



NOTICE OF AVAILABILITY

REQUEST FOR PROPOSALS

Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study

On behalf of the County of Cape May, SJTPO is seeking to engage the services of a consulting engineering firm or firms to provide professional engineering services for a Local Concept Development (LCD) study of Ocean Drive (County Road No. 621) Upgrades and Bridge Improvements from NJ Route 109 to Madison Avenue in Lower Township. The major objective of the LCD Phase is to identify and compare reasonable alternatives and strategies that address the requirements of the initial stages of the project delivery process, and to select a Preliminary Preferred Alternative (PPA). The LCD Phase will provide the required information to determine whether the project can successfully be advanced through the Local Preliminary Engineering (LPE), Final Design (FD) and Construction (CON) phases.

This work is to be amended as a new technical study in the SJTPO FY 2018 Unified Planning Work Program to be considered by the Policy Board on July 24, 2017. Technical proposals must be prepared and submitted in accordance with the goals, requirements, format, and guidelines presented in the Request for Proposal (RFP) document.

The RFP is available today, **Thursday, July 6, 2017**, and can be obtained from the SJTPO via our website www.sjtpo.org/RFP. As a courtesy, please email us at info@sjtpo.org letting us know if you have downloaded a copy of the RFP.

Proposals are to be received no later than **5:00 P.M.**, prevailing time, on **Wednesday, August 2, 2017**. The SJTPO shall not be held responsible for timeliness of mail or messenger delivery. Submittals should be addressed to:

Jennifer Marandino, P.E., Executive Director
South Jersey Transportation Planning Organization
782 South Brewster Road, Unit B6
Vineland, New Jersey 08361

The contract with SJTPO will be executed via the South Jersey Transportation Authority (SJTA), the administrative host of the SJTPO. All provisions and requirements of the SJTA pertaining to contractual matters will be in effect. This project is funded by the Federal Highway Administration of the United States Department of Transportation.

REQUEST FOR PROPOSALS:

Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study

July 6, 2017



SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

782 South Brewster Road, Unit B6

Vineland, New Jersey 08361

P: 856-794-1941

F: 856-794-2549

www.sjtpo.org

LEONARD DESIDERIO, CHAIRMAN
JENNIFER MARANDINO, EXECUTIVE DIRECTOR

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****NOTICE****

As some of our proposal requirements have changed, please read the entire Request for Proposals prior to submitting a project proposal. Proposals that have not addressed each requirement may be disqualified at SJTPO discretion.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**REQUEST FOR PROPOSALS****Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study**

(To see a list of upcoming RFPs at SJTPO, go to <http://sjtpo.org/rfp/#upcoming>.)

I. INTRODUCTION**A. General**

The South Jersey Transportation Planning Organization (SJTPO) is the designated Metropolitan Planning Organization for Atlantic, Cape May, Cumberland, and Salem Counties. As such, the SJTPO has responsibility or oversight for all federally funded surface transportation planning activities in the region.

The SJTPO is soliciting proposals from qualified firms, or groups of firms, to conduct a Local Concept Development (LCD) services for Ocean Drive (County Road No. 621) from NJ Route 109 to Madison Avenue in Lower Township, Cape May County. The major objective of the LCD Phase is to identify and compare reasonable alternatives and strategies that address the requirements of the initial stages of the project delivery process, and to select a Preliminary Preferred Alternative (PPA).

This work is to be added as a new technical study in the SJTPO FY 2018 Unified Planning Work Program. The amendment to the UPWP will be considered by the Policy Board at their regularly scheduled July meeting. Technical proposals must be prepared and submitted in accordance with the goals, requirements, format, and guidelines presented in this RFP document.

B. Submission

Proposals are to be received no later than **5:00 P.M.**, prevailing time, on **Wednesday, August 2, 2017**. The SJTPO shall not be held responsible for timeliness of mail or messenger delivery. Submittals should be addressed to:

Jennifer Marandino, P.E., Executive Director
South Jersey Transportation Planning Organization
782 South Brewster Road, Unit B6
Vineland, New Jersey 08361

Elements required in submission include:

1. **Signed Cover Letter** that indicates review and acceptance of SJTPO Standard Contract Agreement boilerplate, or enumerates proposed changes thereto. (see Section I.E) www.sjtpo.org/wp-content/uploads/2016/07/RFPSubcontractAgreement.pdf

