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**REQUEST FOR QUALIFICATIONS TO  
DESIGN, BUILD, OPERATE AND MAINTAIN  
AN INTEGRATED PREMIUM TRANSIT SYSTEM FOR  
THE DISTRICT OF COLUMBIA  
Pre-SOQ Conference**

**February 18, 2014**

# Presentation Outline



1. Introductions & Program Overview....Ronaldo “Nick” Nicholson P.E.  
Chief Engineer, Deputy Director, IPMA
2. The Procurement Opportunity.....Ronaldo “Nick” Nicholson P.E.  
Chief Engineer, Deputy Director, IPMA
3. Procurement Process & Evaluation Criteria.....William “Pete” Teague  
Resource Allocation & Contract Officer
4. Q&A.....DDOT Staff and PMC Team

# Introductions



## District Department of Transportation:

- **Terry Bellamy**, Director, District Department of Transportation
- **Matt Brown**, Deputy Director, District Department of Transportation
- **Ronaldo “Nick” Nicholson, P.E.**, Chief Engineer, Deputy Director, IPMA
- **Thomas Perry, P.E.**, Program Manager, DC Streetcar, IPMA
- **Carl Jackson**, Associate Director, PTSA
- **William “Pete” Teague**, Resource Allocation & Contract Officer

## Program Management Consultant Team (Key Members):

- **HDR Engineering**, Program Manager/Lead Consultant
- **Ernst & Young Infrastructure Advisors**, Project Finance and Delivery
- **Allen & Overy**, Project Delivery and Procurement

# Program Overview



- Integrated Premium Transit combines streetcar and bus services within the District
- The *purpose* of IPT is to address transportation needs and support economic development
- DDOT is seeking to *access private-sector innovation* by delivering IPT via a DBOM Contract and Pre-Development Agreement (PDA)



# Program Overview - IPT System Services

Integrated Premium Transit combines streetcar and bus services within the District.

- Streetcar: 22-mile Priority System, a sub-set of a larger planned 37-mile system
- Bus:
  - DC Circulator services
  - Potential expansion to include other non-regional bus services



