capital infrastructure improvements and ongoing operations and maintenance, while considering the transformative impact that smart infrastructure will have on Michigan's communities.

MDOT PROJECT MANAGER:

Collin Castle, P.E.
ITS Program Manager
MDOT ITS Program Office
8885 Ricks Rd.
Lansing, MI, 48909
E-mail: CastleC@michigan.gov

1.0 INTRODUCTION:

MDOT hereby invites Proposers to respond to this Request for Proposals (RFP) to serve as the Master Developer in connection with the CAV-C project as an innovation, financing, and implementation partner working towards a holistic solution that reflects and advances Michigan's role as a leader in the connected and automated vehicle space. The Master Developer will work with MDOT to envision, design, evaluate, iterate, test and implement the CAV-C. Implementation of this concept is intended to advance the state of play in application of connected and automated vehicle technologies to real-world personal mobility needs at scale and to serve as a practical model for future implementation on other corridors as part of an integrated transportation system.

As defined in this RFP, responding parties will provide a Proposal describing their Proposing Team and providing other requested information. MDOT will evaluate Proposals and select one Proposer. Information submitted in the Proposal will be utilized in negotiations with the apparent successful Proposer to finalize the scope and other provisions of the Master Development Agreement (MDA) between the Master Developer and MDOT.

1.1 Procurement Process:

This RFP is issued to select a Master Developer who will partner with MDOT in the development, design, financing, construction, operations, and maintenance of the CAV-C. However, the initial scope of work primarily relates to the first phase of the CAV-C project ("Phase 1") (as described in more detail in Section 2.0). The MDA is anticipated to be amended following the completion of Phase 1 work. At the conclusion of Phase 1, MDOT expects to establish one or more subsequent agreements for future phases necessary to develop, design, test, evaluate, implement, finance, operate, and maintain the CAV-C. The Master Developer will be granted the exclusive right to bilaterally negotiate the terms of one or more subsequent agreement(s) to the MDA with MDOT, providing the appropriate rights and terms to develop, design, test, evaluate, implement, finance, operate, and maintain the CAV-C. Subsequent agreement(s) will define the scope, budget, compensation arrangements, financial plan, risk allocation, and resources/skills that must be established within the Master Developer team for subsequent phases as described in Section 3.1.

1.2 Project Principles:

The CAV-C envisions all stakeholders and elements of the transportation system working together to improve safety, mobility, equity, and operational efficiency through interdependent vehicle, infrastructure, and systems automation enabled by connectivity and information exchange. MDOT is seeking innovative proposals on the establishment of the CAV-C supporting the following core principles:

- **Personal Mobility:** Strategies that enhance existing transportation system operational capabilities to provide personal mobility options and services to individuals, including consideration given to shared mobility (e.g., mass transit) and regional connectivity.
- **OEM Neutral:** Infrastructure that supports multiple Original Equipment Manufacturers (OEMs) use and facilitates development, deployment and user acceptance through interoperability and uniformity.
- **Open Data Sharing:** Data sharing infrastructure and policies that ensure privacy while remaining open and collaborative in support of the industry.
- **System Operations:** Corridor implementation lifecycle must consider the support of CAV technology while maintaining effective system operations.

2.0 PROJECT INFORMATION:

2.1 Project Description:

MDOT desires to procure the services of a Master Developer, to assist with the planning, concept development, and preliminary design (Phase 1), and possibly proceed to the final design, construction, implementation, operation, and maintenance (subsequent phases) of the CAV-C.

All proposed work shall conform to current MDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and American Association of State Highway Transportation Officials (AASHTO) practices, guidelines, policies, and standards. All testing and operation of CAV technology on public roads as part of the CAV-C must adhere to all relevant Federal, State, and Local laws related to the testing and operation of CAVs on public roadways.

2.2 Scope of Services:

MDOT anticipates that the performance of these Phase 1 pre-development and design activities may extend over a 24 month period; however the actual duration may vary depending upon the scope of work to be performed and requirements of the environmental and entitlement processes, as well as any changes in law which may be necessary to advance the work contemplated under Phase 1. The actual scope will be determined upon negotiations/discussions with the Proposer selected by MDOT. At a minimum, however, the following work is anticipated to be performed under Phase 1 of the CAV-C project through the MDA.