2. **Technical Proposal** (*four (4) hard copies and one (1) electronic copy*)
 - a. **Narrative** that reflects the requirements of the Scope of Work (see Section II)
 - A detailed approach to completing the work program
 - List and description of deliverables
 - Any issues or problems with requirements of the Scope
 - b. **Staffing Plan** (see **Exhibit D**) without salary or other costs (a detailed description of the work team key staff and estimated hours required on the project), including:
 - Staff name (if appropriate, see Exhibit D)
 - Company/organization
 - Job title
 - Person-hour requirements by task
 - It should be clear which staff/firm(s) count towards the DBE/ESBE goal (see Section IV). In addition, the DBE/ESBE percentage should be clearly stated within this section.
 - c. **Project Schedule** – Indicating project milestones, deliverables, and key meetings using a Notice to Proceed as “Day 0.” Schedule should anticipate review time by other agencies and committees, but time allotments for work under the control of the consultant will be regarded as a commitment.
 - d. **Organizational Chart** of firm or firms with brief description of their role in the project
 - e. **Firm Profile** – Description of the firm's facilities, number of offices, employees in each office, any special equipment, and other factors, (knowledge, skills, etc.) that may affect the delivery of the required services.
 - f. **Work History** – List of similar work, including name and telephone number of the clients, and a full description of the services provided by the firm.
 - g. **Resumes** of key professional staff included in the Staffing Plan, organized by firm
 - h. **DBE/ESBE Certificates** (see Section IV)
 - i. **Equal Employment Opportunity Statement** (see Section V)
3. **Cost Proposal** (*one (1) hard copy and one (1) electronic copy in a sealed envelope, separate from the Technical Proposals*)
 - a. **Total Costs** of each task detailed in the scope of work.
 - b. **Breakdown of All Other Charges**, such as fringe benefit, overhead, profit, etc., yielding a total project cost.
 - c. **Staffing Plan** (see **Exhibit D**) with Dollar Values (a detailed description of the work team key staff and their estimated hours required on the project.)
 - Staff name (if appropriate, see Exhibit D)
 - Company/organization
 - Job title
 - Person-hour requirements by task
 - Hourly rates
 - It should be clear which staff or firm counts toward the DBE/ESBE goal (see Section IV). In addition, the DBE/ESBE percentage should be clearly stated within this section.

The SJTPO reserves the right to reject any submission for failure to adhere to these goals and requirements or to accept any submission, which in its judgment will best serve its interest. All submitting firms grant to the SJTPO a non-exclusive right to use, or cause others to use, the contents of the submission for any purpose. All submissions will become the sole property of SJTPO. Subconsultants, subcontractors, and joint ventures are permitted for the purposes of this submission.

C. Interpretations and Addenda

All questions, requests for interpretations and comments must be submitted in writing and received on or before **Wednesday, July 19, 2017** and submitted to Jennifer Marandino at the above address. Faxes (856-794-2549) and e-mails (jmarandino@sjtpo.org) are acceptable. Interpretations or clarifications in response to questions or comments received by prospective proposers will be posted on the SJTPO website. Only written clarifications from SJTPO will be binding; oral and other interpretations or clarifications will be without legal effect.

PLEASE CHECK THE SJTPO WEBSITE DURING THE RFP RESPONSE PERIOD FOR ADDENDA TO THE RFP, AND QUESTIONS AND ANSWERS.

D. Anticipated Consultant Selection Schedule

- | | |
|--------------------------------|--------------------------------------|
| 1. Questions about RFP Due | Wednesday, July 19, 2017 |
| 2. Answers about RFP Published | Friday, July 21, 2017 |
| 3. Proposal Due Date | Wednesday, August 2, 2017 by 5:00 pm |
| 4. Consultant Interviews* | Week of Monday, August 21, 2017 |
| 5. Policy Board Action | September 25, 2017 |
| 6. Notice to Proceed | early October, 2017 |
| 7. Project Completion Due | Friday, May 17, 2019 |

* (We may need to conduct interviews during the selection process. Please keep this week available.)

E. Contracting

The contract with SJTPO will be executed via the South Jersey Transportation Authority (SJTA), the administrative host of the SJTPO. All provisions and requirements of the SJTA pertaining to contractual matters will be in effect. This project is funded by the Federal Highway Administration of the United States Department of Transportation.

All proposals must include a signed cover letter that indicates review and acceptance of SJTPO Standard Contract Agreement boilerplate, or enumerates proposed changes thereto:

www.sjtpo.org/wp-content/uploads/2016/07/RFPSubcontractAgreement.pdf

II. SCOPE OF WORK

Proposals should explicitly address the full scope of the project as described within this section. SJTPO cannot ask firms for clarification if questions remain prior to scoring. Proposals, however,

should detail any concerns which impact successful completion of the project as described herein or if additional innovations or alternative tasks are recommend to enhance the intended project scope.

A. Background

As the only movable bridge on this portion of Ocean Drive, the Middle Thorofare Bridge serves as the gateway to the Intracoastal Waterway, **Figure 1, Project Location Map**. The bridge experiences 20 to 40 “on-demand” openings per day (10 minutes per opening). Approximately 1,650,000 vehicles cross the bridge each year. The numerous bridge openings for the passage of boats, including Cape May’s commercial fishing fleet, cause significant backups during summer months when the Ocean Drive corridor is traveled by tourists visiting the various resort towns. A ten-minute opening can easily cause a two-mile backup (one mile in each direction) during the summer season. Also, the Middle Thorofare Bridge has a very narrow opening which limits large vessels from entering the Intracoastal Waterway. The bridge suffers damage from three to four collisions per year with large vessels trying to navigate the channel under it. Some of the collisions have resulted in the closure of the bridge for days until emergency repairs can be undertaken.

The Middle Thorofare Bridge has narrow travel lanes (10 feet wide) with no shoulders. The bridge (originally only designed for AASHTO H17.5 vehicles) is unable to carry loads greater than 15 tons, thereby restricting truck and bus traffic. The bridge has a sufficiency rating of 7 on a 100-point scale. The movable span over the navigation channel only has a 50-foot distance between the fenders. This restricts the economic growth of the commercial fishing industry (third largest in eastern United States) because nearby proprietors are unable to acquire or service larger vessels which would enable them to expand their businesses and create more jobs at their commercial processing facilities.