# Program Overview - IPT Streetcar

## 22-Mile Priority Streetcar System

### One City Line (Georgetown Waterfront to Benning Road)

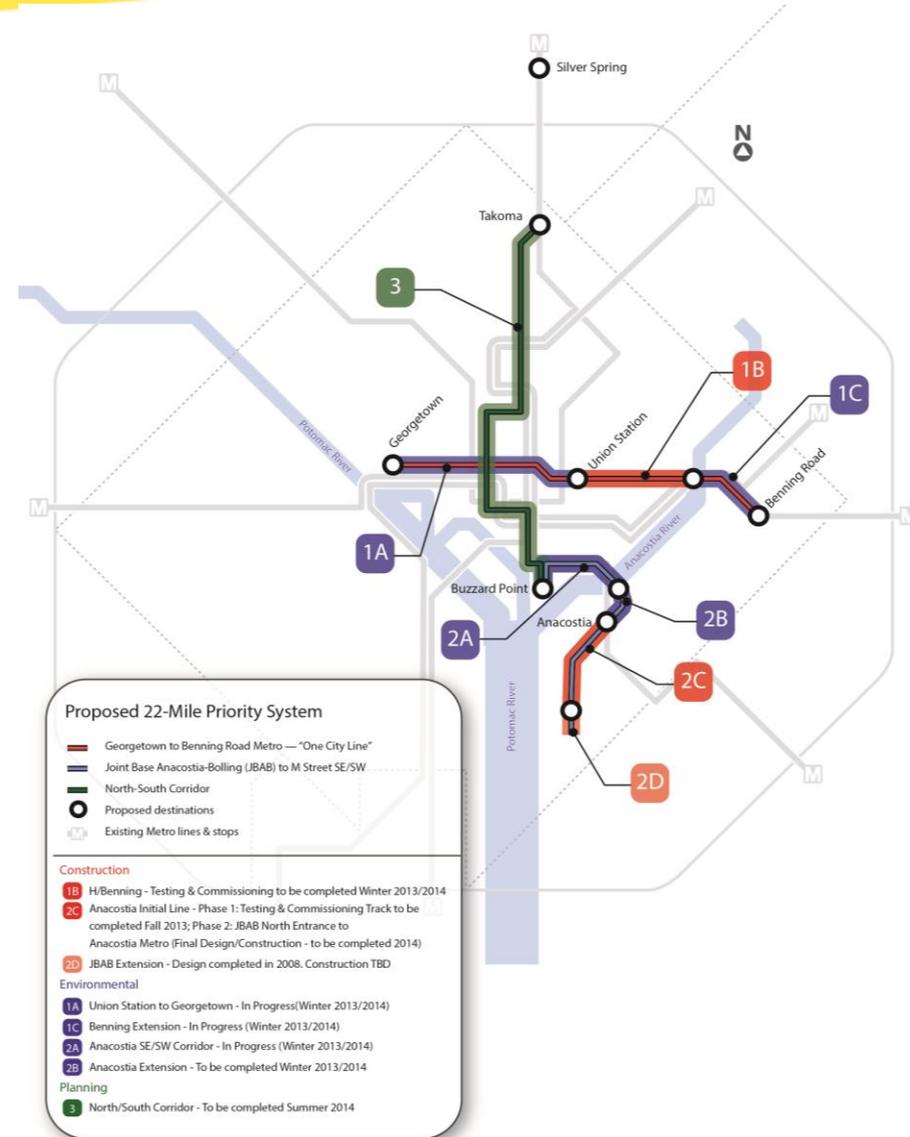
- 1A – Union Station to Georgetown
- 1B - H/Benning
- 1C – Benning Extension

### M Street SE/SW to Anacostia Line

- 2A – Anacostia SE/SW (M Street)
- 2B - Anacostia Extension
- 2C – Anacostia Initial Line
- 2D – JBAB Extension

### North/ South Line (Buzzard Point to Takoma/Silver Spring)

- 3 – North/South Corridor



# Program Overview - IPT Bus

## Local Bus Services

### DC Circulator

- 6 current routes (map at right)
- Future planned expansion

### Non-regional Services

- 20+ potential routes
- Service currently provided by Washington Metropolitan Area Transit Authority (WMATA)
- Integration/Optimization with streetcar and DC Circulator brand