Stakeholder Engagement: Key to the success of the project will be robust stakeholder and community engagement to identify the user needs of the corridor as it relates to greater statewide mobility. Throughout the course of this project the Master Developer will identify critical public and private sector participants to reflect all relevant user needs of the CAV-C. Key stakeholders and users of the infrastructure will need to be identified including but not limited to:

- Local Governmental Agencies
- Infrastructure Owners and Operators (IOOs)
- Motor Vehicle Regulators and Administrators
- Law Enforcement Agencies
- Transit Providers
- Transit and Vulnerable Road User Representatives
- OEMs
- Communications and Technology Providers
- Business and Community Representatives
- Regional Planning Agencies

CAV-C Considerations: MDOT and core stakeholders will work with the Master Developer to establish the following key components of a complete and successful CAV-C implementation.

Infrastructure: Identify the physical, digital, cyber physical, and operational infrastructure necessary to support effective CAV-C implementation. This should include an evaluation of current infrastructure and planned future investments to ensure safe and efficient operation of CAVs.

Data Exchange and Security: Identify requirements and solutions for what public and personal data is necessary to be captured, shared and utilized to allow for the desired mobility functions, and how that data and its transfer are made secure against threats that would harm public safety and welfare and preserve individual's personal privacy and security commensurate with expectations of conduct within public spaces.

Policy/Regulation: Review the current federal, state, and local policies and enabling legislation affecting the implementation of the CAV-C. Identify the necessary policy considerations to enable a safe and equitable implementation, along with any regulatory barriers and/or legislative actions necessary to enable the successful implementation of the CAV-C.

Routes: Identify potential route opportunities for implementation of the CAV-C that has the greatest impact on the movement of people and goods or potential to demonstrate a broad range of technology, policy and operational issues to serve as a model for application in other corridors and locations. Routes shall consider the communities and industries served as well as its opportunity to complement current mobility options.

Operations: Identify operational capabilities that can be leveraged to improve the functional effectiveness and/or cost effectiveness of existing and future operational investments. The concept will provide for the equitable utilization of CAV technologies to fully realize the potential of the Corridor in support of personal mobility and accessibility.

Financing: Identify the potential funding models to support implementation and operation of the Corridor including capital infrastructure investment, corridor operations and life-cycle maintenance; public-private-partnerships (P3); and/or alternative innovative financing approaches.

Prepare preliminary design level documents for the engineering of the CAV-C, in enough detail to satisfy National Environmental Protection Act (NEPA) and other environmental requirements. The preliminary design shall be developed in collaboration with MDOT and stakeholders. Approval of preliminary design by the MDOT, FHWA and FTA, shall be obtained prior to proceeding with the final design. The preliminary design level documents may include the following:

- Street level plan; Elevations; and Cross - Sections.
- While leading the NEPA process, initiate a community relations / information program involving adjacent communities and CAV-C Stakeholders.
- Inventory existing utilities and undertake preliminary analysis of potential contamination; identify utility improvements required to support the conceptual design scheme; identify potential remediation needs.
- Identify potential development constraints that impacted the conceptual design and should be considered, and potentially mitigated, by MDOT or other implementation stakeholders before moving to subsequent phases.
- Prepare rough order of magnitude cost projections for required physical, digital and operational infrastructure improvements including but not limited, demolition and site preparation, foundations and structural elements, roadway improvements, pedestrian facilities and utility improvements, signals, professional service fees, and other costs as anticipated.
- Prepare a master schedule for the CAV-C through the initial phase of site preparation / construction, and a conceptual schedule for full buildout, target CAV-C completion date to be determined by MDOT and the Master Developer.

