

FREEWAY LIGHTING UPGRADE PROJECT



REQUEST FOR INFORMATION P3-15-03RFI

FINAL: JANUARY 16, 2015

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1. INTRODUCTION

1.1 PURPOSE OF THIS REQUEST FOR INFORMATION

The Arizona Department of Transportation (“ADOT”) hereby invites interested parties to respond to this Request for Information (“RFI”) regarding a prospective future solicitation to:

Replace existing High Pressure Sodium (HPS) freeway lighting with LED lighting over the entire Phoenix Maintenance District (PMD) (See [Appendix A](#)). Operate and maintain newly installed lighting to ADOT standards for [TBD] years from NTP. The Project will require the selected team to wholly or partially finance the initial lighting upgrade with reimbursement spread over the operations period tied to performance of the system. The project also includes replacement of lighting in the I-10 Deck Park Tunnel. Other tunnels outside of the Phoenix Maintenance District may be included in the project (See Appendix B). In addition to the lighting replacement, a state-of-the-art performance monitoring system is to be designed and implemented to monitor status and power consumption of all new LED lighting from ADOT’s Traffic Operations Center and via remote connections.

The purpose of this RFI is to seek the industry’s perspective and feedback on the questions presented herein and to provide an opportunity for industry input on the overall procurement process for the Program. Interested firms and parties are strongly encouraged to submit responses with detailed comments. The information provided in response to this RFI process will assist ADOT in the planning and development efforts as well as to provide ADOT viable options to consider in the procurement, financing, and delivery approach for this prospective future solicitation.

1.2 EFFECT OF THIS REQUEST FOR INFORMATION

This RFI is an inquiry only, intended solely to assist ADOT on an administrative level, and is not a formal solicitation or initiation of a procurement process. Submissions will not be evaluated. No contract or agreement will be entered into as a result of this RFI.

This RFI does not represent a commitment to issue a Request for Qualifications (“RFQ”) or a Request for Proposals (“RFP”) in the future, or a commitment that a subsequent procurement, if any, will follow the delivery approach described herein. Therefore, those choosing to respond to this RFI will not, merely by virtue of providing any manner of response, be deemed to be “bidders” on the Program in any sense.

Submission of responses is not a prerequisite for participating in a future procurement. Such participation would be subject to demonstrating satisfaction of the criteria stipulated in potential subsequent solicitation documents. Participation in this RFI and ensuing one-on-one meetings, or an election not to participate, will not confer on any Respondent any preference, special designation,

advantage or disadvantage whatsoever in any subsequent procurement process related to the Program.

1.3 SUBMISSION REQUIREMENTS

ADOT welcomes responses to this RFI from independent companies or corporations or from consortia or partnerships that have the ability to partially or fully finance the initial upgrade, reimbursed through periodic payments earned by meeting specified lighting performance standards during the time period (availability payments) over a long-term partnership with ADOT. ADOT is interested in the maximum amount of constructive comments. It is not necessary for Respondents to respond as the consortia or partnerships which are planning to submit future bids, although ADOT is interested in being informed as to the formation of any future bidding groups for work on the Program. Such information will not be binding on the Respondents. Please see Section 5.7 below entitled “Organizational Conflicts of Interest” for additional limitations on entities and individuals who will not be eligible to participate in an RFI submission.

1.4 SUBMISSIONS, QUESTIONS, AND COMMENTS

Respondents shall submit electronic pdf documents of the requested information. Please enable the Commenting or User Rights Feature before uploading your response. Adobe Professional Version 7 or above may be used for this purpose. As respondents may utilize different versions of Adobe, consider using an internet search engine or Help feature of the specific Adobe program to find instructions on how to enable comments.

Please comply with the page requirements stipulated in Appendix C (Questionnaire) and to restrict submissions to a short letter of transmittal, together with the information specifically requested on the Questionnaire. ADOT requests that the letter of transmittal include the firm name, reference RFI P3-015-03RFI, and name, title and contact information of the person responsible for interfacing with ADOT. Marketing materials are not to be submitted as part of a written response.

Respondent’s submission shall be emailed to the following address, in sufficient time so that ADOT receives it no later than 2:00 p.m. Mountain Standard (MST) Time on **February 9, 2015**.