Ocean Drive (CR621) is an emergency evacuation route. According to a US Army Corps of Engineers report, Cape May County is one of the ten most difficult areas in the United States to evacuate during a hurricane landfall. Ocean Drive is prone to occasional flooding, and as it exists today, the roadway could become impassible in a hurricane. Much of the roadbed was constructed at an elevation of 7.5 feet, with the top deck of the Mill Creek and Upper Thorofare Bridges set at 11.0 feet. The roadway, built on fill in 1940, has settled to an approximate elevation of 6 feet below the 100-year flood elevation (9.1 feet).

B. Previous Efforts

The Ocean Drive Upgrade and Bridge Replacements effort was the subject of an earlier comprehensive scoping endeavor, which was terminated by an agreement between NJDOT and Cape May County in September of 2012. The effort resulted in the Alternatives Analysis Report, Ocean Drive Upgrade and Bridge Replacements, County Road 621, Lower Township, Cape May County, NJ, prepared by Parsons Brinckerhoff-FG, et al, Princeton, NJ, January 2004. The [Alternative Analysis Report](#) and [Technical Addendum](#) is available for inspection on the County’s website.

The Preliminary Preferred Alternative (PPA) was a high-level, fixed span, offline bridge, identified as Alternative 3F as shown in **Figure 2, Aerial Project Location Map**. The segmental replacement bridge was on a new alignment which would minimize wetlands impacts and allow the existing bridge to remain in service during construction. This alternative

was advanced to Preliminary Engineering by the NJDOT with an estimated cost exceeding \$250 million. However, the PPA for the Middle Thorofare Bridge is no longer viable as the U.S. Fish and Wildlife Service now owns most of the land where the preferred alignment was proposed. As such, a new study must be undertaken.

In September of 2009, Cape May County unsuccessfully sought funding through a federal discretionary TIGER grant for the project. A copy of this grant application can be found at the County website. The [TIGER grant application](#) provides additional background information and highlights the previous Alternatives Analysis Study, including an illustration the seven alternatives that were developed. [Figures and illustrations](#) within the TIGER grant application were taken from the Alternatives Analysis Report, January 2004.

C. Current Local Concept Development (LCD) Effort

On behalf of the County of Cape May, SJTPO is seeking to engage the services of a consulting engineering firm or firms to provide professional engineering services for a Local Concept Development (LCD) study of Ocean Drive (CR 621) upgrades and bridge improvements from NJ Route 109 to Madison Avenue in Lower Township. The major objective of the LCD Phase is to identify and compare reasonable alternatives and strategies that address the requirements of the initial stages of the project delivery process, and to select a Preliminary Preferred Alternative (PPA). The LCD Phase will provide the required information to determine whether the project can successfully be advanced through the Local Preliminary Engineering (LPE), Final Design (FD) and Construction (CON) Phases. The LCD Phase involves developing a well-defined and justified Purpose and Need Statement focusing on the primary transportation needs to be addressed, which will support the advancement of the project to the LPE Phase, or will lead to a no-build alternative resulting in the termination of the project.

The LCD study shall include coordination, community outreach, data collection, development of a reasonable number of prudent and feasible concept alternatives, and investigation of all aspects of a project including Environmental, Right-of-Way (ROW), Access, Utilities, Design, Community Involvement, Constructability, etc. at a “Planning level of effort”. The development of a Purpose and Need Statement, selection of a Preliminary Preferred Alternative (PPA), determination of the NEPA (National Environmental Policy Act) classification and preparation of numerous reports, including the Concept Development Report (CDR) are important tasks to be included in this technical effort.

The primary tasks to be performed by the Consultant shall include, but are not limited to data collection, development of an approvable purpose and need statement, development of alternatives, community outreach program, and selection of PPA and NEPA classification.

The project seeks to define improvements to Ocean Drive (CR 621) for approximately 2.7 miles, extending from NJ Route 109 (southern terminus of the Garden State Parkway) to Madison Avenue in the Diamond Beach section of Lower Township. Within this section, there are three antiquated bridges (built in the early 1940s); a 300-foot-long fixed bridge over Mill Creek, a 350-foot-long fixed bridge over Upper Thorofare, and a 1,039-foot-long bridge over Middle Thorofare which includes a functioning movable bascule structure with a vertical clearance of 26 feet. These structures are functionally deficient and structurally obsolete.

A key project goal is to raise the elevation of Ocean Drive, a major coastal evacuation route for the Wildwoods, above the 100-year floodplain. This project shall analyze the replacement or reconstruction of the bridges on Ocean Drive within the project limits. In accordance with the Federal Highway Administration Guidance at 23CFR 650H Section 650.809, the alternative analysis associated with this LCD should encompass the feasibility of replacing the existing movable bridge with a fixed structure. The height of the fixed structure shall be established to accommodate the boats, including the Cape May commercial fishing fleet that utilize or could possibly utilize the navigable channel in accordance with guidance obtained from the US Coast Guard.

The LCD Study is being financed with federal funds, and must therefore comply with relevant Federal Highway Administration (FHWA) and New Jersey Department of Transportation (NJDOT) regulations, as well as American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards and guidelines.

