

Request for Qualifications

Solicitation No. Q - 1018691

Dallas Area Rapid Transit



***IRVING-3
DESIGN-BUILD CONTRACT***

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REQUEST FOR QUALIFICATIONS

SOLICITATION No. Q – 1018691

1. Introduction

- a. The Dallas Area Rapid Transit Authority (the “Authority” or “DART”) is a public transportation agency providing multi-modal transportation services to 13 cities in the Dallas, Texas area. Services include bus, electric light-rail, commuter rail, high occupancy vehicle (HOV) lanes, ride-share programs, curbside services for the mobility impaired, and transit educational services.
- b. The Authority has determined and made formal findings that the circumstances of the Project make the use of the Design-Build method appropriate, based on (i) the extent to which the Authority can adequately define the Project requirements, (ii) time constraints for the Project, (iii) the ability to ensure competitive procurements and (iv) the Authority’s ability to manage and oversee the Project.
- c. The Authority is seeking qualified firms or teams interested in providing Design-Build services for the Irving-3 Line Section of its Orange Line Light Rail Transit expansion (the Project).
- d. This Request for Qualification (RFQ) solicits information, in the form of a Statement of Qualifications (SOQ), which will be evaluated to determine the qualified Offerors with the capabilities to successfully deliver the Project. Offerors submitting qualifications for these services shall provide evidence of an organization that has all necessary capabilities including project management, engineering, design and construction.
- e. After evaluation of the responses to the RFQ, the Authority will qualify Offerors to submit additional information through a Request for Proposal (RFP). The form of contract which the Authority intends to utilize with the Design-Build delivery method selected for the Project shall be a performance based incentive contract, with a fixed price for an agreed upon Scope of Work.
- f. The Authority encourages Offerors, as appropriate to form duly constituted Joint Ventures in responses to this solicitation. However the formation of a Joint Venture is not required. The Authority intends to maximize opportunities for all vendors to participate as prime contractors and actively seeks to do business with these entities. Any Offeror that submits a response as a Joint Venture must identify itself as such an entity and provide a copy of the Joint Venture Agreement with its response.

2. Project Goal

DART’s goals for this Project include a focus by the Authority and the Design Builder on schedule, budget, quality, and safety.

- a. DART’s schedule goal is to have the design, construction and testing of the Irving-3 line section completed for revenue service as shown in Section 8, the Project Schedule.
- b. DART’s budget goal is for the design and construction of the project to be completed within the budget indicated in Section 6, the Project Budget.
- c. DART’s quality goal is for the Project to be designed and constructed in such manner as to represent the same high standard of quality that is evident throughout the existing DART LRT system.
- d. DART’s safety goal is for the designs and construction of the Project to be carried out in a manner that places the safety of our workforce, safety of airfield operations and the general public above all other aspects of the Project.

3. Project Worksite

The Irving-3 expansion, is approximately 5.19 miles of light rail guideway, extending from the Irving 2 Beltline Station in Irving to the DFW Station on Airport (DFW) property, located adjacent to Terminal A. (See *Project Work Site, Attachment A*)

4. Project Scope

- a. The services, labor, materials and work to be provided and performed by the selected Design-Build team include, but are not limited to the following general categories of scope: Scheduling, Utility Relocation, Demolition, Permitting, Survey, Geotechnical, Design, Environmental Mitigation, Construction, Quality Control & Quality Assurance for Design and Construction, Community Relations, Quality Inspection and Testing, Construction Safety and Security Program, Systems Testing, CADD As-BUILTS, Coordination with Jurisdictional Authorities (governments, public and private entities), and Coordination with Local Communities. Provision of other related services associated with the design and construction of the Project.
- b. The majority of DFW Station at the terminus of the I-3 Line Section will be designed and constructed by DFW Airport. The DART Design-Builder will install systems elements and trackwork at the station. The Request for Proposal will clearly delineate scope and responsibilities. The majority of DFW Airport's work effort will take place concurrently with the DART Irving-3 Design-Build project. The Design-Builder's coordination and cooperation with DFW Airport is imperative to the mutual success of both projects.

5. Environmental Review

- a. The Authority has developed the Administrative Draft Environmental Assessment (ADEA) for the Irving-3 DART Orange Line DFW Airport Expansion, which is currently undergoing review by the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA). The ADEA includes two alternatives: No Build and Build Alternatives.
- b. Due to the significant support of the Build Alternatives, the Authority anticipates the issuance of a Finding of No Significant Impact (FONSI) spring of 2011.