The ‘Firm Name’ and ‘RFI P3-015-03RFI’ must be clearly indicated in the Subject line of the email and on the submission cover. Late submissions may not be considered. Email RFI to ldelamore-crum@azdot.gov and cc: stellez@azdot.gov.

Any questions concerning this RFI should be directed to ADOT Engineering Consultants Section. Email questions to ldelamore-crum@azdot.gov and cc: stellez@azdot.gov. Interpretation of this RFI or additional information will only be given by written amendment to this RFI from ADOT’s contact person named above.

1.5 INDUSTRY FEEDBACK

This RFI is intended, in part, to provide an opportunity to receive industry feedback, including associated one-on-one meetings with industry participants. Respondents are encouraged to request a one-on-one meeting to discuss their responses and provide further input to ADOT. One-on-one meetings will be held from 9:00 AM – 4:00 PM on February 24 and 25, 2015. There will be a limited number of available one-on-one meetings and Respondents must submit a request by no later than 5:00 PM MST time February 13, 2015 to MP3Office@azdot.gov. ADOT intends to conduct as many one-on-one meetings as possible, time permitting. However, ADOT does not guarantee a one-on-one meeting and will determine with whom to meet at its discretion. Respondents will be notified of acceptance of a one-on-one meeting by 12 Noon, MST time on February 18, 2015.

2. ADOT PROJECT OVERVIEW

2.1 BACKGROUND / CURRENT CONDITIONS

The freeway system within the PMD includes approximately 275 miles of divided freeway, including 15 system interchanges (see [Appendix A](#)). Service interchanges to local streets are located at approximate 1-mile intervals.

Freeway lighting is generally provided by a combination of high mast poles (80' to 150' pole heights) with raising and lowering devices and varying numbers of 400-watt HPS high mast fixtures; median-mounted poles (50' to 70' poles heights) with two or three 400-watt HPS high mast fixtures; and varying combinations of 35' to 50' light pole standards with vertical offset or horizontal mounted fixtures. The vertical offset and horizontal mounted fixtures vary from 150 to 400 watts HPS.

The poles and mast arms are either steel or aluminum. Where located within the clear zone, poles are generally mounted on Type 2 or Type 3 breakaway bases. There are still some slip-base style poles in the system.

The freeway lighting system includes approximately 14,900 pole-mounted luminaires.

The system also includes approximately 3,800 tunnel lighting fixtures, the majority of which are located in the I-10 Deck Park Tunnel, and approximately 1,400 underdeck fixtures located at the various underdeck bridge structures. The tunnel and underdeck luminaires are HPS fixtures in the range of 70 to 400 watts.

Power is supplied to individual poles via an underground conduit system from load centers with single-phase services, generally located at approximately 1-mile intervals. The lighting generally operates at 480 volts, on various individually designed circuits from each load center; this is done to account for

the load, maximum allowable voltage drop, and desire not to concentrate all luminaires in an area on one circuit.

The electrical services may or may not be metered, depending on current agreements with the utility companies furnishing service.

2.2 PROJECT GOALS

The following goals are expected to be achieved for the terms of the project:

Safety

- Provide and maintain illumination coverage and uniformity required to meet applicable safety requirements and standards; and
- Provide the traveling public and workers safe conditions within the Project during capital improvements, operations, and maintenance;
- Provide supports, fixtures, and supporting infrastructure consistent with current ADOT, FHWA, and AASHTO safety practices, guidelines, policies, and standards.

Efficiency

While meeting all technical requirements and standards of practice:

- Reduce the amount of energy consumed for illumination; and
- Minimize overall Project costs by optimizing costs for initial capital improvements, lifecycle equipment replacements, operations, and maintenance.

Mobility

- Minimize traffic impacts and delays during replacement and construction activities; and
- Minimize traffic impacts during operational and maintenance activities.

Quality

- Provide lighting systems that conform to acceptable engineering standards/guidelines for designing and building freeway lighting systems;
- Minimize negative impacts on dark skies and the surrounding nighttime visual environment;
- Provide lighting systems that minimize future maintenance; and
- Provide high quality, reliable and safe lighting systems at Project hand-back.

Finance

- Provide a financial plan that minimizes ADOT's initial capital cost; and

- Provide a financial plan that optimizes ADOT's annual cash flow expenditure on highway lighting.

