



COLORADO DEPARTMENT OF TRANSPORTATION

REQUEST FOR STATEMENTS OF INTEREST (RFSOI)

COMPARABLE PROPOSALS FOR I-70 MOUNTAIN CORRIDOR ELIGIBLE PROJECT

PROJECT NO.18958

MARCH 16, 2012

**STATEMENTS OF INTEREST DUE:
APRIL 23 2012**

1.0 INTRODUCTION

The Colorado Department of Transportation (CDOT) is requesting Statements of Interest (SOI) from any firm or consortium of firms or other entities (Qualified Parties) interested in submitting comparable proposals for the co-development of a multi-modal project (the Project) to an Unsolicited Proposal (USP) to relieve congestion and improve mobility on the I-70 Mountain Corridor (the Eligible Project).

The Eligible Project was proposed by PARSONS in a USP submitted on July 15, 2011 to the High Performance Transportation Enterprise (HPTE), a government-owned business and division of CDOT. Upon the recommendation of the HPTE, CDOT will solicit comparable proposals, similar in nature and scope to the USP, as described below.

1.1 SOLICITATION PROCESS

1.1.1 Statutory Position & General Approach

CDOT, through Transportation Commission Resolution, has adopted the HPTE Project Proposal Guidelines (in lieu of or superseding the 1998 CDOT public-private-partnership guidelines) in connection with its pursuit of public, private partnerships and other innovative means of completing surface transportation projects. Furthermore, CDOT will utilize the HPTE Guidelines for purposes of soliciting and evaluating competing public, private partnerships or co-development proposals. These Guidelines, posted on its website (www.coloradohpte.com), contemplate the issuance of such solicitation documents, and the adoption of a process as may be appropriate under the circumstances. In making its decisions concerning the approach to be adopted for soliciting competing proposals for co-development of the Project, CDOT objectives include encouraging competition, ensuring transparency and ensuring the non-discriminatory treatment of Qualified Parties.

1.1.2 Overall Solicitation Process

CDOT intends to use a two-phase solicitation process to select a Qualified Party with which to contract for co-development of the Project, pursuant to the provisions of part 12 of title 43, Colorado Revised Statutes (Public-Private Initiatives Program). In this first phase, any Qualified Party with the minimum qualifications described below may submit a statement of interest (SOI).

In the second phase, CDOT will issue a Request for Proposals (RFP) to the short listed Qualified Parties.

PARSONS will be asked to respond to the RFSOI and will be evaluated in the same manner as other RFSOI responders. PARSONS may be selected to receive the RFP but is not automatically approved to receive the RFP. In addition to considering PARSONS, CDOT will select up to three (3) additional Qualified Parties to receive the RFP.

In the second phase, CDOT will issue a Request for Proposals (RFP) to the short listed Qualified Parties. If PARSONS is selected to receive a RFP, they will be afforded the opportunity to modify or amend their USP.

1.2.1 Solicitation Schedule

Activity	Time Frame/Date
Issue RFSOI	March 16, 2012
Mandatory Informational Meeting	March 30, 2012
Final date for receipt of SOI Qualified Parties' questions/clarifications	April 6, 2012
CDOT answers/issue addendum (if any)	April 11 2012
SOI Due Date	April 23, 2012
Shortlist announced	May 7, 2012
Target Date For Issuance of RFP	May 2012

This schedule is subject to revision.

1.3.1 Anticipated RFP Requirements

The RFP subsequently issued in this solicitation process will require the Qualified Parties to include, among other information:

- Order of magnitude estimate of, or assumptions concerning, the level of effort, costs, and timing of CDOT resources required for the validation, development, and delivery of the Project.
- Order of magnitude estimate of, or assumptions concerning, scope of work, level of effort and costs, and timing of Qualified Party's services, by phase, for the validation, development, and delivery of the Project.
- Project phasing, major milestones, and decision points.
- Risk sharing arrangements with CDOT
- Strategy for obtaining a full concession agreement
- Sufficient financial, cost, and design information and analysis to reasonably demonstrate that the Project can be implemented in the manner and time proposed consistent with the project goals set forth below.

1.4.1 Informational Meeting

All responders to this RFSOI are required to attend an informational meeting on Friday, March 30, 2012. This will be held at 9:00 A.M. at: Please call Jim Bemelen ahead of time if you are only able to appear by telephone.

Trail Ridge Conference Room
425C Corporate Circle
Golden, CO 80401

1.5.1 Rules of Contact

Jim Bemelen is the CDOT Corridor Manager. As the Corridor Manager Mr. Bemelen is CDOT's sole contact person and addressee for receiving all communications regarding the Project. All inquiries and comments regarding the Project, and the procurement thereof, must be made by e-mail or letter. Only written inquiries will be accepted:

Mail: James Bemelen, P.E.
Corridor Manager
Colorado Department of Transportation
Region 1
18500 E. Colfax Ave. □
Aurora, CO 80011

E-mail: james.bemelen@dot.state.co.us

During the Project procurement process, commencing with issuance of this RFSOI and continuing until a shortlist is announced (or cancellation of the procurement), no employee, member, or agent of any Qualified Party shall have ex parte communications regarding this procurement with any member of CDOT, HPTE, the Federal Highway Administration, their advisors, or any of their contractors or consultants involved with the procurement, except for communications expressly permitted by this RFSOI (or subsequent to issuance of the RFP, except for communications expressly permitted by the RFP). Any Qualified Party engaging in such prohibited communications may be disqualified at the sole discretion of CDOT's Corridor Manager.

1.6.1 Proposer Questions and Clarifications

Questions and requests for clarification regarding this RFSOI must be submitted in writing to CDOT's Corridor Manager, as described in Section 1.5.1. To be considered, all questions and requests must be **received by 10:00 am, Mountain Standard Time, on April 6, 2012**.

CDOT reserves the right to revise this RFSOI at any time before the SOI due date. Such revisions, if any, will be announced by addenda to this RFSOI.

CDOT will use the following guidelines when responding to questions and requests for clarification and issuing addenda:

- Questions and requests for clarification will be posted to CDOT's project website at www.coloradodot.info/projects/ as soon as they are received. Submitter's names will not be identified.
- CDOT will answer questions and requests for clarification by posting responses on its project website at www.coloradodot.info/projects/.

CDOT will send an e-mail notification to the contact person and alternate for every Qualified Party and post on project website as soon as each addendum or clarification is issued. The notification will include an electronic copy of the addendum or clarification, when possible.

1.7.1 Rights and Disclaimers of CDOT

CDOT reserves the right, in its sole discretion, to cancel this RFSOI, issue a new RFSOI or issue addendum, reject any or all SOIs, seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to this RFSOI, seek and receive clarifications to an SOI and waive any deficiencies, irregularities, or technicalities in considering and evaluating the SOIs.