6. Project Budget

The Design-Build budget for the Project is estimated at \$185 Million.

7. Procurement Schedule

The procurement schedule for conducting the competition process, selection, and subsequent design and construction activities is shown below: The dates listed are subject to change at the Authority's discretion.

Procurement Schedule

Issue Request for Qualifications	November 30, 2010
Pre-Submittal Briefing	December 16, 2010
RFQ Responses Due	February 28, 2011
Issue Request for Proposal	March 31, 2011
Pre-Proposal Conferences	TBD
Request for Proposal Responses Due	August 31, 2011
Anticipated Contract Award	November 30, 2011

Pre-Submittal Briefing Location and Time

Place: DART Board Room, 1401 Pacific Avenue, Dallas, TX 75202
 Date: December 16th 2010
 Time: 10:00a.m. Central Standard Time

8. Project Schedule

The anticipated schedule is as follows. The dates and descriptions listed below are subject to change in the Procurement Phase 2- Request for Proposal (RFP).

Irving-3 (I-3)

	Notice to Proceed	Nov 2011
(D-B)	Design, Construction, D-B Testing, Support of DART Testing	Nov 2011 to Aug 2014
(DART)	SCS/OCC Testing	Jan 2014 to May 2014
(DART)	Integrated Testing	May 2014 to Aug 2014
(D-B)	Support of System Testing, Operator Training & Pre-Revenue Service	Aug 2014 to Dec 2014
(DART)	System Testing, Operator Training & Pre-Revenue Service	Aug 2014 to Dec 2014
(D-B)	Project Completion	Dec 2014
(DART)	I-3 Revenue Service	Dec 2014

The Design-Builder shall complete all work necessary to accommodate DART's Supervisory Control Systems and Operations Control Center (SCS/OCC) Contractor, including but not limited to updates to the overall Supervisory Control and Data Acquisition (SCADA) design as it relates to this project, and for all work associated with the field side of the SCADA systems, during the time frame noted above. The DART SCS/OCC Contractor is responsible to provide a SCADA of the train control system via a graphical interface. This system includes the remote monitoring and control of all communication house remote terminal units, traction power house remote terminal units and signals house non-vital processors.

The Design-Builder shall complete all work within 20 feet from the centerline of each track by mid-May 2014 in order to accommodate the Authority Led Integrated Testing. As DART Integrated Testing will require access to other elements of the project as well, the Design-Builder shall also complete all work in the vicinity of these elements by mid-May 2014.

All remaining work on the project shall be completed by the Design-Builder by mid-August 2014, which includes the closure of all punchlist items.

The Design-Builder shall be required to provide support to the Authority during the period identified for DART's System Testing, Operator Training and Pre-Revenue Service. Although all construction for this contract is to be completed and testing in its entirety by mid-August 2014, we anticipate that issues associated with design and/or construction may arise during the System Testing, Operator Training and Pre-Revenue Service period that will require evaluation and resolution by the Design-Builder. The Authority will require the Design-Builder to provide the resources necessary to expeditiously respond to and resolve concerns identified by the Authority during this period that are associated with the Design-Builder's contract responsibilities.

All requirements referenced in Section 8, Project Schedule, of this RFQ will be described in more detail in the Request for Proposal (RFP). The RFP will include some access constraints resulting from work effort coordination between the Authority and the Airport.

9. Design Criteria Package

The following elements of the Design Criteria Package describe how DART currently conducts its design and construction process and is intended to provide general information to Offerors regarding the requirements that will be reflected in the RFP. The RFP will clearly indicate the portions of the design criteria package that will be held as requirements and the portions to be considered as guides. As an example, the elements identified in the Design-Build contracts for Irving 1/Irving 2 and Rowlett 1 Line Sections is an attachment to this RFQ, however these may be different for this RFP and resulting contract. Refer to the attachments to the RFQ for supporting details addressing the Design Criteria Package elements listed in Section C, Performance Criteria. Unless otherwise addressed in the RFP, the successful offeror must comply with all DFW Airport requirements.