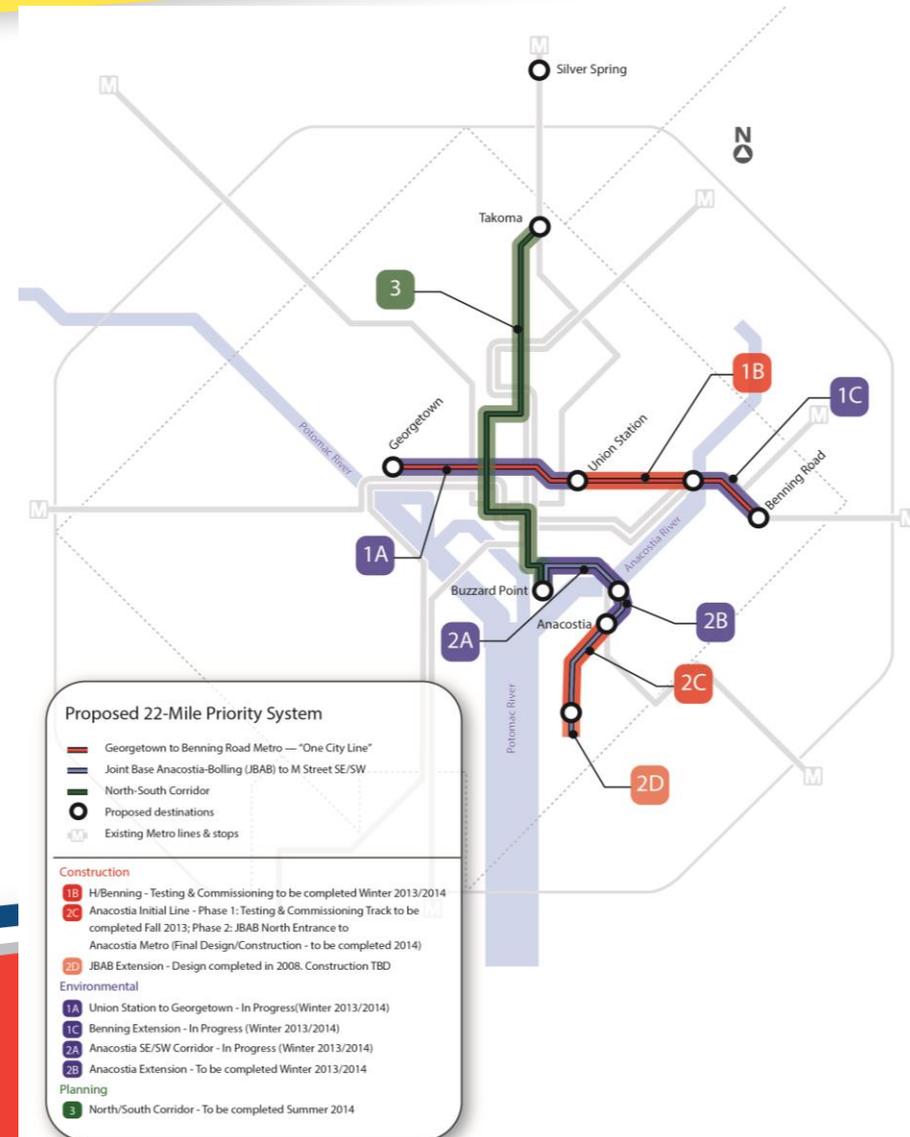
# IPT Procurement Opportunity



- **DBOM Opportunity**
- **Project Development Agreement (PDA) Opportunity**

# IPT DBOM Opportunity

- **Streetcar**
  - **Design and Build:**
    - 1A, 1C & 2A
  - **Operate and Maintain:**
    - 1B, 2B, 2C
    - 1A, 1C & 2A (upon DB completion)
  - **Includes all necessary vehicles and facilities:**
    - Existing
    - Future Requirements



# IPT DBOM Opportunity

## Streetcar Environmental Status

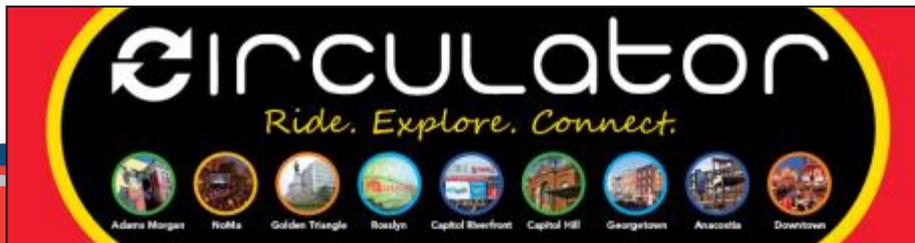
Line/Segment	Current Status	Next Action	In Progress
<b>One City Line - Georgetown Waterfront to Benning Road</b>			
<b>Segment 1A: Union Station-Georgetown</b>	Alternatives Analysis Complete	Environmental Assessment (EA)	Winter 2013/2014
<b>Segment 1B: H/Benning (under construction)</b>	DC EISF Complete - Testing and Commissioning	Revenue Service	Spring 2014
<b>Segment 1C: Benning Extension</b>	Planning Study Complete	EA	Winter 2013/2014
<b>M Street SE/SW to Anacostia</b>			
<b>Segment 2A: M Street SE/SW Extension</b>	Planning Study Complete	EA	Winter 2013/2014
<b>Segment 2B: Anacostia Extension</b>	EA in progress	Preliminary Engineering	TBD
<b>Segment 2C: AIL (under construction)</b>	DC EISF in progress – Testing and Commissioning	Revenue Service	Fall 2014
<b>Segment 2D: JBAB Extension (Phase 2)</b>	Design Completed	Construction	TBD
<b>North-South Line (Buzzard Point to Takoma/Silver Spring)</b>			
<b>Segment 3 (Phase 2)</b>	Planning Study	EA	TBD