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

1.2 PROJECT GOALS

CDOT has established the following goals for the Project (Project Goals); the Project should:

1. Deliver a long-term, multi modal solution to the congestion and mobility issues on the I-70 Mountain Corridor (i) that is consistent with the I-70 Mountain Corridor Record of Decision and Final PEIS (attached Exhibit 1) and the Corridor Core Values (attached Exhibit 2), (ii) that integrates the I-70 Twin Tunnel Project (attached Exhibit 3) and (iii) includes a transit element.
2. Recognizing the limited availability of transportation funds for the Project, provide an innovative delivery solution with minimal need for financial support from state and federal sources.
3. Maximize risk sharing and cost sharing with the private sector in the development, construction, operation and maintenance of the Project.
4. Minimize inconvenience to the travelling public and corridor communities, and maximize safety of workers and road users and provides access for emergency services.
5. Maximize opportunities for local workers, businesses, and communities in the Project.

2.0 THE PROJECT

2.1 BACKGROUND INFORMATION

PARSONS submitted the USP to the HPTE on July 15, 2011 to co-develop a program of phased multi-modal infrastructure improvements to the I-70 Mountain Corridor; the proposed improvements include a transit element. An Executive Summary of the USP describing PARSON's co-development approach, which is intended to lead to the

procurement of a P3 concessionaire to implement the improvements, is attached as Exhibit 4.

Based on the HPTE Project Proposal Guidelines (Guidelines) the Board of the HPTE determined on September 21, 2011, to formally consider and evaluate the USP, finding that it met the criteria of Section 3.2 of the Guidelines. Upon completion of the evaluation, conducted by a team consisting of HPTE and CDOT staff representatives and informed by independent consultants and consultation with stakeholder representatives, the HPTE and CDOT determined that, as permitted in the Guidelines, a CDOT solicitation of comparable proposals would be appropriate under the circumstances, and would encourage competition, provide transparency and ensure nondiscriminatory treatment of potential Qualified Parties.

The Colorado Transportation Commission adopted a resolution on February 16, 2012 allowing CDOT to use HPTE Project Proposal Guidelines for Public Private Partnership or Co-development Proposal, including this solicitation.

Accordingly, CDOT intends to treat the USP as an unsolicited proposal for a public-private initiative under part 12 of article 1, Title 43, Colorado Revised Statutes, and will solicit comparable proposals as provided in that statute and the HPTE Guidelines.

CDOT's objective is to enter into an agreement for the Project with the Qualified Party ultimately selected. The co-development approach on this Project anticipates that CDOT and the selected Qualified Party will share costs and risks through the project development phases that are necessary to accomplish the procurement and selection of a P3 concessionaire. CDOT intends that the selected Qualified Party will at all times be the co-developer solely with CDOT and therefore will be prohibited from becoming the P3 concessionaire or be part of a P3 concession consortium or team. For that reason, CDOT will not as part of this RFSOI/RFP accept or consider SOIs and RFP responses on the basis of the proposer being the P3 concessionaire for the Project.

2.2 PROJECT DEFINITION

The following elements are collectively referred to as the Base Case Scope of Work (Base Case) in this RFSOI. CDOT is interested in determining, at an early stage, the economic feasibility of the Base Case.

- The specific improvements and other highway improvements included in the Minimum Program of Improvements described in the Preferred Alternative of the ROD
- The additional elements included in the Maximum Program of Improvements described in Preferred Alternative of the ROD, subject to the review and consideration of triggers pursuant to the Adaptive Management Approach required by the ROD.
- The phased implementation of an Advanced Guideway System (AGS) as provided in the ROD and integrated CDOT's AGS Study outcomes when complete (see attachment).

- New bores at the EJMT and Twin Tunnels (integrating with the I-70 Twin Tunnel Project in Exhibit 3)

CDOT is also interested in determining to what extent variations of the Base Case, generally consistent with the ROD, may be better able to meet the Project Goals. Such modifications might include other approaches that generate revenues that will support meeting the Project Goals consistent with applicable state and federal law. Proposed Co-developer would have to be cognitive that these approaches would require the Adaptive Management approach per the ROD.

2.3 OTHER CONSIDERATIONS

In the event that, following this solicitation and subsequent RFP based upon the USP an award is made for the Project to a Qualified Party other than PARSONS, CDOT will require that the successful Qualified Party pay the HPTE/CDOT an amount sufficient to reimburse PARSONS for actual costs incurred to consider and evaluate the USP

As of the issuance of this RFSOI, PARSONS has reimbursed CDOT/HPTE \$30,000 for consultant evaluations of PARSONS' USP.

3.0 APPROACH TO CO-DEVELOPMENT SERVICES

The Co-Development Services are expected to include the following major elements:

- A delivery and financing approach that maximizes the potential for private investment to accomplish the Project Goals.
- Validation, development, and delivery of the Project in stages and in a manner that permits CDOT to withdraw (or decline an option to proceed) without further obligation at specified points throughout the various stages of the Project.
- An initial Level 2 Traffic and Revenue Analysis of, and financial plan for, the Project, demonstrating the economic feasibility of the concept being proposed.
- A Tier 2 process for NEPA clearances and stakeholder input utilizing the CSS process <http://cdot.i70css.webfactional.com/cdot>
- A program management relationship between CDOT and a Qualified Party, with significant cost and risk sharing features, leading to a full concession procurement process.

4.0 REQUIREMENTS FOR SOI SUBMISSION

4.1 DUE DATE, TIME, AND LOCATION

All SOIs must be received at the CDOT submittal address no later than 12:00 pm (midday) Mountain Time on the SOI Due Date of April 23, 2012. The front cover of the SOIs must be clearly marked with the Project name, Proposer name, and date of submittal, marked "Confidential" and enclosed in one or more sealed containers. Late

submittals will not be considered, consistent with State law requirements. Where multiple containers are used by a Proposer to submit an SOI, the Proposer shall label each container "Package # of ##" where # denotes the number of the container, and ## denotes the total number of containers being submitted by the Proposer

4.2 SUBMITTAL ADDRESS

Submit seven (7) copies of the Statement of Interest no later than 12:00 noon local time, Monday April 23, 2012. To:

Jill Sweeney, Contracting Officer
Agreements Program
Colorado Department of Transportation
4201 E. Arkansas Ave., 4th Floor – Central
Denver, Colorado 80222

4.3 FORMAT, PAGE LIMIT, AND QUANTITIES

The RFSOI must not exceed 25 single-sided pages (including the "Title Page" and "Table of Contents" but not including section dividers and required appendices). Except for charts, exhibits, and other illustrative and graphical information, all information must be printed on 8.5" by 11" paper.

Charts, exhibits, and other illustrative and graphical information may be on 11" by 17" paper but must be folded to 8.5" by 11", which will be counted as one sheet.

All printing, except for the front cover of the SOI must be Times New Roman, 12-point font. All dimensional information must be shown in English units. The front cover of each SOI must be labeled with "I-70 Mountain Corridor Project" and "Statement of Interest" along with the date of submittal.