(The items listed below can be obtained electronically at www.dart.org/procurement under the RFQ Solicitation download. Should you have any problems with the download please call Jason Edds at 214-749-3595)

a. Budget/Cost Estimates

See Section 6, the Project Budget section of this RFQ

b. Information on Site

See Section E, the Initial Design section of this RFQ

c. Performance Criteria

- 1) Introduction for Design Criteria/Standards/Specifications
- 2) I-1/I-2 & R-1 Technical Requirements & Guides for Design Criteria, Standard and Specifications
- 3) Design Criteria: Volume 1 (Facilities)
- 4) Design Criteria Volume 2 (Systems)
- 5) Description of CADD Requirements
- 6) Design Criteria Volume 3 (Drafting CADD Standards Manual)
- 7) Standard Drawings (Facilities)
- 8) Supplemental Standard Drawings (Facilities)
- 9) Directive Drawings (Facilities)
- 10) Standard Drawings (Systems)
- 11) Standard Specifications (Facilities)
- 12) Supplemental Standard Specifications (Facilities)
- 13) Standard Specifications (Systems)
- 14) Standard Supplements to Systems Standard Specifications

d. Special Material Requirements

- 1) Description of Owner-Provided System Equipment
- 2) Description of Owner-Provided Track Materials
- 3) Description of Real Estate Requirements

e. Initial Design

- 1) I-3 10% Preliminary Engineering Design Report
- 2) I-3 10% Preliminary Engineering Drawings
- 3) I-3 Preliminary Geotechnical Investigation
- 4) Grade Separation Warrant Analysis Report
- 5) Preliminary Drainage Study/Design

f. **Utilities**

- 1) Description of Utilities Relocation Requirements

g. **QA/QC and Safety Requirements**

- 1) Introduction for Quality Assurance Program for Capital Improvement Projects
- 2) Quality Assurance Program for Capital Improvement Projects (includes Quality Control)
- 3) Description of Construction Safety and Security Program
- 4) Construction Safety and Security Program

h. **Disadvantage Business Enterprise Program, Minority and Woman Owned Business Program (D/M/WBE)**

As mandated by the Federal Transit Administration (FTA), DART has adopted a Disadvantaged Business Enterprise Program (DBE). DART establishes contract specific goals pursuant to its programs. The DBE Program requirements can be found at 49 CFR, part 26.

Pursuant to Chapter 452 of the Texas Transportation Code DART has adopted a Minority and Woman Owned Business Enterprise Program M/WBE. DART establishes contract specific goals under the program. The participation goals that have been set for this project are as follows:

1% DBE

39% M/WBE

40% TOTAL D/M/WBE Participation

i. **Other Information**

Below you will find a list of documents that maybe of value to the Offeror and are included in the attachments to this RFQ:

- 1) Description of Environmental Compliance Requirements
- 2) Introduction for Integrated Test Plan
- 3) Integrated Test Plan
- 4) Introduction for Safety and Security Certification Plan
- 5) Safety and Security Certification Plan
- 6) Description of Scheduling Software Requirements
- 7) Introduction to Fire Life Safety Committee
- 8) Fire Life Safety Committee Meeting Minutes

10. **Procurement Selection Process**

- a. The procurement will be conducted pursuant to Chapter 271, Subchapter J, of the Texas Local Government Code (Section 271,181,et seq), DART Procurement Regulations and Practices, and all other applicable laws and regulations. Any award made will be based on the overall best value to the Authority. Any contract resulting from this solicitation is contingent upon prior approval of the DART Board of Directors.
- b. This process and the Project may be revised at any time during the solicitation, selection, evaluation and negotiation phases up to Final Award. It is the Authority's intent to Award a contract to the Design-Build firm that submits the proposal, in response to the RFP, receives the highest ranking based on the combined scores from the technical and cost proposals, as scored under the weighting criteria in Section 15, Procurement Phase 2-Request for Proposals. The end result of this effort will be a

performance based incentive contract, which includes a fixed price for the scope identified in the contract documents (exclusive of differing site conditions and Owner requested changes).

11. Evaluation of Design-Build Firms

- a. The Authority shall receive statements of qualifications and shall evaluate each Offeror's experience, technical competence, capability to perform, the past performance of the Offeror's team and members of the team, and other appropriate factors submitted by the team or firm in response to this RFQ. Cost or price related factors will not be considered at this stage. Do not submit cost or price information with the RFQ.
- b. Each Offeror must select or designate each engineer that is a member of its team based on demonstrated competence and qualifications in the manner provided by the Texas Government Code Section 2254.004. The certification form (Q-3) is located in the DART Forms section of this RFQ.
- c. Based on the Authority's evaluation of the responses to the RFQ, the Authority will qualify the Offerors to receive the RFP.