- Prepare a near-term financial plan for subsequent phases of CAV-C development based upon cost inputs reflecting the conceptual design and a long range plan for the full buildout of the CAV-C indicating the mix of public and private funding anticipated for both construction and future operations and maintenance (including periodic capital renewals and replacements).
- Prepare a traffic impact study, and traffic management plan (including pedestrians and non-motorized users).
- Be responsible for project utility coordination.
- The Master Developer must adhere to all applicable Occupational Safety and Health Administration (OSHA) and Michigan Occupational Safety and Health Administration (MIOSHA) safety standards, including the appropriate traffic signs for the activities and conditions for this job and perform field operations in accordance with the Department's Personal Protective Equipment (PPE) policy as stated in the MDOT Guidance Document #10118.
- Prepare and submit a construction permit to MDOT to perform work within the right of way (ROW). Approval from MDOT will be required before any design or construction work can be performed.
- Complete the preliminary design and provide design plans for this project which may include the following:
 - a) Perform design surveys.
 - b) Prepare required plans, typical cross-sections, details, and specifications required for design and construction.
 - c) Compute and verify all plan quantities.
 - d) Provide solutions to any unique problems that may arise during the design of this project.
 - e) The Master Developer may be required to provide Design Services during the construction phase of this project.
 - f) Maintain a Design Project Record in ProjectWise, which includes a history of significant events (changes, comments, etc.) which influenced the development of the plans, dates of submittals and receipt of information.

- g) If excavation is required, submit the excavation locations which may contain contamination. The Project Manager then can proceed in requesting a Project Area Contamination Survey (PACS).
- h) The Master Developer shall prepare and submit in ProjectWise (in PDF format) a Critical Path Method (CPM) network for the design and construction of this project.
- i) The Master Developer shall record the minutes and submit in ProjectWise (in PDF format), for all project related meetings to the MDOT Project Manager within two weeks of the meeting.
- j) The Master Developer will provide to MDOT, by entering MDOT ProjectWise at the scheduled submittal dates, electronic documents (in PDF format) of the required specifications and plan set materials for distribution by MDOT for all reviews for this project.
- k) Prepare and submit electronically (native format or PDF) into MDOT ProjectWise, any information, calculations, or drawings required by MDOT for acquiring any permit (i.e. National Pollutant Discharge Elimination System (NPDES), Department of Environmental Quality (DEQ), etc), approvals (i.e. county drain commission) and related mitigation. MDOT will submit permit requests.
- l) Attend any project-related meetings as directed by the MDOT Project Manager.
- m) Attend information meetings (i.e., public hearings, open houses, etc.) with the public and public officials to assist in responding to concerns and questions. May require the preparation of displays such as maps, aesthetic renderings, marked-up plans, etc.
- n) The Master Developer shall be responsible for obtaining and showing on the plans the location and names of all existing utilities within the limits of the project. The location of utilities should include x, y and z coordinates. They will also be responsible for developing a utility matrix, identifying utility conflicts and required relocations. In the course of resolving utility conflicts, the Master Developer shall make modifications to the plans or design details and provide assistance as directed by the MDOT Utility Coordinator and/or Project Manager. The Master Developer shall attend any utility meetings called to ensure that the concerns are addressed on the plans involving utilities. The Master Developer shall assist in the review of utility permit requests to ensure compatibility with the project.

- o) The Master Developer shall be responsible for all traffic control required to perform the work in Phase 1.

All design requirements shall comply with FHWA, FTA, AASHTO, and MDOT design requirements, standards and special details. Approval for any variances to design requirements/standards will be subject to MDOT, FHWA and FTA approval.

Following completion of the Phase 1 work, subsequent phases will include such tasks as: final design, testing, evaluation, construction, operations and maintenance if project financing is secured.

2.3 Project Environmental Status:

The Master Developer will be responsible to coordinate with MDOT and provide information required to obtain any NEPA clearances and any/all environmental certifications, permits or other relevant documentation.

Prior to beginning the environmental clearance process with MDOT, the Master Developer shall identify all environmental issues, and develop constraint maps. They will be required to meet with MDOT environmental staff as necessary to complete the NEPA process.

In addition, the Master Developer will be responsible for conducting a historical review/report, and contamination survey for submission to MDOT for their review and approval.