4.4 SOI CONTENT

Qualified Parties should provide brief, concise information that addresses the objectives and the requirements of the work consistent with the evaluation factors.

Lengthy narratives are discouraged. If the Proposer's organization has not yet been formed, information regarding the future organization shall be provided as appropriate to allow CDOT to determine whether the future organization will meet applicable requirements once it is formed.

4.4.1 COVER LETTER

Provide a cover letter (no more than two pages) indicating the desire to be considered for the Project and stating the official names and roles of all major Participants. The Proposer shall identify a single point of contact for the team and the address, telephone and fax numbers and email address, where questions should be directed. Authorized representative(s) of the Proposer's organization shall sign the letter. If the Proposer is not

yet a legal entity or is a joint venture or general partnership, authorized representatives of all Major Participants shall sign the letter.

A completed Form C should acknowledge receipt of the RFSOI and any addenda and/or responses to questions issued by CDOT.

4.4.2 EXPERIENCE OF PROPOSER

List and describe a maximum of four (4) projects of similar scope, complexity and risk profile that the Proposer and each team member have played a significant leadership role in its development and that best illustrate experience relevant to the unique components of this Project. Areas of experience should include:

- Environmental and NEPA studies
- Stakeholder engagement processes
- Traffic and revenue studies
- Major highway and tunneling design, maintenance, and operations
- Geotechnical issues
- Tolling systems and operations
- Transit design and operations
- Financial services related to P3 projects
- Procurement experience with P3 projects
- Design and construction management of large, complex infrastructure projects
- Alternate Project Delivery Methods experience

Each project description should include the following information on Form B:

- Team member or Firm's name
- Project name, location, and contract type
- Description of work or services provided
- Project cost
- Owner name, address, and contact information (telephone/e-mail address) for referral
- History of performance for pre-development and management services to advance a P3 project to financial close for up to four (4) co-development projects with similar requirements as indicated above undertaken by the Proposer or team members, including original and actual schedule completion milestones, cost and budget performance

4.4.3 PROJECT UNDERSTANDING AND APPROACH

In the SOI Qualified Parties are asked to present conceptual level information under the categories listed below. In the RFP, more specific information and detailed plans will be requested.

4.4.3.1 Conceptual Project Management Approach

Provide a general description of proposed project phases, major milestones, and decision points, how traffic flow would be managed and maintained during construction, and how multi modal options, including transit, would be developed and implemented in the Corridor. Also, provide an outline of the strategy you will recommend for obtaining a full P3 concession agreement.

The co-development approach on this Project anticipates that CDOT and the selected Qualified Party will share costs and risks through the project development phases. In the RFP, CDOT anticipates it will ask shortlisted firms to identify the cost and risk sharing co-development management relationship they propose to enter into with CDOT. That information is not requested or required in response to this RFSOI.

4.4.3.2. Conceptual Technical Plan

Summarize the Comparable Project being proposed, highlighting the major highway, tunnel, and transit elements and how they are consistent with the Base Case scope of work required by the ROD or to what extent any proposed variations or alternatives to the Base Case are better able to meet the Project Goals and obtain Tier 2 NEPA clearances respecting the Context Sensitive Solutions approach taken in the Corridor. Identify the broad traffic, safety, economic, and stakeholder benefits for the proposed Comparable Project that will address the concerns and interests of the Project stakeholders in the I-70 Mountain Corridor and the State.

4.4.3.3. Conceptual Financial Plan

Provide an outline for the development of a reasonable and viable financial plan that fully funds the total Project costs, that maximizes the potential for private investment to accomplish the Project Goals, and minimizes funding from state and federal sources. The plan should address potential sources and magnitude of funding and a brief discussion of the viability of each of the sources. It should address funding for the development, maintenance, and operation of the Project including approaches to user fee and toll regulation, and roles and responsibilities for the public and private sector.

4.4.3.4. Project Risks

Demonstrate an understanding of the technical and environmental challenges for the I-70 Mountain Corridor. List and briefly describe the significant risk issues related to obtaining the Project Goals, including environmental, technical, financial, public

involvement or other issues facing the selected Qualified Party and CDOT. Briefly describe how the Qualified Party will use its resources to effectively manage or mitigate these risks to ensure a successful Project consistent with the Project Goals.

5.0 EVALUATION PROCESS

5.1 EVALUATION OBJECTIVES

The objective of the RFSOI phase of the procurement is to create a shortlist of the most highly Qualified Parties with the general capability (technical, financial and management), capacity and experience necessary to successfully undertake and complete the Project consistent with the Project Goals.

CDOT expects high qualifications and responsibility standards of the shortlisted Qualified Parties. This is reflected in the technical evaluation factors of this RFSOI and will be reflected in the RFP and the Contract. Specific objectives relating to each of the technical evaluation factors listed on the “Consultant Evaluation – Statement of Interest Scoring” (Scoring Sheet).

If more than one of the lowest ranked Qualified Parties receives the same score, CDOT will make the decision, in its sole discretion, whether or not to shortlist those Qualified Parties.

5.2 EVALUATION AND SCORING

5.2.1 Responsiveness (pass/fail)

Each SOI will be reviewed for (a) conformance to the RFSOI instructions regarding organization and format, and (b) the responsiveness of the Candidate to the requirements described in this RFSOI (technical, financial, etc.). Those SOIs not responsive to this RFSOI may be excluded from further consideration and the Proposer will be notified. CDOT may also exclude from consideration any Proposer whose SOI is found to contain a material misrepresentation.

5.2.2 Qualitative Evaluation

The qualitative section of the evaluation requires that the SOIs be assessed a qualitative rating from Excellent to Poor for the following categories:

- 1) Proposer Qualifications and Experience.
- 2) Project Understanding and Approach.
 - a) Conceptual Project Management Approach
 - b) Conceptual Technical Plan
 - c) Conceptual Financial Plan
 - d) Project Risk

The Excellent to Poor ratings are based upon evaluating the sub-criteria elements listed on the Scoring Sheet for each evaluation category. Also, the maximum score available is identified for each evaluation category. Evaluators will rate each evaluation category in terms of a percent of maximum score and multiply the percent of maximum score by the maximum available score for each category.

The five adjectival ratings available to each Evaluator are defined below. The description establishes the basis by which an adjectival rating is assigned. Also, a range of percent of maximum score is defined for each adjectival rating.