12. Procurement Process Phase 1- Request for Qualifications (RFQ)

- a. Phase 1 is a Request for Qualifications (RFQ) from interested Offerors. Each response to the RFQ must propose a consolidated approach to achievement of Project goals through the use of highly qualified firms and individuals representing design and construction disciplines licensed or registered to provide these services in the State of Texas. Prior to establishing the list of qualified Offerors for participation in the RFP stage of procurement process, the Authority may seek clarification of information presented in an Offeror's Statement of Qualifications (SOQ), which is in response to the RFQ.
- b. The purpose of the RFQ is to qualify Offerors to receive the RFP in the second phase of this solicitation. The (SOQ) must contain sufficient, detailed information to enable adequate evaluation of the Offeror's overall qualifications to perform the design-build contract. The specific evaluation factors that the Authority will use are identified in Section 14, the Mandatory Documents for Inclusion in the SOQ.

c. Procurement Phase 1- Request for Qualifications

1. Official Competition Address:

Dallas Area Rapid Transit
1401 Pacific Avenue Room 1522
Attention: Salima Moore, CPPB, SR. Contract Specialist,
Telephone: 214-749-2911
Fax: 214-749-3664
E-mail: smoore2@dart.org

2. **Questions Regarding Request For Qualifications:** Offerors must submit any and all specific questions related to this RFQ on Form Q-1 Questions/Clarifications Submission Form, one question per form, via fax to the Contract Specialist. In order to receive a proper response, questions must be received by **February 11, 2011 at 5:00 PM Central Standard Time**. All questions received via fax by this time and date will be responded to, in writing via an amendment to the RFQ and will be posted at www.dart.org/procurement. Anonymity of the source of specific questions will be maintained in the written responses provided by the Authority.
3. **Request for Qualifications Submissions:** All responses to the RFQ must be received at the official competition address no later than **February 28, 2011 at 2:00 PM Central Standard Time**. Faxed and e-mail submittals will not be accepted.

4. **Late Submissions:** The RFQ will be considered late if received at the official competition address any time after **February 28, 2011 at 2:00 P.M. Central Standard time.** RFQs received after the specified time and date will be handled in accordance with DART Procurement Regulations (DPR) 3-203.10 "Late Proposals, Withdrawals and Modifications."
5. **Number of Copies:** Ten (10) copies, one (1) original and one (1) CD of firm's qualifications shall be submitted in accordance with all requirements set forth in this document.
6. **Evaluation Statement Of Qualifications (SOQ):** The Authority will conduct an evaluation of the response to the RFQ to ensure compliance with all requirements. Any submittal that does not include the documents listed in this RFQ may be rejected by the Authority and if rejected the Offeror will be disqualified from further consideration for participation in the process.
7. **Determine Procurement Phase 2 Competitors:** The Authority will determine which Offerors are qualified to participate in the Procurement Phase 2 RFP process. The Authority reserves the right to cancel the solicitation in the Authority's best interest, for reasons including but not limited to: (i) Authority determines that the quality of the responses from proposed Offerors is not sufficient to deliver a Project of acceptable design and functional quality, or (ii) a minimum number of qualified Offerors is not available to satisfy the intent of the competition or for any other reason(s), the Authority reserves the right to cancel the solicitation.

13. Procurement Phase 1 – RFQ Submittal Requirements

- a. The Authority will select qualified Offers to participate in the Procurement Phase 2 competition for the Project. The Authority will select those Offerors best fulfilling all criteria and requirements of the RFQ. The Offerors are to be comprised of representatives from the separate, but complimentary, areas of design (architecture and engineering), and construction.
- b. Professional services included in response to this RFQ shall be selected by the Offeror in compliance with the Texas Professional Services Texas Government Code, Chapter 2254. Each Offeror should select and organize its team to ensure the fulfillment of all technical qualifications and requirements of this RFQ, Chapter 2254 of the Texas Government Code and Chapter 271, Subchapter J, of the Texas Local Government Code.
- c. Identification of all design and engineering disciplines is not required during Procurement Phase 1. It is only necessary to identify the key personnel listed in Section 14, Part 2, Sub-section 3.6, Key Personnel the prime construction contractor, and significant subcontractors.
- d. RFQ submittals which do not demonstrate complete compliance with the requirements of the following sections may be rejected by the Authority and Offeror(s) disqualified. Documents shall be presented in the order specified in Section 14, Mandatory Documents for Inclusions in the Statement of Qualifications (SOQ). All items requested in Section 14 are mandatory requirements.
- e. The Authority reserves the right to reject any or all submittals and to waive minor informalities.
- f. DART is subjected to the Texas Public Information Act and as such contractors may wish to seek advice of counsel for methods to protect proprietary information and information the contractor deems to be confidential and/or proprietary.