# IPT DBOM Opportunity



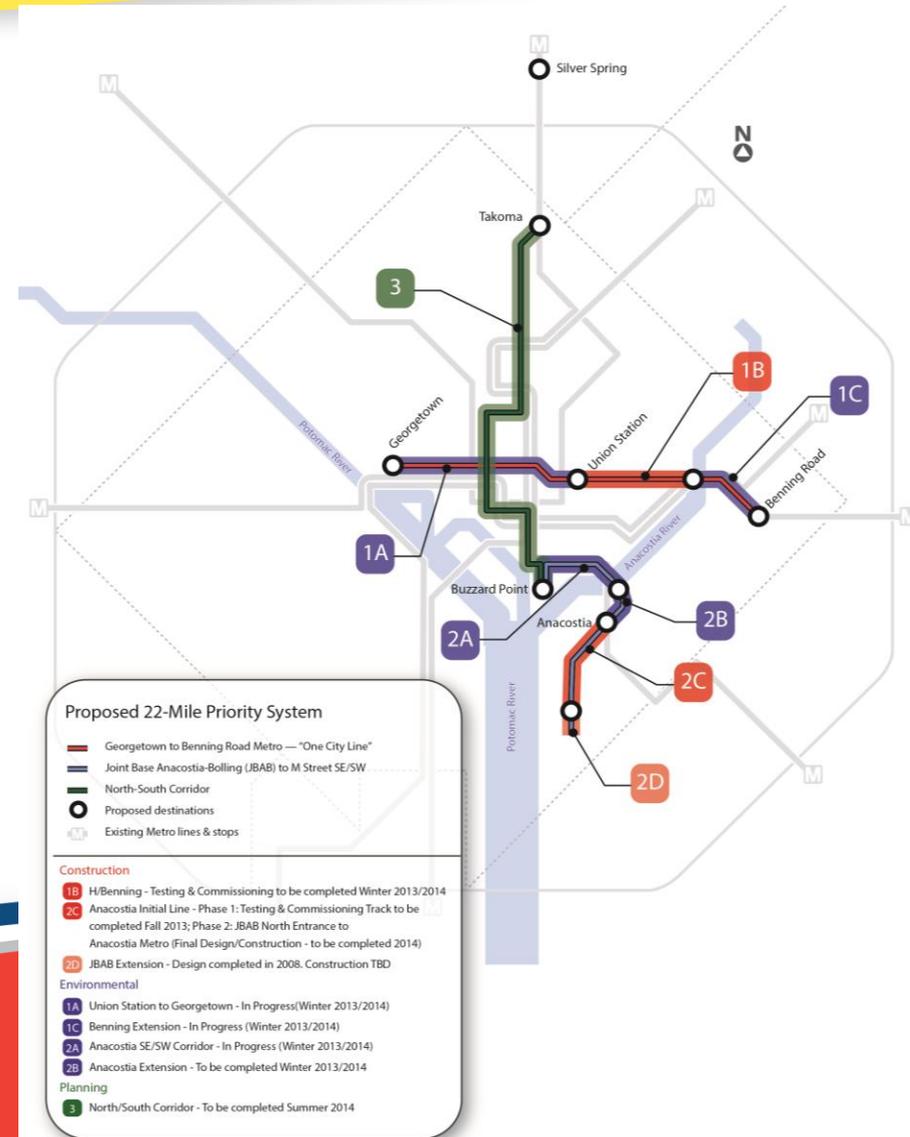
- **Bus**

- **Provision of DC Circulator Services**
- **Provide, Operate and Maintain:**
  - Buses required for existing service
  - Maintenance and storage facilities required for existing service
- **Accommodate future planned growth:**
  - DC Circulator Transit Development Plan
  - All fleet and facility requirements