ADJECTIVAL EVALUATION AND SCORING GUIDE

Adjective	Description	Percent of Max. Score
Excellent (E)	SOI supports an extremely strong expectation of successful Project performance if ultimately selected as the Contractor. SOI indicates significant strengths and/or a number of minor strengths and no weaknesses. Qualified Party provides a consistently outstanding level of quality.	100 - 90 %
Very Good (VG)	SOI indicates significant strengths and/or a number of minor strengths and no significant weaknesses. Minor weaknesses are offset by strengths. There exists a small possibility that, if ultimately selected, the minor weaknesses could slightly affect successful Project performance adversely.	89 - 75 %
Good (G)	SOI indicates significant strengths and/or a number of minor strengths. Minor and significant weaknesses exist that could detract from strengths. While the weaknesses could be improved, minimized, or corrected, it is possible that if ultimately selected, the weaknesses could adversely affect successful Project performance.	74 - 51 %
Fair (F)	SOI indicates weaknesses, significant and minor, which are not offset by significant strengths. No significant strengths and few minor strengths exist. It is probable that if ultimately selected, the weaknesses would adversely affect successful Project performance.	50 - 25 %
Poor (P)	SOI indicates existence of significant weaknesses and/or minor weaknesses and no strengths. SOI indicates a strong expectation that successful performance could not be achieved if Submitter were selected.	24 - 0 %

Strengths and Weaknesses are defined as follows:

- *Strengths* – That part of the SOI that ultimately represents a benefit to the Project and is expected to increase the Qualified Party’s ability to meet or exceed the Project’s goals. A minor strength has a **slight positive influence** on the Qualified Party’s ability to meet or exceed the Project’s goals while a significant strength has a **considerable positive** influence on the Qualified Party’s ability to meet or exceed the Project’s goals.

- *Weaknesses* – That part of an SOI which detracts from the Qualified Party’s ability to meet the Project’s goals or may result in inefficient or ineffective performance. A minor weakness has a slight negative influence on the Submitter’s ability to meet Project goals while a significant weakness has a considerable negative influence on the Qualified Party’s ability to meet the Project’s goals.

Table 2 identifies the maximum available score for each evaluation criterion.

Table 2
SCORING ALLOCATIONS

Evaluation Criteria	Maximum Score
Qualified Party Qualifications and Experience	50
Project Understanding and Approach:	50
Project Management Approach	10
Conceptual Technical Plan	20
Conceptual Financial Plan	10
Project Risks	10
TOTAL	100
Responsiveness (RFSOI, Technical and Financial)	Pass/Fail

5.3 ADDITIONAL REQUIREMENTS

All firms submitting a SOI must be pre-qualified prior to the SOI submittal date. Provide a Certificate of Pre-qualification for each firm (Form A). Pre-qualification must be done annually.

Pre-qualification questions should be directed to the Agreements Office, at 303-757-9400.

Consultant selection process questions should be directed to Agreement’s Contracting Officer: Jill Sweeney at (303) 757-9398

6.0 PROTESTS

Any protests regarding the RFSOI shall be hand delivered to the Corridor Manager identified in Section 1.5.1 within 7 working days after the Qualified Party knows or should have known of the facts giving rise to the basis for the protest. The Qualified Party is responsible for obtaining proof of delivery.

No hearing will be held on the protest, but the CDOT Chief Engineer or his/her designee shall decide it on the basis of the written submissions. Any additional information regarding the

protest should be submitted within the time period requested in order to expedite resolution of the protest. If any party fails to comply expeditiously with any request for information by the CDOT Chief Engineer or his/her designee, the protest may be resolved without such information.

The CDOT Chief Engineer or his/her designee will issue a written decision regarding the protest within seven (7) working days after the protest is filed. The decision shall be based on and limited to a review of the issues raised by the aggrieved Qualified Party and shall set forth each factor taken into account in reaching the decision. The CDOT Chief Engineer's decision is final and the protestor has no right of appeal. No stay of procurement will become effective.

7.0 CONFLICT OF INTEREST [INELIGIBLE FIRMS]

Qualified Parties' attention is directed to 23 CFR Section 636 Subpart A, and in particular to Subsection 636.116 regarding organizational conflicts of interest. Subsection 636.103 defines "organizational conflict of interest" as follows:

Organizational conflict of interest means that because of other activities or relationships with other persons, a person is unable or potentially unable to render impartial assistance or advice to the owner, or the person's objectivity in performing the contract work is or might be otherwise impaired, or a person has an unfair competitive advantage.

All Qualified Parties are prohibited from receiving any advice or discussing any aspect relating to the Project or the procurement of the Project with any person or entity with an organizational conflict of interest, including companies with significant involvement on CDOT's Advanced Guideway System (AGS) Feasibility Study procurement including, but not limited to, Jacobs Engineering Group, Inc., Typsa USA, LLC, and Aztec Engineering Group, Inc. Such persons and entities are prohibited from participating in any Qualified Party organization relating to the Project.

All Qualified Parties, except for PARSONS, are prohibited from receiving any advice or discussing any aspect relating to the Project with any person or entity that assisted PARSONS in developing or presenting the USP to CDOT and HPTE or assisted CDOT and HPTE in evaluating PARSONS USP. These persons or entities include, but are not limited to the following: KPMG, LLP; Kaplan, Kirsch, Rockwell;

By submitting a SOI, the Qualified Party agrees that if, after award, an organizational conflict of interest is discovered, the Qualified Party must make an immediate and full written disclosure to CDOT that includes a description of the action the Qualified Party has taken or proposes to take to avoid or mitigate such conflicts. If a Qualified Party was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to CDOT, CDOT may disqualify Qualified Party or, if a contract has been entered into, terminate the contract for default.

CDOT will allow subcontractors to belong to more than one Qualified Party organization or team.

8.0 SMALL AND DISADVANTAGED BUSINESS ENTERPRISES

8.1 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

All Qualified Parties are required to provide Colorado Disadvantaged Business Enterprises (DBEs) the opportunity to compete fairly for contracting opportunities on this project. Qualified Parties shall not discriminate on the basis of race, color, national origin, or sex and shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of the contract.

In accordance with 49 CFR Part 26 and the CDOT DBE Program Plan, CDOT will establish a goal for DBE participation on the contract. The goal will be based upon subcontracting opportunities within the contract and ready, willing and able DBEs to perform such work. The goal will be set forth in the RFP. A proposer will not be eligible for contract award unless such proposer demonstrates good faith efforts to meet the goal.

CDOT encourages the Qualified Parties to consider opportunities for DBEs at this preliminary stage. A list of current DBEs and their certified work areas can be found on the Colorado UCP DBE Directory at <http://www.coloradodbe.org/>.

The specific requirements of the DBE program will be provided in the RFP and contract.

8.2 EMERGING SMALL BUSINESS PROGRAM

CDOT's Emerging Small Business (ESB) Program is an incentive based program. The details of the ESB incentives for this project will be provided in the RFP and contract.

CDOT encourages the Qualified Parties to consider opportunities for ESBs at this preliminary stage. A list of current ESBs and their certified work areas can be found on the CDOT website at <http://www.coloradodot.info/business/equal-opportunity/emerging-small-business-program>.

8.3 ON THE JOB TRAINING PROGRAM

Construction contracts awarded by CDOT require prime contractors to offer on-the-job training (OJT) aimed at developing full journey workers in a trade or job classification on the awarded project. Though the program is open to all, trainees are to be recruited among women and minorities as available according to census data. OJT participation is mandatory under 23 CFR 230. The specific requirements of the OJT program will be provided in the RFP and contract.