2.4 Inquiries and General Information:

Information regarding this RFP, including addenda to the RFP, questions and answers, and project specific information, will be posted to the MDOT Vendor/Consultant Services Request for Proposals Website. https://www.michigan.gov/mdot/0,1607,7-151-9625_32842---,00.html.

All questions regarding the Project must be submitted by e-mail to the MDOT Project Manager listed above and clearly indicate on the subject line that the material relates to the CAV-C project. 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 Proposer Team may not contact any MDOT staff (including members of the selection team) other than the MDOT Project Manager or designee to obtain information on the Project. Disallowed contact may result in disqualification.

2.5 Prequalification and Technical Requirements:

2.5.1 Preferred Qualifications:

As minimum qualifications, the Proposer's Team must demonstrate an understanding of the physical, digital, and operational infrastructure attributes necessary to deliver the CAV-C that supports increased personal mobility and complements regional transit. The Proposer must also show an understanding of innovative infrastructure funding options to support capital infrastructure improvements and ongoing operations and maintenance.

2.5.2 Technical Subconsultants:

In order to successfully complete the Phase 1 and subsequent phase(s) work scope, the Master Developer may mobilize additional technical resources through Technical Subconsultants equipped with the following skills:

- Capabilities to undertake the assemblage of land in accordance with state and federal statutes; however, the relevant public agencies will have sole discretion in approving and implementing the acquisition of parcels, air rights or other property interests through the exercise of eminent domain. The Master Developer may include firms experienced in the conduct of mapping, surveys, appraisals, legal descriptions and title searches, utility and contamination surveys. Where MDOT deems condemnation to be required, the Master Developer will provide technical support for implementation of the eminent domain process.
- Legal expertise to provide support for redevelopment and land assemblage activities, integrate the requirements of the applicable City Code with respect to the mix of uses that will be permitted on the site that are not directly related to the CAV-C transit use, as well as to assure compliance with applicable federal, state, and local funding requirements.
- Financial planning expertise.
- Community relations and outreach capabilities to manage interaction with the public and stakeholder organizations in advancing the planning process, as well as undertaking environmental studies and required public involvement.
- Professional engineering expertise necessary to design, construct, operate and maintain the project. It is anticipated that these services may fall under one or more of the MDOT Service Prequalification Classifications, however, these may be expanded for subsequent phases depending on the final scope of the CAV-C project. Any work performed under an MDOT Service Prequalification Classification must be performed by an MDOT Prequalified Vendor in that specific classification(s).

A comprehensive list of MDOT Service Prequalification Classifications and descriptions can be found below:

https://www.michigan.gov/documents/mdot/MDOT_Service_Prequal_Class_Des_c_215192_7.pdf.

A comprehensive list of Prequalified Vendors by both vendor name and prequalification classification can be found below:

<http://mdotjboss.state.mi.us/PSVR/PSVRHome.htm>

3.0 DELIVERY OF THE PROJECT:

3.1 Master Developer Description:

It is envisioned that the Master Developer will be a single entity with demonstrated experience in delivering complex, multi-disciplinary projects that integrate transportation and land use systems. In order to meet MDOT's expectations for prior experience, it is anticipated that Proposers seeking designation as the Master Developer may be joint ventures; however, a single firm with the requisite background may propose on its own.

The Master Developer will be expected to directly invest in Phase 1 and no compensation will be provided by MDOT for Phase 1 activities. For subsequent phases, if offered, the Master Developer will be expected to directly invest and/or raise equity for the CAV-C development. Proposers may, at their option, include Equity Members in their Master Developer entity that have a record of equity investment in transportation or social infrastructure projects delivered under P3 contractual arrangements, or may add such Equity Members with the consent of MDOT when future phases of work involving P3 project delivery at the CAV-C are contemplated.

If offered, subsequent phases of the CAV-C development are expected to involve a different blend of public / private risk allocation, and unique sources and uses of funds. The current procurement is intended to secure the Master Developer that will eventually undertake subsequent phases; however, the initial work scope, and composition of the Master Developer team will only address the Phase 1 predevelopment and preliminary design activities. Proposers seeking the Master Developer designation are required to assemble the specific skills required to implement the Phase 1 work scope, either from their own staff or using technical advisors and consultants (Technical Subconsultants as defined in Section 2.5.2). Additional Technical Subconsultants or alternative team structures may be implemented to the Master Developer's team subsequent to the execution of the MDA in negotiations with MDOT.