# IPT PDA Opportunity

- Partner with the District to develop a project for implementation potentially including:
- Streetcar
  - Design and Build:
    - 2D, 3
  - Operate and Maintain:
    - 2D, 3
  - Include all necessary vehicles and facilities



# IPT PDA Opportunity

- **Partner with the District to plan and develop a project for implementation potentially including:**
- **Bus**
  - **Integration of all local bus services under a single brand (DC Circulator)**
  - **Integration/Optimization of all local bus services with streetcar services**
  - **Provide, Operate and Maintain:**
    - All buses required
    - All maintenance and storage facilities required
  - **Accommodate future planned growth:**
    - DC Circulator Transit Development Plan
    - All fleet and facility requirements



# IPT Procurement Opportunity

- **Program Funding Sources**

- **Capital Improvement Plan: total of \$400M**

- FY2013 to FY2018 Capital Improvement Plan: \$196M
- FY2014 to FY2019 Capital Improvement Plan: +\$204M

- **“Pay-as-you-go” Capital Account**

- 25% of the District's annual incremental local funds revenues in excess of the base year (FY2016) have been legislatively dedicated to IPT until construction is completed.

- **Additional Potential Sources**

- On-going District appropriations for O&M
- Federal program funds such as FHWA, CMAQ, National Park Service, FTA Urbanized Area and State of Good Repair formula funds
- IPT generated revenues, including streetcar and bus farebox, advertising and ancillary revenues.



# **Integrated Premium Transit Procurement Process & Evaluation Criteria**

**William “Pete” Teague**  
*Resource Allocation & Contract Officer*

# IPT Procurement Process

## **Two Stage Process: This RFQ will be followed by an RFP**

- SOQs evaluated according to criteria within the RFQ
- Shortlist up to four qualified teams to receive and respond to the RFP
- Industry review process utilized with shortlisted teams
- Final RFP issued following industry review process
- DDOT at its discretion may select a preferred team

# IPT Procurement Process

## RFQ Schedule

<b>EVENT</b>	<b>DATE</b>
<b>IPT Request for Qualifications (RFQ) issued</b>	January 31, 2014
<b>Pre-SOQ Workshop</b>	February 18, 2014 1:30 p.m.
<b>Deadline for questions and requests for clarification relating to the RFQ</b>	February 28, 2014 2:00 p.m. (local time)
<b>Deadline for issuance of last RFQ addendum</b>	March 17, 2014
<b>SOQ Due Date</b>	March 31, 2014 2:00 p.m. (local time)
<b>Anticipated announcement of Shortlisted Responding Teams</b>	May 6, 2014
<b>Issue Draft RFP for Industry Review</b>	May 6, 2014

# **IPT Procurement Process**

## **RFQ - EVALUATION PROCESS AND CRITERIA**

- **Responsiveness**
- **Pass/Fail Review**
- **Qualifications Evaluation Criteria and Weighting**
- **Team Member Background and Experience (Total – 50 Points Maximum)**
- **Key Personnel Background and Experience (Total – 40 Points Maximum)**
- **Financial Standing (Total – 10 Points Maximum)**

# **IPT Procurement Process**

## **DBOM Contract Requirements:**

- **Federal Requirements**
- **DBE Requirements**
- **Training Services Provision**
- **Improper Communications and Contacts**
- **Conflicts of Interest**
- **Public Information Act and Disclosure Requirements**
- **Protest Procedures**
- **DDOT Reserved Rights**
- **Disclaimer**
- **Other**

# IPT Procurement Process

- DBE Requirements
- Training Services Provision



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**Integrated Premium Transit  
Questions and Answers**