9.0 COLORADO OPEN RECORDS ACT

Documents submitted pursuant to this RFSOI will be subject to the Colorado Open Records Act, C.R.S. §§ 24-72-201, *et. seq.* Information clearly marked as confidential and proprietary will be kept confidential by CDOT, unless otherwise provided by law. The Colorado Open Records Act provides that "Trade secrets, privileged information, and confidential commercial, financial, geological, or geophysical data furnished by any person" to a state agency will not be produced in response to an open records request. CDOT will notify the Qualified Party if a request is made for such information, and the denial is challenged, so that the Qualified Party may take any action it deems necessary to defend the challenge. The Qualified Party, not CDOT, shall be the entity responsible for defending against Colorado Open Records Act disclosures for any records claimed by the Qualified Party to be confidential and proprietary.

10.0 SOI TREATMENT OF PROPRIETARY & CONFIDENTIAL MATERIALS

In SOI responses Qualified Parties will be permitted to identify material that they want to be considered proprietary or confidential. CDOT will respect that designation until a final determination is made and a contract is awarded based on the anticipated subsequent RFP, unless CDOT is ordered to by a court to disclose. At that time all material submitted by Qualified Parties in response to this SOI, including material designated as proprietary and confidential, would become public record and open to inspection.

11.0 STIPENDS

CDOT expects to offer a stipend to each short listed responsible Qualified Party that provides a responsive but unsuccessful RFP proposal, but has not yet sought the budget for stipends. The amount of such stipends, if any, and their terms and conditions, will be stated in the RFP. The stipend is not intended to compensate Qualified Parties for costs incurred in proposal preparation. No stipends will be paid for submitting SOIs.

In consideration for paying the stipend, CDOT may use any ideas or information contained in the proposals in connection with any contract awarded for the Project, or in connection with a subsequent procurement, without any obligation to pay any additional compensation to the unsuccessful short listed Qualified Party.

EXHIBITS

- EXHIBIT 1 –** I-70 MOUNTAIN CORRIDOR RECORD OF DECISION AND FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT JUNE 16, 2011
[HTTP://WWW.COLORADODOT.INFO/PROJECTS/I-70MOUNTAINCORRIDOR/DOCUMENTS/FINAL_I70_ROD_COMBINED_061611MAINTTEXT.PDF](http://www.coloradodot.info/projects/i-70mountaincorridor/documents/final_i70_rod_combined_061611maintext.pdf)
- EXHIBIT 2 -** CORRIDOR CORE VALUES
[HTTP://WWW.I70MTNCORRIDORCSS.COM/COREVALUES](http://www.i70mtncorridorcss.com/corevalues)
- EXHIBIT 3 -** I-70 TWIN TUNNEL PROJECT DESCRIPTION
[HTTP://WWW.COLORADODOT.INFO/PROJECTS/I70TWINTUNNELS](http://www.coloradodot.info/projects/i70twintunnels)
- EXHIBIT 4 -** EXECUTIVE SUMMARY OF PARSONS UNSOLICITED PROPOSAL (ATTACHED)
- EXHIBIT 5** AGS PROJECT DELIVERABLES (ATTACHED)

FORMS

- FORM A –** CERTIFICATE OF PREQUALIFICATION (ATTACHED)
- FORM B –** SUMMARY OF COMPARABLE PROJECTS (ATTACHED)
- FORM C –** RECEIPT OF ADDENDAS AND CLARIFICATIONS (ATTACHED)
- FORM D-** SCORING SHEET

**EXHIBIT 1 – I-70 MOUNTAIN CORRIDOR RECORD OF DECISION
AND FINAL PROGRAMMATIC ENVIRONMENTAL
IMPACT STATEMENT JUNE 16, 2011**

[HTTP://WWW.COLORADODOT.INFO/PROJECTS/I-70MOUNTAINCORRIDOR/DOCUMENTS/FINAL_I70_ROD_COMBINED_061611MAINTTEXT.PDF](http://www.coloradodot.info/projects/i-70mountaincorridor/documents/final_i70_rod_combined_061611maintext.pdf)

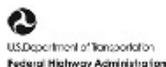
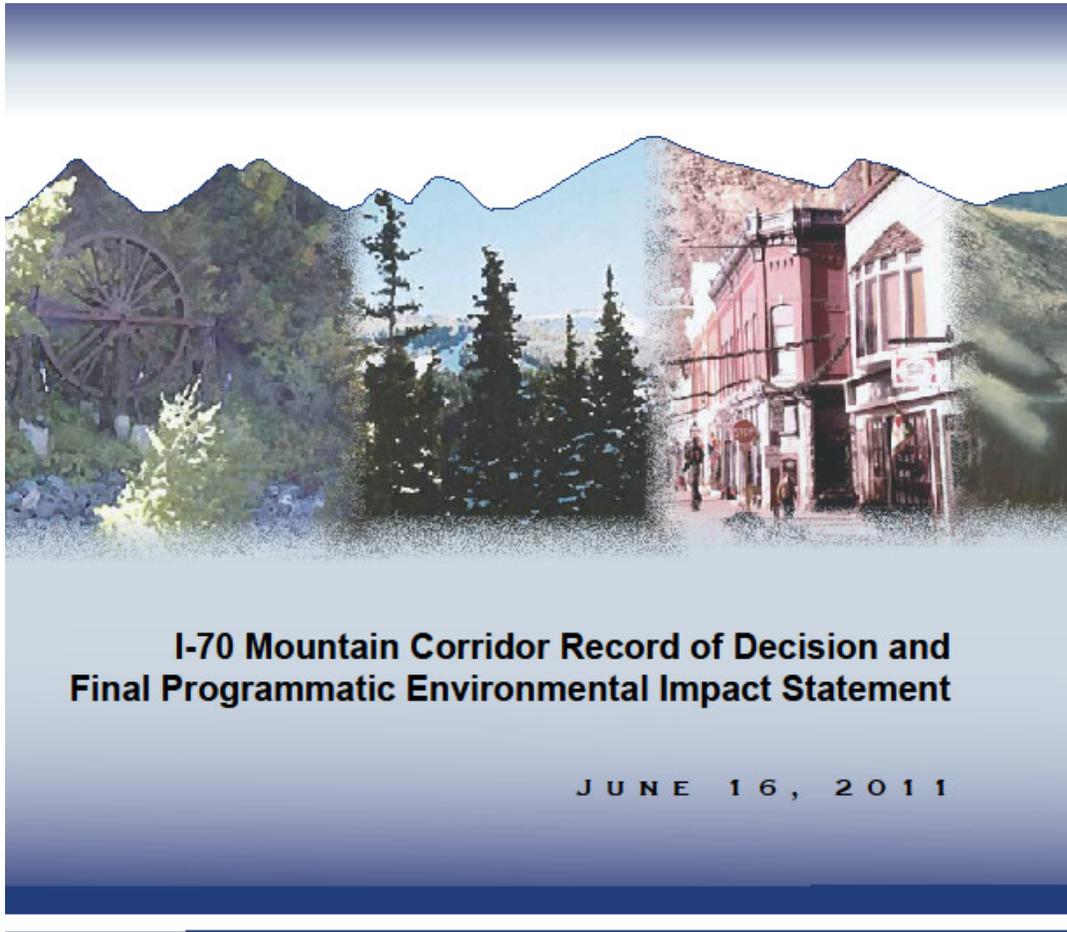


EXHIBIT 2 -

CORRIDOR CORE VALUES

[HTTP://WWW.I70MTCORRIDORCSS.COM/COREVALUES](http://www.i70mtncorridorcss.com/corevalues)



The I-70 Mountain Corridor Context Statement

The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

The I-70 Mountain Corridor Core Values

Sustainability is an overarching value that creates solutions for today that do not diminish resources for future generations. Ideal solutions generate long-term benefits to economic strength, scenic integrity, community vitality, environmental health, and ecosystems.