14. Mandatory Documents For Inclusions in the Statement of Qualifications (SOQ)**Part 1 DART Standard Forms and Certifications. The forms and certifications will not be counted within the page count.**

- a. Prospective Contractor's Accounting System Survey Form (DART FORM Q-2).
- b. Certification that the selection or designation of each engineer and architect are based on demonstrated competence and qualification in accordance with the terms of Chapter 271, Subchapter J, Section 271.191 et seq. of the Texas Local Government Code and Texas Government Code Section 2254.004 (DART FORM Q-3).
- c. Form of business: corporation, partnership, joint venture, etc., including all signed team agreements or joint venture partnership agreements as applicable. (DART FORM Q-4).
- d. Audited financial statements, with notes and disclosures, for the three (3) most recent fiscal years. Financial statements must be compliant with U.S. generally accepted accounting principles (U.S. GAAP). Financial statements dated more than twelve (12) months prior to the RFQ submittal date shall include an independent auditor's statement for each principal firm (DART FORM Q-5).
- e. A letter or similar documentation from a federally approved bonding company listed on the approved Treasury list, attesting to Construction Contractor's capacity to provide bonding for the anticipated construction value of the contract. (DART FORM Q-6).
- f. List of references for projects listed in section 3.4 Past Performance (DART FORM Q-7).

Part 2 Response to Request for Qualifications

- a. Offerors shall submit one original, ten (10) copies and one (1) CD of the response document. The Offeror's response to the RFQ shall be submitted on the forms furnished, or copies thereof; shall be completed in ink or typewritten and shall be manually signed. If erasures or other changes appear on the forms, each erasure or changed shall be initialed and dated by the person signing the response. Scanned or faxed responses are not authorized.
- b. Unnecessarily elaborate responses and/or lengthy presentations are not desired or required by the Authority.
- c. Documents should be prepared in single-spaced type, 12 point font, on 8-1/2" x 11" sheets printed double-sided pages. Pages should be numbered at the bottom to show the page numbers and total number of pages in the response; e.g. Page 1 of 50, Page 2 of 50, etc.
- d. A response from an individual, sole proprietorship, or a proposed operation under a trade name, shall be signed by the business owner.
- e. A response by a partnership shall be executed in the partnership name and signed by all partners; the official address of the partnership shall be shown below the signatures.
- f. A response by a corporation shall be executed in the corporate name by the President or Vice-President (or another corporate officer accompanied by the evidence of authority to sign) and the corporate seal shall be affixed and attested by the corporate secretary or assistant secretary. The signature and corporate seal should be placed on the Introduction Letter to the SOQ.
- g. A response submitted by a joint venture shall list the names of all joint venture members and each mailing address and shall be executed by all joint venture members in the same manner as if they were individually submitting responses. The signature portion of the response forms shall be altered as appropriate for execution by the joint venture.

- h. All names and applicable titles shall be typed or printed below the signatures.
- i. To be considered complete, the SOQ shall be organized according to the RFQ requirements. Submittals shall be soft cover, comb bound, GBC bound or similarly bound. The submittal shall be no more than 25 double-sided sheets (exclusive of resumes and reference questionnaires). Brochures and miscellaneous materials not specifically requested will not be evaluated. The documents shall be sectionalized as described below. A blank page should precede each section with an index tab extending beyond the far right side of the page and the blank pages will not be counted within the page count. The index tab should have the appropriate section number typed thereon. At a minimum, the items described in each section below should be addressed.

Section 1.0: **Introduction Letter**

Section 2.0: **Executive Summary**

Section 3.0: **Evaluation Criteria Response**

The following are the criteria for the evaluation of Offerors responding to this RFQ and the weighting of the criteria, which will serve as the basis for qualifying Offerors to receive the RFP.

Section 3.1: Design-Build Team Experience (20 points)

- 3.1.1 Provide a description of the teaming arrangement or joint venture partnership agreement as applicable.
- 3.1.2 Provide information for each of the individual construction team members' experience on large transit/transportation projects and/or transit projects of a similar size and complexity to this DART Project. (*Design-Build Light Rail experience preferred*)
- Evidence that the team is licensed or registered to engage in civil works construction in the State of Texas
- 3.1.3 Provide information for each individual design team members' experience working on large transit/transportation projects similar in size and complexity to this DART project. (*Design-Build Light Rail experience preferred*)
- Evidence that the engineers and architects involved are currently licensed in Texas to provide design services; include license numbers as applicable to principal designers.