Schedule

- Complete the design and capital improvements work within three [3] years of NTP; and
- Hand-back the project to ADOT in [TBD] years after NTP in an agreed-to condition.

2.3 SCOPE OF THE PROJECT

ADOT currently envisions a project in which the Developer will enter into a [TBD]-year private public partnership ("P3") agreement with ADOT to plan, design and supply all labor and material to replace all existing freeway lighting with LED lighting, and then operate and maintain all lighting. A P3 agreement is a long term contract between a public agency (the public partner) and a private company or consortium (the private partner) under which the private partner takes on a roll normally performed by the public agency. P3s are common in the water industry where a public agency may enter into a 30 year contract with a private company to design, build, finance, operate, and maintain a water treatment plant. Payments under a P3 agreement may include up-front payments during construction for completing certain elements of scope (milestone payments) and then the right to collect revenue produced by the project or by periodic availability payments during operations and maintenance. For the freeway lighting upgrade P3 project described here, the detailed method of payment to the private partner is still under consideration.

The proposed scope of the P3 Agreement is summarized below.

1. Upgrade Freeway and Tunnel Lighting:
 - a. Retrofit existing freeway mainline lighting from HPS to LED;
 - b. Re-design and retrofit existing freeway ramp lighting from HPS to LED;
 - c. Re-design and retrofit existing tunnel lighting from HPS to LED;
 - d. Possible re-design and retrofit existing tunnel lighting from HPS to LED in the US 60 Queen Creek Tunnel (east of Superior, AZ) and the SR 80 Mule Pass Tunnel (west of Bisbee, AZ);
 - e. Design and implement a state-of-art method to detect whether luminaires are out or not properly functioning from the ADOT Traffic Operations Center and remotely;
 - f. Design and implement a state-of-art method to detect power consumption from the ADOT Traffic Operations Center and remotely; and

- g. Work with local utilities to provide metering capability for all freeway lighting circuits so that actual power consumption can be identified and paid for by the Developer.
- 2. Operations and Maintenance for [TBD] years.
 - a. Monitor performance of all lighting to verify it meets agreed standards;
 - b. Replace malfunctioning fixtures as required; and
 - c. Repair damage to lighting system caused by age, weather, accidents, theft, and vandalism within a specified timeframe.

2.4 PROGRAM SCHEDULE

The following is a preliminary schedule if an innovative procurement is pursued.

<u>Milestone</u>	<u>Date</u>
Publish RFQ	2nd quarter 2015
Evaluation and Short Listing	2nd quarter 2015
Publish Final RFP and Distribute to Shortlisted Firms	2nd quarter 2015
Contract Award	4th quarter 2015
Notice to Proceed	1 st quarter 2016

2.5 ADDITIONAL INFORMATION

Additional information regarding the Program will be posted at [http://azdot.gov/business/engineering-consultants/advertisements/public-private-partnership-\(p3\)-initiatives](http://azdot.gov/business/engineering-consultants/advertisements/public-private-partnership-(p3)-initiatives). Respondents are encouraged to monitor this site for any future solicitation information related to the Program.

3. ANTICIPATED PROJECT PROCUREMENT PROCESS

Should ADOT decide to proceed with procurement for the Project, ADOT intends to pre-qualify potential proposers through an RFQ. The RFQ would be followed by an RFP. Only those entities shortlisted by ADOT through the RFQ process will receive and be allowed to respond to the RFP.

The objective of the RFQ phase is to shortlist proposers that best demonstrate that they have the financial resources and the qualifications and experience necessary to complete the Project.

It is anticipated that a draft RFP will be issued to all shortlisted proposers and will include a draft project agreement. Shortlisted proposers will be allowed to comment upon the draft RFP and draft project agreement. ADOT reserves the right to modify the draft RFP and/or draft project agreement

prior to issuing the Final RFP. In addition, as part of the RFP process, ADOT may issue further changes to the RFP documents by formal amendment to all shortlisted proposers.

The RFP will require proposers to make management, technical and financial submissions that are compliant with and demonstrate full acceptance of the final project agreement terms. The terms of the final project agreement will be negotiated by ADOT and the successful proposer, and ADOT may reserve the right to enter into negotiations with other proposers should it be unable to negotiate agreement terms acceptable to ADOT in its sole discretion. A proposal bond or letter of credit may be required.