As the CAV-C evolves through subsequent phases of implementation, new skills and capabilities may be added to the Master Developer team, or potentially to the Master Developer entity itself, subject to approval by MDOT and the process detailed in the MDA. Future augmentation of the team to perform subsequent phases of work may be undertaken using competitive procurements (either price based, professional services / qualifications based, or design competition) managed by the Master Developer and adhering to MDOT prescribed procurement requirements reflecting the sources of funds to be utilized. MDOT seeks to preserve price competition in the implementation of subsequent phases of CAV-C development and implementation under the overall direction and management of the Master Developer.

The Master Developer may undertake the future competitive procurements to secure such services and products for work associated with Phase 1 and subsequent phases, as prescribed by MDOT and in accordance with the MDA, as well as within the guidelines, regulations, and requirements associated with the sources of funding used to pay for the work.

3.2 Financial Considerations:

No “price” for the full CAV-C buildout can be determined at this stage because the scope, timing, and design of the CAV-C concept will be defined as a result of the Phase 1 work. The plan of finance for the CAV-C is therefore subject to variation over time depending upon the scope and nature of the activities moving into an active stage of development. For example:

Commitment of federal and stakeholder grants may be used for predevelopment tasks, land acquisition and site remediation, initial site improvements, and the transportation facilities themselves.

Grants may be used to fund ongoing expenses; and the Master Developer will be expected to comply with the requirements of various sources of public funds supporting development of the CAV-C (i.e. (Transportation Economic Development Fund) TEDF, Transportation Alternatives Program (TAP) grants, Transportation Investment Generating Economic Recovery (TIGER) and Fixing America's Surface Transportation Act (FASTACT) grants).

Phase 1 of the Master Developer’s scope will be approached as a professional services engagement under the MDA. MDOT and the other CAV-C Stakeholders may serve as applicants for additional grant funding in the future, as necessary and reasonable and support the Master Developer’s efforts to implement the agreed upon plan of finance. MDOT and the other CAV-C Stakeholders may provide additional funds or value to satisfy federal matching requirements. However, the Master Developer will be responsible for integrating other potential sources of funding into an overall plan of finance which recognizes and complies with the constraints and limitations on the use of such federal funds as set forth in statutes and program guidelines of the federal funding programs that are utilized. The Master Developer will be solely responsible for determining and obtaining a plan of finance that optimizes the value of the inclusion of these federal funds. The relevant federal requirements will be incorporated as an attachment to the MDA. Subsequent phases will not proceed until funding or an agreed upon plan of finance is secured before the completion of Phase 1.

Additionally, where loans under current and/or future federal statutes are incorporated into the Master Developer's plan of finance, the Master Developer (or a special purpose vehicle created by the Master Developer) will serve as the borrower. MDOT will not incur indebtedness of any kind on behalf of the Master Developer. The Master Developer will be responsible for compliance with all agreements and reporting requirements associated with such loans. If required by federal statute or guideline, MDOT may serve as the applicant for such loan; however, in no instance will MDOT act as the borrower.

4.0 PROPOSAL CONTENT AND SUBMITTAL REQUIREMENTS:

This section describes the specific information that must be included in the Proposal. Proposals must follow the outline of this section. Proposer Teams shall provide brief, concise information that addresses the requirements of the Project. Submit only one Proposal describing the qualifications for a given team, regardless of the number of entities on the team. Do not submit additional Proposals for each Team Member.

4.1 Description of Process:

Interested Proposers shall prepare a Proposal for submission to MDOT. MDOT will rank the Proposers based upon their Proposals. The highest-ranked Proposer will then be invited to negotiate the final terms of the MDA.