To the greatest extent possible, this current Local Concept Development effort should capitalize on and make use of the studies and findings of previous efforts. Consultants should clearly identify and define tasks and deliverables in accordance with [NJDOT's Concept Development Phase](#).

D. Schedule

We anticipate a Notice to Proceed in early October of 2017 with the entire project to be completed by Friday, May 17, 2019.

III. CONSULTANT SELECTION

SJTPO's consultant selection is a two-step, quality-based selection process. First, based on an assessment of the technical qualifications of responding firms, we will select a firm best suited to carry out the scope of work as outlined in our RFP. A review committee will evaluate each proposal and may recommend firms to present additional information and appear for interviews; or, the proposal may be the sole basis for the selection.

Second, SJTPO will negotiate a price with the selected firm. Negotiations and award of the contract will be to the firms that provide the most advantageous proposals. If we cannot negotiate an acceptable contract with the selected firm, negotiations will be terminated and SJTPO will initiate discussions with the second ranked firm.

As the selection of the firm is based solely on technical qualifications, the budget for the scope of work is not material to selecting the most qualified firm. SJTPO's Unified Planning Work Program is publicly available through SJTPO's website (www.sjtpo.org/UPWP), but should only be used to provide general budgetary information for work activities based on preliminary estimates.

An amendment to the UPWP will be considered by the SJTPO Policy Board at their regularly scheduled July meeting to add the Middle Thorofare Bridge Local Concept Development technical study.

LATE PROPOSALS WILL NOT BE EVALUATED.

The submission should be stapled or bound with no loose pages. The following criteria have been established to guide the evaluation of each consultant proposal with each criterion weighted as indicated below.

A. Technical Proposal

- 1. Technical Approach** (Criterion weight: 40 percent)
 - a. Demonstrate a clear understanding of the effort and products required.
 - b. Explicit consideration of the features listed in Section II, *Scope of Work*.
 - c. Innovations or efficiencies to be used in completing the project with descriptions of how they add value to the project.
 - d. Demonstrate an ability to perform needed tasks and meet stated completion date.
 - e. Quality, clarity, thoroughness in addressing required tasks and submission guidelines.
 - f. Demonstrate the ability to complete project within the schedule stated in this document.
- 2. Firm Qualifications** (Criterion weight: 20 percent)
 - a. Demonstrate successful experience of the firm or team (particularly recent) on similar projects.
 - b. Demonstrate expertise in specialized areas required for this project.
 - c. Firm(s) references submitted with proposal.
 - d. Availability of resources needed to successfully complete the project.
- 3. Staff Qualifications** (Criterion weight: 25 percent)
 - a. Staffing Plan demonstrates staff (particularly Project Manager) ability to successfully complete project.
 - b. Resumes demonstrate staff (particularly Project Manager) experience successfully implementing similar projects.
 - c. Location of office that will be performing the work on this project.
- 4. DBE/ESBE Utilization** (Criterion weight: 15 percent)
 - a. DBE/ESBE firm must be explicitly identified. If a specific DBE/ESBE firm is not identified, a zero percent DBE/ESBE commitment will be assumed.
 - b. Staffing Plan clearly states the hours and specific tasks of DBE/ESBE staff as well as percent of total budget to be dedicated to DBE/ESBE firm(s). Do not provide dollar figures within the Technical Proposal, as those must be included within the separate Cost Proposal.

Federal and State goals for DBE/ESBE participation must be addressed explicitly in the proposal. This is satisfied by stating the percentage of total project cost devoted to DBE/ESBE firm involvement in the Technical Proposal. Do not provide dollar figures within the Technical Proposal, as those must be included within the separate Cost Proposal. See Section IV for definition of DBE/ESBE firms. Note: SJTPO utilizes the

most recent NJDOT federally approved DBE/ESBE goal (effective 10/1/2016 through 9/30/2019), which is 12.44 percent.

The highest-ranking firms may be invited, at the option of SJTPO, to an interview to present relevant details of their proposals and introduce key staff.

B. Cost Proposal

The Technical Proposals must be accompanied by one (1) hard copy and one (1) electronic copy of the Cost Proposal in a separate, sealed envelope. The cost proposals must include a price and level of effort for the Scope of Work. All other charges, such as fringe benefit, overhead, profit, etc., must be identified, yielding a total project cost. Proposals and costs should address the full scope of the project as described within the RFP. Proposals, however, should detail any concerns which impact successful completion of the project as described herein or if additional innovations or alternative tasks are recommend to enhance the intended project scope. Cost proposals must include all tasks or alternatives discussed within the technical proposal. If applicable, multiple costs scenarios are acceptable.

SJTPO will review proposals based solely on the merit of the Technical Proposal and its adherence to the goals and requirements laid out in this RFP in conformity with the Brooks Act. Only after selection of a top proposal will the separate, sealed cost proposal be opened.

If an acceptable contract cannot be negotiated with the selected firm, negotiations will be terminated and SJTPO will initiate discussions with the second ranked firm. The consultant selection and negotiated contract are subject to approval by the U.S. Department of Transportation in accordance with its policies and procedures. The dollar and percentage participation of DBE/ESBE firms must be separately itemized in the cost proposal.