Methods for **decision making** must be fair, open, equitable, and inclusive. Collaboration moves decision making beyond individual and agency interests. New ideas will always be considered with respect and an open mind.

Enhancing **safety** for all is paramount in all decisions.

A **healthy environment** requires taking responsibility to preserve, restore, and enhance natural resources and ecosystems.

Humankind's past has contributed to the sense of place. The broad **historic context** is foundational to the corridor's character and must be a part of every conversation.

We must respect the individuality of **communities** in a manner that promotes their viability. The character of the corridor is realized in the differences and commonalities of its communities.

Mobility and Accessibility must address local, regional, and national travel by providing reliability, efficiency, and inter-connectivity between systems and communities.

Aesthetics will be inspired by the surroundings, protect scenic integrity, and incorporate the context of place. Timeless design continues the corridor's legacy.

EXHIBIT 3 - I-70 TWIN TUNNEL PROJECT DESCRIPTION

[HTTP://WWW.COLORADODOT.INFO/PROJECTS/I70TWINTUNNELS](http://www.coloradodot.info/projects/i70twintunnels)

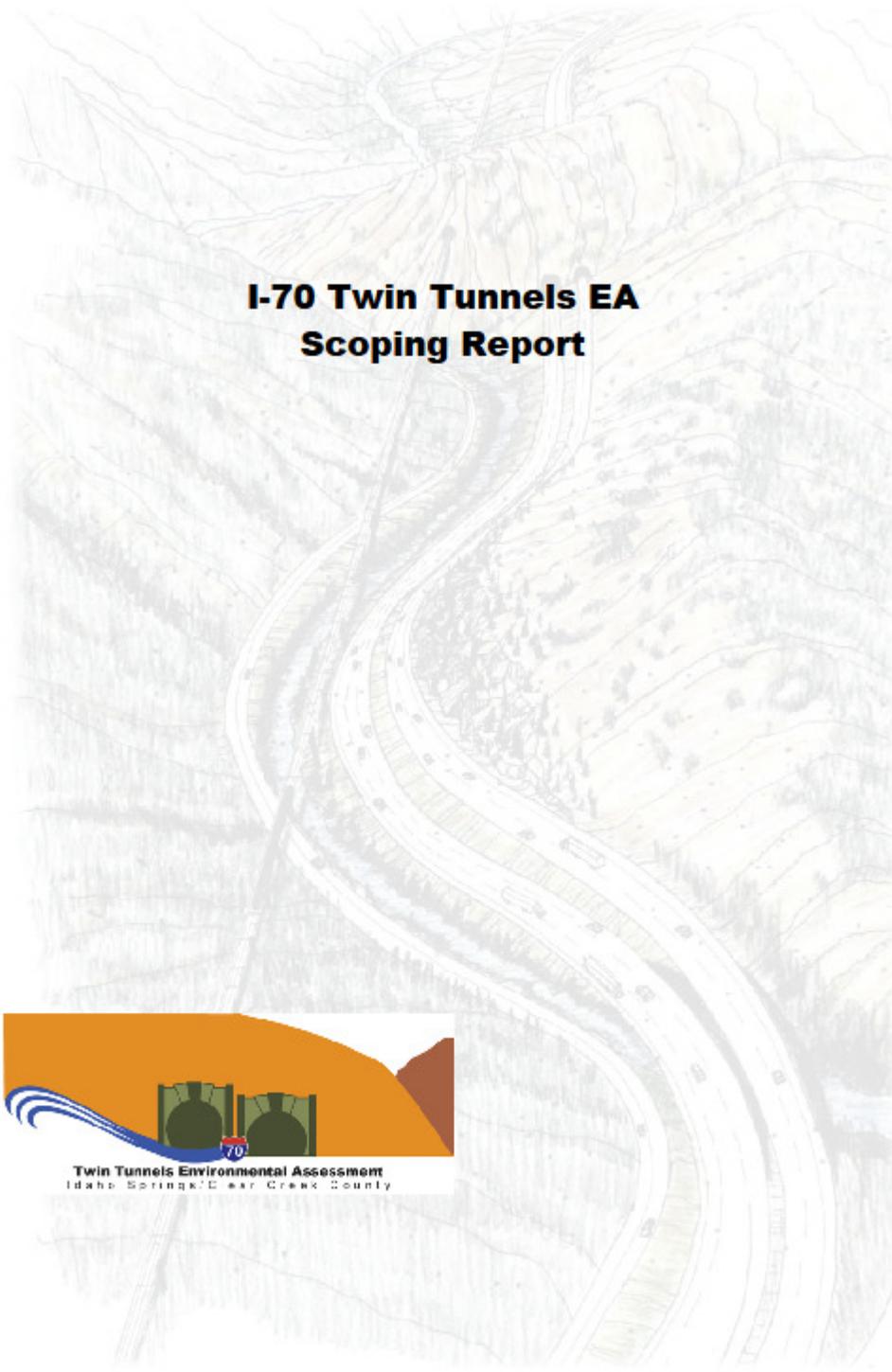


Exhibit 3, continued; <http://www.coloradodot.info/projects/i70twintunnels>

The screenshot shows a Windows Internet Explorer browser window displaying the Colorado DOT website. The address bar shows the URL <http://www.coloradodot.info/projects/i70twintunnels>. The website header features the Colorado DOT logo with the slogan "Taking care to get you there" and the text "DEPARTMENT OF TRANSPORTATION". A navigation menu includes links for HOME, TRAVEL CENTER, NEWS, BUSINESS CENTER, PROGRAMS, PROJECTS, ABOUT CDOT, and LIBRARY. A search bar and a "SIGN UP FOR EMAIL AND WIRELESS ALERTS" button are also present.

The main content area is titled "I-70 Twin Tunnels Environmental Assessment". On the left, a "Quick Links" sidebar lists various project-related links, with "I-70 Twin Tunnels Environmental Assessment" highlighted. The main text includes the following sections:

What is the purpose of the Twin Tunnels project?