ADOT expects to use a “best value” evaluation approach as well as other selection criteria to award the contract to the proposer. Best value evaluation factors and weightings remain to be determined, but potentially will be based on such criteria as technical competency, technical approach, strength of management team, price, risk analysis, and/or schedule for Program delivery and completion.

4. PUBLIC-PRIVATE PROGRAM DELIVERY

4.1 LEGAL AUTHORITY

The procurement process will be implemented in accordance with ADOT’s policies and procedures and in compliance with applicable State and Federal laws and regulations. ADOT may procure and deliver the Program under its authority to engage in public-private partnerships, as set forth in ARS 28-7701 *et seq.*

5. CONDITIONS FOR THE SUBMISSION OF INFORMATION

5.1 CHANGES TO THIS RFI

At any time, in its sole discretion, ADOT may, by written addenda to this RFI, modify, amend, cancel, and/or reissue this RFI. If an amendment is issued prior to the date information is due, it will be made available on the following website [http://azdot.gov/business/engineering-consultants/advertisements/public-private-partnership-\(p3\)-initiatives](http://azdot.gov/business/engineering-consultants/advertisements/public-private-partnership-(p3)-initiatives).

5.2 INFORMATION PREPARATION COSTS

ADOT shall not be liable for any costs incurred by any Respondent in the preparation, submission, presentation, or revision of its information and response, or in any other aspect of the Respondent’s activities related to its involvement in this RFI process. All such costs shall be borne solely by the Respondent. In no event shall ADOT be bound by, or liable for, any obligations with respect to the Program until such time (if at all) as ADOT authorizes and executes a written agreement, and then only to the extent set forth in such agreement.

5.3 CLARIFICATION OF RESPONSES

ADOT reserves the option, at its sole discretion, to contact a Respondent to seek clarification regarding information contained in its response, but shall have no obligation to do so. The decision to contact and request clarification from a Respondent rests solely with ADOT. In submitting its response, a Respondent should not assume that it will be provided an opportunity to subsequently clarify or otherwise discuss any feature thereof.

5.4 DISCLOSURE OF INFORMATION CONTENTS

All materials and information submitted in response to this RFI, and any materials delivered to ADOT during one-on-one meetings, are subject to the Arizona Public Records Law, Title 39 ARS, and any other laws, regulations and case decisions applicable to the disclosure of materials and information submitted under this RFI (collectively, the "Public Records Laws").

Respondents are also advised that the Public Records Laws may exempt certain portions of the responses, such as certain trade secrets and commercial and financial information, from public disclosure and permit confidential treatment by ADOT. If a Respondent has special concerns about the confidentiality of materials and information that it desires to make available to ADOT, but which the Respondent believes is exempted from disclosure under the Public Records Laws, such Respondent shall specifically and conspicuously designate that material and information in writing and by placing "CONFIDENTIAL" in the header or footer of each such page affected, together with a concise written explanation as to why the information is exempt from disclosure. No oral designations of any kind will be accepted. Blanket written designations that do not identify the specific materials and information are not acceptable and may be cause for ADOT to treat the entire response as public information.

ADOT may disclose the contents of all responses to this RFI, except to the extent that a portion of the response may be exempt from disclosure in accordance with applicable Public Records Laws and the instructions provided above. By delivering a response, as well as by registering and participating in a one-on-one meeting with ADOT, each Respondent consents to such disclosure and expressly waives any right to contest such disclosure unless exempt under applicable provisions of the Public Records Laws.

ADOT will not advise a Respondent or other party as to the nature or content of documents entitled to protection from disclosure under the Public Records Laws, as to the interpretation of such laws, or as to the definition of trade secret or other proprietary information. Nothing contained in this provision shall modify or amend requirements and obligations imposed by the Public Records Laws. The provisions of the Public Records Laws shall control in the event of a conflict between the procedures described above and the Public Records Laws.