IV. DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND EMERGING SMALL BUSINESS PARTICIPATION (ESBE)

A. General

Regulations of the Department of Transportation relative to Non-Discrimination in Federally assisted projects of the Department of Transportation (49 CFR Part 21), is made part of the Agreement. In order to ensure The State of New Jersey Department of Transportation (NJDOT) achieves its federally mandated statewide DBE goal, SJTPO encourages the participation of Disadvantaged Business Enterprise (DBE) or Emerging Small Business Enterprise (ESBE), as defined below, in the performance of consultant contracts financed in whole or in part with federal funds.

- 1. Disadvantaged Business Enterprise (DBE)** is defined in 49 CFR Part 26, as a small business concern (from Section 3 of the Small Business Act), which is:
 - a.** At least 51 percent owned by one or more 'socially and economically disadvantaged' individuals, or in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more 'socially and economically disadvantaged' individuals, and

- b. Whose management and daily business operations are controlled by one or more of the 'socially and economically disadvantaged' individuals who own it.

'Socially and economically disadvantaged' is defined as individuals who are citizens of the United States (or lawfully permanent residents) and who are: "Black Americans," "Hispanic Americans", "Native Americans," "Asian-Pacific Americans", "Asian-Indian Americans", "Women" (regardless of race, ethnicity, or origin); or "Other" disadvantaged pursuant to Section 8 of the Small Business Act).

- 2. **Emerging Small Business Enterprise (ESBE)** is defined as a firm that has met the following criteria and obtained small business certification as an ESBE by The State of New Jersey Department of Transportation:

- a. A firm must meet the criteria for a small business as defined by the Small Business Administration in 13 CFR Part 121, which includes annual receipts from all revenues, including affiliate receipts which equates to the annual arithmetic average over the last 3 completed tax years, or by the number of employees.
- b. The small business must be owned by individuals who do not exceed the personal net worth criteria established in 49 CFR Part 26, which is \$750,000. All appropriately certified DBEs fall into this definition due to their size.

B. Policy

The CONTRACTOR agrees that DBE/ESBE firms shall have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement, the CONTRACTOR and its subcontractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of USDOT-assisted contracts in accordance with 49 CFR Part 21. DBE requirements of 49 CFR Part 23 applies to this agreement. The SJTPO strongly encourages the use of DBE/ESBEs in all of its contractual efforts.

C. Certified DBE/ESBE Firms

A list of certified ESBE firms is compiled and is effective for contracts on a per calendar year basis. Current guidance on DBE/ESBE is available on the website of the New Jersey Department of Transportation (www.state.nj.us/transportation/business/civilrights). Firms who wish to be considered for DBE/ESBE certification are encouraged to contact the NJDOT Office of Civil Rights directly for information on the certification process. Once a firm is certified, the federal portion of the dollar value of the contract or subcontract awarded to the DBE/ESBE is generally counted toward the applicable DBE/ESBE goal. If state matching and/or non-matching funds are also awarded to a DBE/ESBE, the total dollar value of the DBE/ESBE contract or subcontract may also be counted toward the applicable DBE/ESBE goal.

There are only two lists that count towards meeting this DBE/ESBE goal. Firms should check these sites PRIOR TO submitting a proposal.

- 1. New Jersey ESBE: http://50.62.131.238/Productions/NJDOT_ESBE/biz_esbe/
- 2. New Jersey DBE: <http://www.njucp.net/>

There are some certifications that have similar requirements, such as MBE, SBE, or any similar certifications in another state – THESE DO NOT COUNT for this goal.

D. Consultant Documentation

If applicable, the Consultant must demonstrate sufficient reasonable efforts to meet the DBE/ESBE contract goals. Additionally, SJTPO has a long-standing commitment to maximize business opportunities available to DBE/ESBE firms. The consultant's contract is subject to all federal, state, and local laws, rules, and regulations, including but not limited to, non-discrimination in employment and affirmative action for equal employment opportunity. The consultant's contract obligates the consultant to aggressively pursue DBE/ESBEs for participation in the performance of contracts and subcontracts financed in whole or in part with Federal funds. The consultant cannot discriminate on the basis of race, color, national origin, or sex in the award and performance of federally assisted contracts. The consultant contract specifies the DBE/ESBE goal and the DBE/ESBE participation rate for that contract, if applicable. The prime consultant contract must document, in writing, all of the steps that led to any selection of the DBE/ESBE firm(s). Prior to the award of a consultant contract, the consultant must demonstrate sufficient reasonable efforts to utilize DBE/ESBE firms. SJTPO utilizes the most recent NJDOT federally approved DBE/ESBE goal (effective 10/1/16 through 9/30/19), which is 12.44 percent.

If, at any time a firm intends to subcontract or modify any portion of the work already under contract, or intends to purchase material or lease equipment not contemplated during the original preparation of the cost proposal, the firm must notify SJTPO in writing. If, as a result of any subcontract, modification, purchase order, or lease, the actual DBE/ESBE or participation rate for the consultant's contract is in danger of falling below the agreed upon DBE/ESBE participation, then a request must be made for a DBE/ESBE Goal Exemption Modification through SJTPO.