Section 3.2: Technical Competence (20 points)

- 3.2.1 Explain your approach to working as a team. Provide a functional organizational chart and summary management plan for the project.
- 3.2.2 List the challenges you see in a Design-Build relationship between the contractor/Builder and the Designer and specifically how those challenges will be addressed.
- 3.2.3 Explain how the Designer was selected for the team and describe the factors that were considered in the selection process.
- 3.2.4 Describe the team's approach to quality control and quality assurance in both design and construction of this project.

- 3.2.5 Provide sample quality plan for this project or one used on a similar design-build project. The sample plan will not be counted within the page count.

Section 3.3: Capability to Perform (15 points)

- 3.3.1 Provide information regarding the team's ability to provide or obtain equipment, materials and labor necessary to perform the contract work within the confines of the anticipated DART schedule and contract requirements.
- 3.3.2 Based upon the Project Schedule identified in Section 8, of this RFQ, describe preliminary milestones associated with the design-build scope of work that your team would anticipate including your Baseline schedule.

At a minimum, address anticipated sequencing and durations of the design, civil construction, track installation, system manufacturing (if necessary) system installation and system testing activities. Describe your approach to preparing and utilizing a project schedule.

- 3.3.3 Provide sample safety plan for this project, or an example of a safety plan that you used on a similar project. Provide the experience modification rate of the primary construction contractor(s) that will be performing and/or overseeing a majority of the construction, and any relevant related information regarding the modifier. The sample safety plan will not be counted within the page count.
- 3.3.4 Identify where the design work will be performed and explain how design coordination will take place within the Design Build team. DART prefers to have the Design team located primarily at the project office, with support located in the North Texas area.

Section 3.4: Past Performance (15 points)

- 3.4.1 Provide information regarding the Principal Designer's experience on a minimum of two (2) and a maximum of four (4) prior projects, of similar size and complexity (design-build transit or rail projects preferred), include a matrix which shows the following information:
- Project name and location
 - Construction value of the project
 - Owner of the project
 - Project Scope of Work
 - Owner's representative name, title, and telephone number or email address.
 - D/M/WBE goal and actual D/M/WBE participation achieved for each project
 - Indicate delivery method (Design Build, Design - Bid-Build, CM At-Risk, Public Private Partnership, etc)
 - Describe overall project performance as it pertains to budget, schedules, changes, quality and safety.

3.4.2 Provide information regarding the Principal Construction Contractor's experience on a minimum of two (2) and a maximum of four (4) prior projects, of similar size and complexity; include a matrix which shows the following information:

- Project name and location
- Construction value of the project
- Owner of the project
- Project Scope of Work
- Owner's representative name, title, and telephone number or email address
- D/M/WBE goal and actual D/M/WBE participation achieved for each project.
- Indicate delivery method (Design Build, Design - Bid-Build, CM At-Risk, Public Private Partnership, etc)
- Describe overall project performance as it pertains to budget, Schedules, changes, quality and safety.

Section 3.5: Disadvantaged, Minority, Women Business Enterprises (D/M/WBE) (15 points)

3.5.1 Describe your approach to meeting the D/M/WBE goals for this project.

3.5.2 Provide specific information regarding your utilization of D/M/WBE firms on your four (4) most completed recent projects including the following information:

- Project Name
- Owner
- Owner's D/M/WBE Compliance Officer
- Goal established
- Actual participation achieved
- Year work was completed
- Any D/M/WBE firms with whom you had formal partnering or mentoring relationships
- Scope of work performed (design and/or construction and type of work)
- A description of any innovative measures undertaken to involve D/M/WBE firms.

Section 3.6 Key Personnel (15 points)

- 3.6.1 Provide resumes for the following positions and identify your titles for positions with these responsibilities for this project. DART will expect all of these key personnel positions to work full time at the project site location.
- a. Officer In Charge: Responsible for the overall performance of the job and liaison with the Owner.
 - b. Project Manager/Director: Responsible for all day-to-day activities of the Design/Build team, and liaison with the Owner's representative.
 - c. Design Manager: Responsible for all elements of design for the project including integration of all design disciplines.
 - d. Construction Manager: Responsible for elements of construction for the project.
 - e. Quality Manager: Reporting to the Officer in Charge, responsible for ensuring compliance with the quality requirements of the contract and the oversight of the Design Build Quality Control and Quality Assurance efforts.
 - f. Environmental Compliance Manager: Responsible for complying with all regulatory environmental requirements, to include those of DFW Airport.
 - g. Safety Manager: Reporting to the Officer In Charge, responsible for the overall Safety and Security Program for the Project.
 - h. D/M/WBE Coordinator or Compliance Officer: Reporting to the Officer In Charge, responsible for the overall implementation of the D/M/WBE Program and for insuring goals are met.