In the event of any litigation or other proceeding concerning the disclosure of a Respondent's materials or information or portion thereof submitted to ADOT, the Respondent shall be responsible for

prosecuting or defending such action at its sole expense and risk; provided, however, that ADOT reserves the right, in its sole discretion, to intervene or participate in the litigation or other proceeding in such manner as it deems necessary or desirable. All costs and fees (including attorneys' fees and costs) incurred by ADOT in connection with any litigation, other proceeding or request for disclosure shall be reimbursed and paid by the Respondent whose response is the subject thereof. In no event shall the State, ADOT or any of their respective agents, representatives, consultant, directors, officers or employees be professionally or personally liable to a respondent, a respondent team member, or any other party for the disclosure of any materials or information submitted in response to this RFI or at the industry forum, including materials marked "Confidential", whether the disclosure is deemed required by public records laws or by an order of court of occurs through inadvertence, mistake or negligence.

5.5 OWNERSHIP OF SUBMITTED MATERIALS

All materials and information submitted in response to or in connection with this RFI shall become the property of ADOT and will not be returned to the submitting parties. ADOT shall have the right to use such materials and information and ideas set forth therein without restriction.

5.6 RIGHTS OF ADOT

ADOT reserves to itself all rights available to it under applicable law, including but not limited to the unqualified right, at any time and in its sole discretion, to change or modify this RFI, to reject any and all information, to seek clarification of information, to request additional information, and to undertake communications with one or more Respondents or others who, at any time subsequent to the deadline for submissions to this RFI, may express an interest in the subject matter hereof.

No Respondent or any other person or entity shall have any rights against ADOT arising from the contents of this RFI, the receipt of information, or the incorporation in or rejection of information contained in any response or in any other document. ADOT makes no representations, warranties or guarantees that the information contained herein or on the Program website or in any addenda hereto or thereto, is accurate, complete, or timely or that such information accurately represents the conditions that would be encountered during the performance of any subsequent contract issued from a separate procurement. The furnishing of such information by ADOT shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever; and each Respondent, by submitting its information, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold ADOT liable or responsible therefore in any manner whatsoever.

5.7 ORGANIZATIONAL CONFLICTS OF INTEREST

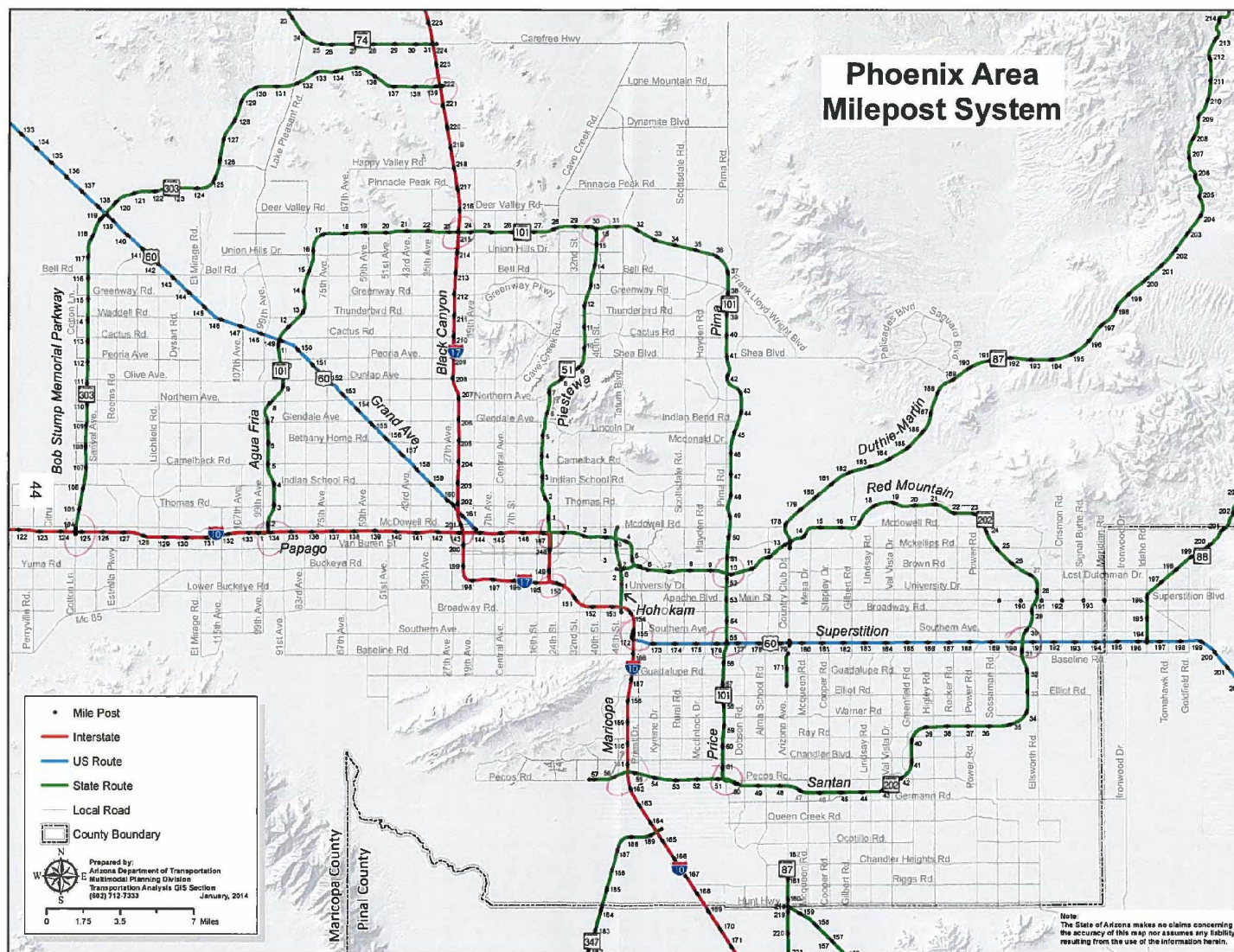
Respondents are advised that the following entities and individuals are precluded from submitting a response to this RFI and from participating on a Respondent's team in the event of a future solicitation, unless otherwise authorized by ADOT:

Any consultant firm that has been contracted by ADOT to provide expert professional services in connection with the ADOT Office of P3 Initiatives, including, but not limited to;

○ HDR, Inc.	○ Nossaman LLP
○ Jacobs, Inc.	○ Public Financial Management
○ CDM Smith	

Any entity that is a parent, affiliate, or subsidiary of any of the foregoing entities, or that is under common ownership, control or management with any of the foregoing entities; and any employee or former employee of any of the foregoing entities who was involved with the P3 Program delivery approach or P3 Program procurement while serving as an employee of such entity.

APPENDIX A - MAP OF PHOENIX MAINTENANCE DISTRICT



APPENDIX B - MAP OF STATE HIGHWAY SYSTEM



APPENDIX C - QUESTIONNAIRE

Respondents are invited to return the following questionnaire together with a 1-2 page cover letter to ADOT. Total page count for the response to the questionnaire should not exceed 10 pages, utilizing 12pt Calibri type font, inclusive of the cover letter. Please follow the format below.

GENERAL INFORMATION

- 1) Briefly provide the following descriptive information for the Respondent and its team members (if any). The purpose of this question is to aid ADOT in understanding the identity and type of business of the Respondent.
 - Name of Respondent and its team members (if any)
 - Describe principal business for Respondent and its team members (if any)
- 2) Describe in detail any similar lighting upgrading Respondent's projects implemented and the lessons learned from the effort.
- 3) Describe in detail your understanding of similar lighting upgrading projects implemented by others

PROJECT-SPECIFIC INFORMATION

- 4) Are the geographic limits of the project reasonable, i.e. number of lights to be replaced and maintained to result in a cost-effective project?
- 5) Should tunnel lighting be combined with freeway lighting as one project?
- 6) Is there a benefit to adding the two ADOT tunnels outside of the PMD?
- 7) Should the lighting rehab project maintenance responsibility include the lighting poles, foundations, arms, raising and lowering devices, wiring, handholes, meters, and circuits or just the light bulbs and fixtures?
- 8) Could freeway lighting be improved without adding or relocating poles?
- 9) Should the cost of power be a Developer responsibility, and if so, why?
- 10) Are there any specific new technologies that should be used or would be beneficial to this type of project?
- 11) Should tunnel lighting be modified if ADOT institutes variable speed limits in a tunnel?
- 12) Should tunnel cleaning be included under this project, and if so, why?
- 13) Should operations and maintenance of tunnel fans be included?
- 14) What is the most cost effective duration for the operations and maintenance period?
- 15) Please provide your recommended approach to potential payment mechanisms for the project.