V. EQUAL EMPLOYMENT OPPORTUNITY PROVISION

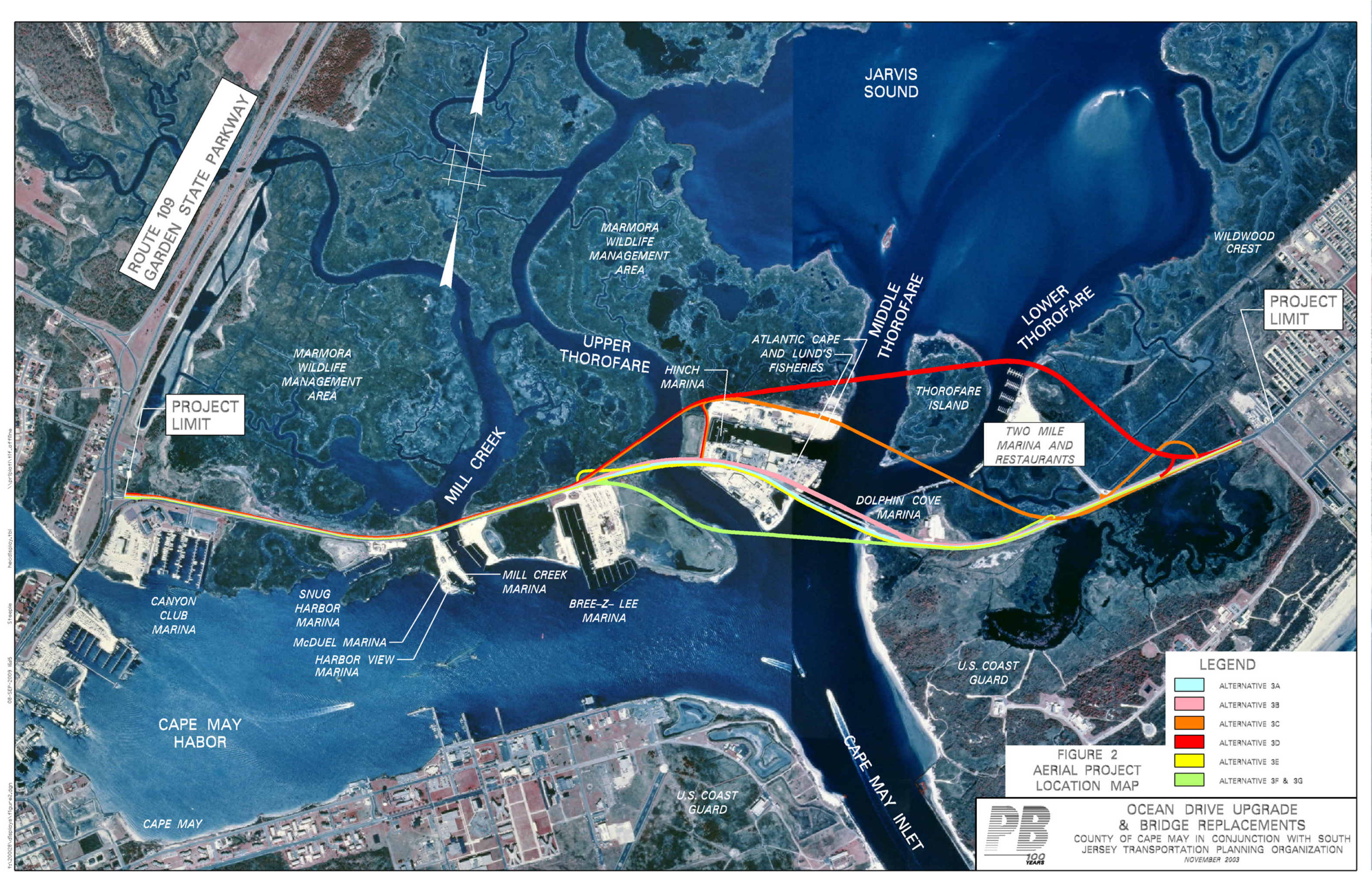
- A.** Consultants and subconsultants shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of this contract.
- B.** All potential Consultants must demonstrate a commitment to the effective implementation of an affirmative action plan or policy on equal employment opportunity. The potential Consultant must insure equal employment opportunity to all persons and not discriminate against any employee or applicant for employment opportunity because of race, color, religion, sex, national origin, physical disability, mental disorder, ancestry, marital status, criminal record, or political beliefs. The Consultant must uphold and operate in compliance with Executive Order 11246 and as amended in Executive Order 11375, Titles VI and VII of the Civil Rights Act of 1964, the Equal Employment Opportunity Act of 1972, and the Fair Employment Practices Act.
- C.** In response to this Request for Qualifications/Request for Proposals, the Consultant should furnish a detailed statement relative to its Equal Employment Opportunity practices and any statistical employment information that it deems appropriate, relative to the composition of its work force or its subconsultants.