- *The Authority expects that Key Personnel identified will be available for work on the Project. Any substitution of key personnel requires specific written approval from the Authority. Should an Offeror substitute any key personnel during the RFQ evaluation process, it may be grounds for disqualification of the Offeror.*

Section 4.0: References

Reference questionnaires included by the Offeror in this section will not be counted against the page count.

The Authority reserves the right to request further information if necessary to properly evaluate the qualifications. The Authority may also consider the Offeror's performance on contracts not submitted by the Offeror that the Authority is aware of or becomes aware of as a result of reference questionnaires or other means.

Offerors are cautioned that any falsification, misrepresentation or willful omission of facts shall be sufficient cause for disqualification.

15. Procurement Phase 2 – Request for Proposals (RFP)

- a. Procurement Phase 2 is a Request For Proposal (RFP) from the Offerors selected at the completion of Procurement Phase 1. The Authority anticipates issuance of the RFP on or about March 31, 2011. Each response to the RFP must propose a business offer that will result in the delivery of a Project of exceptional design and technical quality in accordance with the design criteria, project requirements and performance criteria that will be issued as part of the RFP.
- b. The Authority has assigned a weight of 65% to the technical proposal and 35% to the cost proposal. The technical proposal will be evaluated on the following criteria:

Ability to Meet Schedule	15%
Project Approach	10%
Disadvantaged, Minority and Women Business Enterprises	10%
Anticipated Problems and Proposed Solutions	10%
Conceptual Engineering Design	10%
Quality	5%
Safety	5%

- c. The evaluation criteria identified in the RFP may incorporate consideration from proposals committing to a project schedule resulting in project completion prior to the date identified in Section 8, Project Schedule of this RFQ.

16. Basis for Award

The contract will be awarded to the Offeror with the response to the RFP that receives the highest ranking based on the weighting specified in the RFP. Contract award is contingent upon the approval of the DART Board of Directors. The Authority anticipates awarding the contract in accordance with the Procurement Schedule included in this document. The Authority reserves the right to reject any or all submittals and to waive minor informalities in the proposals.

17. Organizational Conflict of Interest

The Contracting Officer has determined that this procurement may give rise to a potential organizational conflict of interest as defined in 11-102 of Chapter 11 of the DART Procurement Regulations, which states:

“An ‘organizational conflict of interest’ exists when the nature of the work to be performed under a proposed Authority contract may, without some form of restriction on future activities, (a) result in an unfair competitive advantage to the contractor or (b) impair the contractor’s objectivity in performing the contract work.”

The Offeror agrees to notify the Authority, in writing within five (5) working days after it becomes aware of any potential or actual organizational conflict of interest pursuant to Section 17 of this RFQ.

18. Confidential Authority Information

- a. The successful Offeror shall have access to confidential and/or sensitive DART information in the course of contract performance. Additionally, the successful Offeror may be provided access to proprietary information obtained from other contracted entities during contract performance.
- b. To the extent that the successful Offeror either (1) uses confidential and/or sensitive DART information, or proprietary information obtained from other DART contractors, to develop any form of document, report, or concept plan that is determined by the Contracting Officer to be the basis, in whole or in part, of any subsequent competitive solicitation issued by the Authority, the successful Offeror agrees that it shall not be eligible to compete for such subsequent competitive solicitation(s) as a prime contractor or first-tier subcontractor, or as part of any teaming arrangement, unless the Contracting Officer provides, in writing a specific waiver of this restriction. The duration of any restriction imposed under this subparagraph shall not exceed the length of the performance period of any subsequently awarded contract for which the successful Offeror was ineligible to compete.

19. Stipends and Incentives**a. Stipends for Unsuccessful Offerors to RFP**

The Authority will adhere to all provisions contained in Chapter 271, Subchapter J. Section 271.196 of the Texas Local Government Code, regarding stipends for unsuccessful Offerors responding to the RFP. If offered, the stipend will be one half of one percent of the contract amount.

Unless a stipend is paid, the unsuccessful design-build firm retains all rights to work product submitted in a proposal and the Authority will not release or disclose to any person, including the successful Offeror, the work product contained in any unsuccessful proposal. The Authority will return all copies of the proposal and other information submitted to an unsuccessful Offeror. The Authority and/or its agents will not make use of any unique or non-ordinary design element, technique, method, or process contained in the unsuccessful proposal that was not also contained in the successful proposal, or in the proposal from an Offeror accepting the stipend, at the time of the original submittal, unless the Authority acquires a license from the unsuccessful Offeror.