The purpose of the Twin Tunnels project is to immediately improve highway safety, mobility, and operational capacity in the eastbound direction of the I-70 Mountain Corridor in the Twin Tunnels area. This project represents the first phase of roadway improvements approved by the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) Record of Decision and will be implemented in a manner consistent with the I-70 Mountain Corridor Context Sensitive Solutions process and other commitments of the PEIS.



What is CDOT proposing?

The Twin Tunnels project proposes to add a third eastbound travel lane between the Idaho Springs East Interchange (milepost 241) to the base of Floyd Hill (milepost 244) where a three-lane highway section currently exists. The project is approximately two and a half miles long and includes widening the eastbound bore of the Twin Tunnels.



Click [here](#) for an Adobe PDF file of the proposed photo.

Print this —

On the right side of the page, there is a "Submit a Comment" box with the text: "For more information or to submit a comment click here."

EXHIBIT 4 - EXECUTIVE SUMMARY OF PARSONS UNSOLICITED PROPOSAL (ATTACHED)

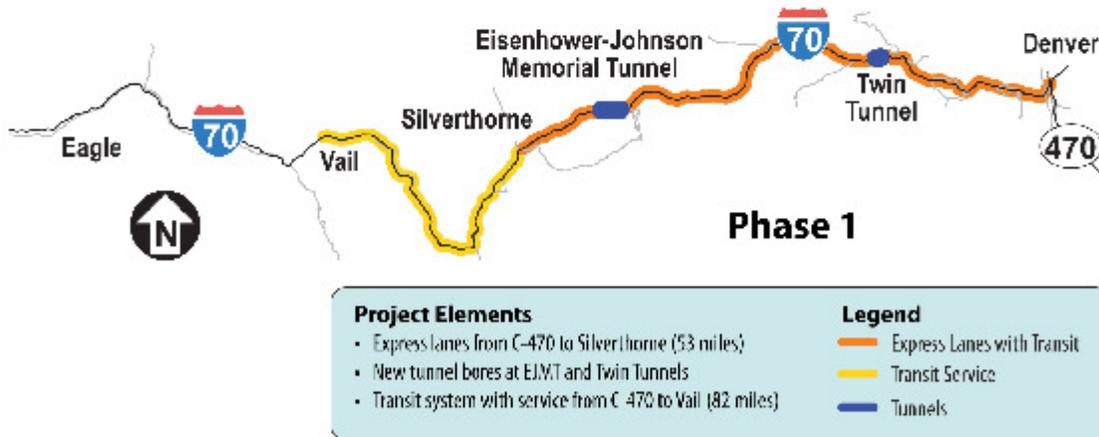


EXECUTIVE SUMMARY

Parsons has submitted an unsolicited proposal to the Colorado High Performance Transportation Enterprise (the Enterprise) and the Colorado Department of Transportation (CDOT) to co-develop a program of major multi-modal infrastructure improvements for the Interstate 70 (I-70) Mountain Corridor. This unsolicited proposal was developed and evaluated in accordance with the requirements of the Enterprise’s Project Proposal Guidelines. The key aspects of Parsons’ proposal are summarized as follows:

Parsons proposes an innovative implementation plan and phased delivery solution for the preferred alternative envisioned in the Record of Decision (ROD) for the I-70 Mountain Corridor.

- Colorado does not have available revenue sources to fund the preferred alternative improvements for the I-70 Mountain Corridor. **An innovative financial solution is needed to implement the State’s plans in accordance with the ROD.**
- The I-70 Mountain Corridor Co-Development Concept (Parsons Plan) is based on completing key multi-modal improvements on the I-70 Mountain Corridor through a public-private partnership (P3) concession.
- While the Parsons Plan will advance the opportunity for private industry to compete for a P3 concession to design, build, finance, operate, and maintain improvements to the I-70 Mountain Corridor, central to Parsons’ concept is providing project development and program management services through a co-development arrangement.
- The initial phase envisioned will construct an express lane facility and improve existing general purpose lanes between C-470 and Silverthorne. New bores will be constructed at the Eisenhower-Johnson Memorial Tunnel (EJMT) and the Twin Tunnels and a corridor-wide transit system will be implemented.





Parsons has developed a viable financial plan to develop and deliver a substantial initial phase and multi-modal solution for the corridor that greatly reduces Enterprise and CDOT funding requirements.

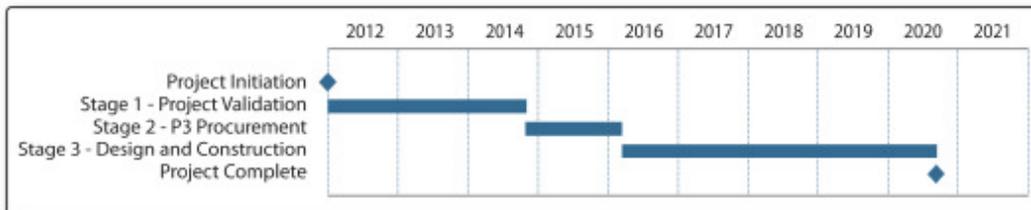
- Parsons has conducted extensive design, detailed cost estimates, traffic and revenue studies, and financial modeling that indicate financial viability.
- The Parsons Plan is expected to greatly reduce peak traffic congestion in both tolled express lanes and free general purpose lanes, and generate sufficient toll revenue for a self-sustaining P3 concession project. In other words, **an express lane facility can be constructed without funding from the Enterprise, CDOT, the Federal Highway Administration (FHWA), or the State of Colorado (the State).**
- Parsons has proposed a unique commercial arrangement, sharing project development costs and risks with the Enterprise and CDOT.

The Parsons Plan will provide significant benefits to the State, including congestion relief, job creation, economic growth, and a process that ensures stakeholder concerns are addressed and improvements are aligned with public policy.

Benefits of the Parsons Plan

Congestion Relief	Improvements and shortened construction duration will reduce traffic impacts to local communities, optimize mobility and access, and improve safety throughout the corridor.
Private Investment	An initial phase that includes \$3.5 billion in multi-modal corridor improvements without the need for public funding to construct.
Phased Implementation of Transit	Stakeholders desire a multi-modal solution for the I-70 Mountain Corridor; Parsons Plan provides a funding mechanism to implement transit.
Community Vision	Secures PEIS vision and follows the Collaborative Effort and Mountain Corridor Context Sensitive Solutions (CSS) principles and processes for continued engagement of I-70 Mountain Corridor stakeholders.
Jobs Creation	Tens of thousands of new jobs in Colorado as a result of design and construction.
Accelerated Project Delivery	Construction of initial phase can start in 2016 and be complete by 2020, with select sections open in 2019 or earlier.
State Budget Flexibility	Anticipated programmed funds for the I-70 Mountain Corridor can be used to address other critical transportation needs in the State.
Economic Growth	Sustainable mobility improvements to the I-70 Mountain Corridor will maintain and improve access to mountain communities and enhance local and statewide commerce.
Sustainability	The Parsons Plan will reduce congestion and vehicular emissions, implement a transit solution, maintain and enhance economical viability of local communities, preserve and restore environmental resources and aesthetics, and maintain the I-70 Mountain Corridor's historic character.