VI. INSURANCE REQUIREMENTS

- A.** The Consultant shall carry and maintain in full force and effect for the duration of this contract, and any supplement thereto, appropriate insurance. The Consultant shall submit to the SJTPO, a Certificate of Insurance indicating the existence of the coverage required. Policies shall be issued by an insurance company authorized to do business in the State of New Jersey; and approved by the SJTA.
- B.** Insurance similar to that required by the Consultant shall be provided by or on behalf of all subconsultants to cover its operation(s) performed under this contract, and include in all subcontracts. The Consultant shall not be issued the Notice to Proceed until evidence of the insurance coverage required has been received, reviewed, and accepted by the SJTPO.
- C.** The insurance coverage under such policy or policies shall not be less than specified herein.
- 1.** Worker's Compensation and Employer's Liability:
 - a.** Each Accident \$ 100,000
 - b.** Disease-Each Employer \$ 100,000
 - c.** Disease Policy Limit \$ 500,000
 - 2.** Comprehensive General Liability:
 - a.** Bodily Injury
 - Each Person \$ 250,000
 - Each Occurrence \$ 1,000,000
 - b.** Property Damage
 - Each Person \$ 1,000,000
 - Aggregate \$ 2,000,000
 - 3.** Comprehensive Automobile Liability:
 - a.** Bodily Injury
 - Each Person \$ 500,000
 - Each Occurrence \$ 1,000,000
 - b.** Property Damage
 - Each Occurrence \$ 250,000
 - 4.** Professional Liability Insurance:
 - a.** Claims made/aggregate \$ 1,000,000



Figure 1
Project Location Map



ROUTE 109
GARDEN STATE PARKWAY

PROJECT
LIMIT

MARMORA
WILDLIFE
MANAGEMENT
AREA

MILL CREEK

UPPER
THOROFARE

MARMORA
WILDLIFE
MANAGEMENT
AREA

HINCH
MARINA

ATLANTIC CAPE
AND LUND'S
FISHERIES

MIDDLE
THOROFARE

THOROFARE
ISLAND

LOWER
THOROFARE

TWO MILE
MARINA AND
RESTAURANTS

PROJECT
LIMIT

LEGEND

- ALTERNATIVE 3A
- ALTERNATIVE 3B
- ALTERNATIVE 3C
- ALTERNATIVE 3D
- ALTERNATIVE 3E
- ALTERNATIVE 3F & 3G

FIGURE 2
AERIAL PROJECT
LOCATION MAP



OCEAN DRIVE UPGRADE
& BRIDGE REPLACEMENTS
COUNTY OF CAPE MAY IN CONJUNCTION WITH SOUTH
JERSEY TRANSPORTATION PLANNING ORGANIZATION
NOVEMBER 2003

EXHIBIT A**P.L. 1975, C. 127 (N.J.A.C. 17:27)
MANDATORY AFFIRMATIVE ACTION LANGUAGE****PROCUREMENT, PROFESSIONAL, AND SERVICES CONTRACTS**

During the performance of this contract, the contractor agrees as follows:

The contractor or subcontractor, where applicable, will not discriminate against any employee or applicant for employment because of age, race, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation. The contractor will take affirmative action to ensure that such applicants are recruited and employed, and that employees are treated during employment, without regard to their age, race, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Public Agency Compliance Officer setting forth provisions of this nondiscrimination clause;

The contractor or subcontractor, where applicable will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation;

The contractor or subcontractor, where applicable, will send to each labor union or representative or workers with which it has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer advising the labor union or workers' representative of the contractor's commitments under this act and shall post copies of the notice in conspicuous places available to employees and applicants for employment;

The contractor or subcontractor; where applicable, agrees to comply with the regulations promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time and the Americans with Disabilities Act;

The contractor or subcontractor agrees to attempt in good faith to employ minority and female workers consistent with the applicable county employment goals prescribed by N.J.A.C. 17:27-5.2 promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time or in accordance with a binding determination of the applicable county employment goals determined by the Affirmative Action Office pursuant to N.J.A.C. 17:27-5.2 promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time;

The contractor or subcontractor agrees to inform in writing appropriate recruitment agencies in the area, including employment agencies, placement bureaus, colleges, universities, labor unions, that it does not discriminate on the basis of age, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation, and that it will discontinue the use of any recruitment agency which engages in direct or indirect discriminatory practices;

The contractor or subcontractor agrees to revise any of its testing procedures, if necessary, to assure that all personnel testing conforms with the principles of job-related testing, as established by the statutes and court decisions of the State of New Jersey and as established by applicable Federal law and applicable Federal court decisions;

The contractor or subcontractor agrees to review all procedures relating to transfer, upgrading, downgrading and layoff to ensure that all such actions are taken without regard to age, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation, and conform with the applicable employment goals, consistent with the statutes and court decisions of the State of New Jersey, and applicable Federal law and applicable Federal court decisions; and

The contractor and its subcontractors shall furnish such reports or other documents to the Affirmative Action Office as may be requested by the office from time to time in order to carry out the purpose of these regulations, and public agencies shall furnish such information as may be requested by the Affirmative Action Office for conducting a compliance investigation pursuant to **Subchapter 10 of the Administrative Code (NJAC 17:27)**.