The use of stipends for the Irving-3 Design-Build contract has not yet been approved by the DART Board of Directors. Refer to the RFP for further direction on the incorporation of stipends.

b. Stipends for Successful Offeror to RFP

A stipend will not be paid to the successful Offeror responding to the RFP. Upon award of the Design-Build contract to the successful Offeror, the Authority will have the right to use, release or disclose the work products contained in the successful Offeror's proposal.

c. Incentives for Successful Offeror

The Authority anticipates including incentives in the contract awarded under the RFP. The incentives under consideration are for schedule, and community involvement. The decision as to such matters is at the discretion of the Authority, is not mandatory, and is not intended to influence or induce any Offeror to respond. Additional information regarding incentives will be specifically addressed in the RFP.

Attachment Files

Instructions: Please click on each file listed below to open from our website. These files must be read using Adobe Reader software. There are 37 total files in this list. (Total size of all files together: 447 MB.).

[Attachment A – Project Worksite](#)**[Attachment B–DART Required Forms](#)*****Design Criteria Package- Attachments 9.c.1-9.i.8***

1. **[Attachment 9.c.1 – Introduction for Design Criteria/Standards/Specifications](#)**
2. **[Attachment 9.c.1.a- I-1/I-2 & R-1 Technical Requirements & Guides](#)**
3. **[Attachment 9.c.2 – Design Criteria Volume 1 \(Facilities\)](#)**
4. **[Attachment 9.c.3 – Design Criteria Volume 2 \(Systems\)](#)**
5. **[Attachment 9.c.4 – Description of CADD Requirements](#)**
6. **[Attachment 9.c.5 – Design Criteria Volume 3 \(Drafting CADD Standards Manual\)](#)**
7. **[Attachment 9.c.6 –Standard Drawings \(Facilities\)](#)**
8. **[Attachment 9.c.7 – Supplemental Standard Drawings \(Facilities\)](#)**
9. **[Attachment 9.c.8 – Directive Drawings \(Facilities\)](#)**
10. **[Attachment 9.c.9 – Standard Drawings \(Systems\)](#)**
11. **[Attachment 9.c.10 – Facilities Standard Specifications](#)**
12. **[Attachment 9.c.11 – Supplemental Standard Specifications \(Facilities\)](#)**
13. **[Attachment 9.c.12 –Standard Specifications \(Systems\)](#)**
14. **[Attachment 9.c.13 – Standard Supplements to Systems Standard Specifications](#)**
15. **[Attachment 9.d.1 – Description of Owner-Provided Equipment Systems](#)**
16. **[Attachment 9.d.2 – Description of Owner-Provided Track Materials](#)**
17. **[Attachment 9.d.3 – Description of Real Estate Requirements](#)**
18. **[Attachment 9.e.1- I-3 10% Preliminary Engineering Design Report](#)**
19. **[Attachment 9.e.2- I-3 10% Preliminary Engineering Drawings](#)**
20. **[Attachment 9.e.3 –I-3 Preliminary Geotechnical Investigation](#)**
21. **[Attachment 9.e.4– Grade Separation Warrant Analysis Report](#)**
22. **[Attachment 9.e.5 – Preliminary Drainage Study/Design](#)**
23. **[Attachment 9.f – Description of Utilities Relocation Requirements](#)**
24. **[Attachment 9.g.1 – Introduction for Quality Assurance Program for Capital Improvement](#)**
25. **[Attachment 9.g.2– Quality Assurance Program for Capital Improvement Projects](#)**

26. [Attachment 9.g.3 – Description of Construction Safety and Security Program](#)
27. [Attachment 9.g.4 – Construction Safety and Security Program](#)
28. [Attachment 9.i.1 – Description of Environmental Compliance Requirements](#)
29. [Attachment 9.i.2 – Introduction for Integrated Test Plan](#)
30. [Attachment 9.i.3 – Integrated Test Plan](#)
31. [Attachment 9.i.4 – Introduction for System Safety and Security Certification Plan](#)
32. [Attachment 9.i.5 – Safety and Security Certification Plan](#)
33. [Attachment 9.i.6 – Description of Scheduling Software Requirements](#)
34. [Attachment 9.i.7–Introduction to DARTs Fire Life Safety Committee](#)
35. [Attachment 9.i.8 – Fire Life Safety Committee Meeting Minutes](#)