The Parsons Plan envisions an initial phase of the I-70 Mountain Corridor on a greatly shortened timeline, at least 15 to 20 years earlier and approximately one quarter of the cost, than can be attained through conventional project delivery and financing mechanisms.



AGS PROJECT DELIVERABLES

Exhibit 5

Task 1: Detailed Work Plan/Project Management Plan

Task 1 Deliverables

- Work Breakdown Structure
- Milestone Schedule
- Quality Management Plan
- Project Management Plan

Task 2: Early Project Meetings

Task 2 Deliverables

- Presentation Materials
- Handouts
- Meeting Minutes

Task 3: Project Initiation

Task 3 Deliverables

- Public and Stakeholder Involvement Process Plan
- Media Relations Plan
- Project Website
- Meeting Minutes

Task 4: Initial Industry Outreach

Task 4 Deliverables

- Meeting Minutes
- Industry Forum/Webinar
- Summary of Key Recommendations from Informal Discussions with Industry

Task 5: PMT, PLT and Public Coordination

Task 5 Deliverables

- Meeting Minutes
- Summary of Preliminary System Operation and Performance Criteria

Task 6: Request for Qualifications (RFQ)

Task 6 Deliverables

- Draft RFQ
- Scoring Criteria
- Final RFQ
- Summary of SOQ Reviews

Task 7: Request for Proposals (RFP)

Task 7 Deliverables

- Minutes of One-on-One Meetings with Proposers
- Summary of Final System Operation and Performance Criteria
- Draft RFP
- Scoring Criteria
- Final RFP

Task 8: Assist Proposers during Preparation of Technical Proposals

Task 8 Deliverables

- Analysis of Alternative Technical Concepts
- RFP Addenda
- Meeting Minutes

Task 9: Review Technical Proposals/Industry Summary

Task 9 Deliverables

- RFCs
- Compilation of Industry Submittals
- Industry Summary

Task 10: Prepare AGS Feasibility Study and Implementation Plan

Task 10 Deliverables

- Meeting Minutes
- Draft AGS Feasibility Study and Implementation Plan
- Final AGS Feasibility Study and Implementation Plan

Task 11: Project Closeout

Task 11 Deliverables

- Project Document Files (DVD)

FORM A
CERTIFICATE OF PREQUALIFICATION

**REQUEST FOR QUALIFICATIONS – COMPARABLE PROPOSALS FOR
I-70 MOUNTAIN CORRIDOR ELIGIBLE PROJECT**

UNDER PENALTY OF PERJURY, I CERTIFY THAT I AM THE OFFICIAL REPRESENTATIVE OF

_____ [COMPANY NAME], AND THAT

_____ [COMPANY NAME] IS CURRENTLY

PREQUALIFIED TO PERFORM WORK FOR CDOT.

BY: _____ PRINT NAME:

TITLE: _____ DATE

FORM B
SUMMARY OF COMPARABLE CONTRACTS IN PAST TEN YEARS
(Provide a Maximum of Four Projects per Submitter and Major Participant)

1. Submitter/Company Name:	2. Name of Project:
3. Owner Contract No. or State Project No.:	4. Type: <input type="checkbox"/> Construction <input type="checkbox"/> Design-Build <input type="checkbox"/> Design
5. Name of Prime Designer/Contractor:	6. Company Role: (joint venture partner, subcontractor, etc.)
7. Owner (Name): _____ Address: _____ Phone: _____ Contact Person: _____	8. Original Project Budget: \$ _____ Final Project Cost: \$ _____ Work Carried by Own Forces (%): _____
9. Original Project Schedule Milestones: _____ Project Completion Schedule Milestones: _____	
10. Project Description and Nature of Work Performed by Your Company:	

[Please make additional copies of this form as needed.]

FORM C
RECEIPT OF ADDENDA/CLARIFICATIONS

Submitter's Name: _____

The undersigned acknowledges receipt of the addenda to the SOI as indicated below.

ADDENDA

Addendum/Clarification No.	_____	Dated	_____
Addendum/Clarification No.	_____	Dated	_____
Addendum/Clarification No.	_____	Dated	_____
Addendum/Clarification No.	_____	Dated	_____
Addendum/Clarification No.	_____	Dated	_____

Failure to acknowledge receipt of all addenda may cause the SOI to be considered non-responsive to the solicitation. Acknowledged receipt of each addendum must be clearly established and included with response to the RFQ.

BY: _____ PRINT NAME: _____

TITLE: _____ DATE: _____

FORM D- SOI SCORING SHEET

Project No.: I-70 Mountain Corridor		CMS ID:	#REF!	
Colorado Department of Transportation				
Consultant Evaluation - Statement of Interest Scoring				
Panel Member	A	Consultant:	N/A	
Evaluation Factors		E - Excellent; VG - Very Good		
G - Good; F - Fair; P- Poor		Panel Score	Weight	Extended Score
Qualifications and Experience		0.00	50.00	0.00
1) Level of P3 Development project experience; number and types of similar projects; and areas of experience; 2) Transit experience				
3) Traffic & revenue study experience; 4) Financial Plan Development experience; 5) Concession procurement experience				
Comments:				
Conceptual Project Management Approach		0.00	10.00	0.00
1) Has an effective Project Management approach been proposed?				
2) Feasibility of proposed project phasing, major milestones, and delivery schedule				
3) Viability of strategy for obtaining a full concession agreement;				
4) Can the proposed development approach be implemented and managed with minimal local and traffic impacts?				
Comments:				
Conceptual Technical Plan		0.00	20.00	0.00
1) Are the proposed improvements consistent with ROD Base Case or has an alternate to Base Case been proposed that better meets project goals?				
2) Effectiveness of strategy to obtain Tier 2 NEPA clearances respecting the Context Sensitive Solutions approach taken in the Corridor				
3) How well do proposed traffic, safety, economic, and stakeholder benefits for the Comparable Project address the concerns and interests of the Project stakeholders				
Comments:				
Conceptual Financial Plan		0.00	10.00	0.00
1) Does the plan illustrate the economic feasibility of the proposed comparable project and show how to maximize potential for private investment?				
2) Does the plan minimize the need for financial support from State and Federal transportation funding?				
2) Has a reasonable strategy been identified to obtain viable funding and a successful concession agreement?				
Comments:				
Project Risks		0.00	10.00	0.00
1) How well did the proposer demonstrate an understanding of the technical and environmental challenges for the I-70 Mountain Corridor?				
2) What were the significant risk issues identified by the proposer related to obtaining the Project Goals?				
3) How well did proposer describe how it will use its resources to effectively manage or mitigate the identified risks considering the Project Goals				
Comments:				
Total of Sheet 2				#REF!