EXHIBIT B**NOTICE TO ALL BIDDERS
SET-OFF FOR STATE TAX**

Please be advised that, pursuant to P.L. 1995, c.159, effective January 1, 1996, and notwithstanding any provision of the law to the contrary, whenever any taxpayer, partnership or S corporation under contract to provide goods or services or construction projects to the State of New Jersey or its agencies or instrumentalities, including the legislative and judicial branches of State government, is entitled to payment for those goods or services at the same time a taxpayer, partner or shareholder of that entity is indebted for any State tax, the Director of the Division of Taxation shall seek to set off that taxpayer's or shareholder's share of the payment due the taxpayer, partnership or S corporation. The amount set off shall not allow for the deduction of any expenses or other deductions, which might be attributable to the taxpayer, partner, or shareholder subject to set-off under this act.

The Director of the Division of Taxation shall give notice of the set-off to the taxpayer and provide an opportunity for a hearing within 30 days of such notice under the procedures for protests established under R.S. 54:49-18. No requests for conference, protest, or subsequent appeal to the Tax Court from any protest under this section shall stay the collection of the indebtedness. Interest that may be payable by the State, pursuant to P.L. 1987, c.184 (c.52:32-32 et seq.), to the taxpayer shall be stayed.

EXHIBIT C**REQUIRED AFFIRMATIVE ACTION EVIDENCE FOR
PROCUREMENT, PROFESSIONAL AND SERVICES CONTRACTS**

All successful vendors must submit one of the following within seven (**7**) days of the notice of intent to award:

1. A photocopy of their Federal Letter of Affirmative Action Plan Approval; OR
2. A photocopy of their Certificate of Employee Information Report; OR
3. A completed Affirmative Action Employee Information Report (AA302).

**PLEASE COMPLETE THE FOLLOWING QUESTIONNAIRE AS PART OF THE BID
PACKAGE IN THE EVENT THAT YOU OR YOUR FIRM IS AWARDED THIS CONTRACT.**

1. Our company has a Federal Letter of Affirmative Action Plan Approval.

Yes_____ No_____

2. Our company has a Certificate of Employee Information Report.

Yes_____ No_____

3. Our company has neither of the above. Please send Form #AA302
(AFFIRMATIVE ACTION EMPLOYEE INFORMATION REPORT)
_____Check here

NOTE: This form will be sent only if your company is awarded the bid.

I certify that the above information is correct to the best of my knowledge.

NAME: _____
(Please type or print)

SIGNATURE: _____

TITLE: _____

DATE: _____

PHONE: _____

FAX: _____

EXHIBIT D

SAMPLE STAFFING PLAN IN TECHNICAL PROPOSAL
(DO NOT include any cost information in your Technical Proposal)

Staff Name	Title	Hours per Task								Total Hours
		First task	Second task	Third task	Fourth task	Fifth task	Sixth task	Seventh task	Eighth task	
		1	2	3	4	5	6	7	8	
Company 1										
[Name]*	Project Manager	25	0	20	0	15	0	41	0	70
[Name]*	Planner 1	5	0	4	0	2	3	1	4	19
Company 1 Subtotal		30	0	24	0	17	3	42	4	89
Company 2 (DBE Firm)										
[Name]*	Technician 1	0	8	0	2	0	0	0	0	10
[Name]*	Technician 2	0	6	0	4	0	0	0	0	10
Company 2 Subtotal		0	14	0	6	0	0	0	0	20
Sub-Total Hours		30	14	24	6	17	3	42	4	119

* Staff Name should generally be included; however, staff title may be substituted, where appropriate

STAFFING PLAN IN COST PROPOSAL

A Staffing Plan identical to the one in the Technical Proposal should also be included in the Cost Proposal. However, in the Cost Proposal, the Staffing Plan should include billable rates and cost totals for each staff member and company.

Note: All titles, numbers, number of companies, etc. used in this table are illustrative only. The table is only used to show the types of information required in each Staffing Plan. Format may differ from the table shown above as long as it includes, at a minimum, the information shown above. **DO NOT** include any cost information in your Technical Proposal.



Date: Wednesday, July 26, 2017

To: Recipients

Re: Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study
Questions and Answers

Q1. For estimating purposes, can an assumed number of meetings be provided by SJTPO/Cape May County?

A1. Consultants should use their knowledge and expertise to estimate the number and purpose of meetings associated with the technical study. Proposals should clearly indicate how many meetings are proposed and with whom. The consultant should include meetings with a steering committee, which is to be made up of major stakeholders, including, but not limited to fishing industry representatives, community, etc.

Q2. Can SJTPO provide the Alternative Analysis Plans referenced in the “Alternatives Analysis Report” under Appendix E and as noted to be provided “under separate cover”?

A2. The Alternative Analysis Plans shall be provided to the winning consultant. However, it should be noted that the previously proposed alignments, bridge types, or any prior layouts of the structures shall be assumed not to be valid for purposes of this technical effort. The Preliminary Preferred Alternative (PPA) and other alternatives are no longer valid for one reason or another, primarily due to environmental impacts or required mitigation.

Q3. As provided in Addendum E of the “Alternative Analysis Report”, the November 13, 2002 Joint Agency Meeting minutes indicates the NJDEP is interested in a future meeting in the spring of 2003. Did this meeting take place, and if so, can SJTPO provide meeting minutes?

A3. For purposes of this technical effort, the consultant shall assume any information provided by NJDEP as part of the original conceptual development efforts needs to be reconsidered. In the more than 14 years from the original conceptual development effort there are new regulations to be considered along with new staff at NJDEP, who would be completing a review of any current documents and plans.