4.2 Description of Proposal Contents:

4.2.1 Administrative Submission for Proposal:

- a) Executive Summary – a two (2) page statement highlighting the experience, qualifications, and capabilities of key Members of the Proposer Team.
- b) Structure of the Proposer Team (10 Page Limit (Resumes and MDOT forms will not count against the page limit)):
 - i. Table of Organization of the Master Developer and Proposer Team showing the relationship between the entities comprising the Equity Members and the Major Technical Subconsultants. This includes showing key staff contacts within the Proposer's CAV-C project management team.
 - ii. The proposal shall provide a narrative description of the relationship between all entities comprising the Proposer team including Equity Members, the Master Developer and any Major Technical Subconsultants.

4.2.2 Experience and Qualifications Submission for Proposal:

4.2.2.1 Master Developer Equity Members:

- a) Description of no more than two (2) projects demonstrating relevant experience:
 - i. Each project description will be a maximum of two (2) narrative pages.
 - ii. The project description will provide an overview of the key features of the project and how it relates to the CAV-C, the timeline for its development and implementation, the major sources and uses of funds for its financing, and the role of the Equity Member(s).
- b) Resumes for no less than two (2) individuals employed by the Equity Members of the Proposer who will be responsible for managing performance of the Proposer's work efforts under the MDA Phase 1 work scope.
 - i. Proposer shall acknowledge that at least one (1) of the two (2) individuals presented will be available to dedicate the necessary time to effectively manage the CAV-C Phase 1 work scope and to serve as the primary point of contact for MDOT.

4.2.2.2 Technical Subconsultants, if applicable:

- a) Description of no more than two (2) projects for each of the Technical Subconsultants demonstrating experience:
 - i. Each project description will be a maximum of two (2) narrative pages.
 - ii. The project description will provide a description of the role played by the Technical Subconsultant, an overview of the key features of the project and its parallels to the CAV-C, the timeline for its implementation, and any innovations introduced in response to unique technical challenges.
 - iii. One (1) reference must be provided for each project.

4.2.3 CAV-C Vision Statement:

A maximum ten (10) page statement demonstrating the understanding of the CAV-C and a vision for its full buildout. In addition, a maximum of five (5) pages of graphics or images may be provided in support of the narrative. The statement should emphasize key challenges and opportunities anticipated in realizing the CAV-C based upon current conditions. The challenges and opportunities may be physical/spatial, market-related, operational, financial, phasing-related, institutional, community-related, or others, and are left to the Proposer to prioritize. The Proposer should identify any innovative actions it would undertake, as well as unique in-house or technical skills it would deploy, to successfully realize the CAV-C.

4.2.4 CAV-C Business Case:

A maximum three (3) page statement demonstrating the conceptual business case that will be used by the Proposer, the indicative sources & uses of funds that will make the project financially viable and how they intend to leverage private monies to reduce the use of public funds.

4.2.5 CAV-C Phase 1 Work Scope and Schedule:

A maximum five (5) page work scope for the Phase 1 tasks and work activities, which is consistent with the minimum requirements set out in Section 2.2 Scope of Services and leading to a defined set of deliverables in draft and final forms. Additional work activities the Proposer believes are necessary to successfully complete its Phase 1 work scope may be included. The list of deliverables shall include associated scheduled completion dates. No cost or budget information shall be included.

5.0 EVALUATION PROCESS AND CRITERIA:

5.1 Scoring Criteria:

Proposers will be requested to submit a Proposal containing, at a minimum, the information as described in Section 4.2. MDOT will evaluate the Proposals and select the Master Developer according to the criteria and weightings established for Qualification Based Selections (QBS) as identified in the MDOT Selection Guidelines for Service Contracts as found at the following: https://www.michigan.gov/documents/MDOT_Consultant-Vendor_Selection_Guidelines-0106_145222_7.pdf. MDOT encourages Proposers to structure their submittals in an organized way to demonstrate the quality and strength of their team.

5.2 Right to Submitted Materials:

All proposals, responses, inquiries, or correspondence relating to or in reference to this RFP and all reports, charts, displays, schedules, exhibits, graph, maps, and other documents provided by the Proposers will become the property of MDOT and may be subject to disclosure due to the Freedom of Information Act (FOIA). MDOT shall have the right to use any ideas presented in the Proposals, whether the Proposals are selected or rejected.