



*State of Washington
Department of Transportation
Notice to Consultants
Transportation Impacts of Lower Snake River Dam Removal*

The Washington State Department of Transportation (WSDOT) solicits interest from consultants who wish to be evaluated and considered to provide transportation analysis and reporting services and a program of inclusive community engagement for the Transportation Operations Division. One (1) agreement may be awarded. The agreement will be approximately two (2) years in duration. The agreement amount will be approximately four million dollars (\$4,000,000) with the option for WSDOT to supplement it for additional time and money. The agreement type will be a task order negotiated hourly rate agreement.

WSDOT reserves the right to amend terms of this “Request for Qualifications” (RFQ) to circulate various addenda, or to withdraw the RFQ at any time, regardless of how much time and effort consultants have spent on their responses.

Project Description

The Snake River from Clarkston to Pasco contains four dams (Ice Harbor, Lower Monumental, Little Goose, and Lower Granite). There has been a lot of interest in removal of these dams for the benefit of salmon, steelhead, Pacific lamprey, bull trout, sturgeon, and other native fish species. Recent studies by the US Army Corp of Engineers, Bureau of Reclamation, and Bonneville Power Administration (July 2020) and another by National Oceanographic and Atmospheric Administration (NOAA) National Marine Fisheries Service (September 2022), studied in detail the benefits and drawbacks of many aspects of the removing the lower Snake River dams. While the Corp study did investigate the transportation impacts (see the Transportation discussion under MO3), the NOAA study did not.

Understanding that the transportation impacts of removing the lower Snake River dams were not sufficiently addressed in those prior studies, the legislature directed the WSDOT to conduct an analysis of highway, road, and freight rail transportation needs, options, and impacts from shifting the movement of freight and goods that currently move by barge through the lower Snake River dams to highways, other roads, and rail. The study should generate volume estimates and evaluate scenarios for changes in infrastructure and operations that would be necessary to address those additional volumes. The assessment must include quantitative analysis based on available data in terms of both financial and carbon emission costs. The analysis must also include a robust inclusive public engagement process to solicit feedback from interested community members. The WSDOT Transportation Operations Division has been tasked with leading this study and is interested in hiring a consultant engineering firm to conduct this study and write the final report.

Period of Performance

The work will begin upon selection of a consultant. An interim report is due December 1, 2024 and a final report is due December 31, 2026.



Desired Personnel

The consultant will need a principal investigator that will lead the study efforts for the consultant. This principal investigator will work closely with the WSDOT project lead to deliver the study. The principal investigator will need to compile a team that is qualified to produce the tasks listed in this RFQ. Due to the large breadth of this study, coordination across team members tasks will be vital.

Work Location

The WSDOT employees assigned to this study will be working in a hybrid environment with a substantial amount of work conducted virtually with time in the office and on-site as needed. The consultant staff may work virtually or in-person with their staff. The communication between consultants and WSDOT employees will be largely virtual. There may be meetings with the Joint Transportation Committee (JTC) at key points during the study as noted. These may be virtual or in-person. The consultant’s principal investigator must attend these in person if requested by WSDOT. The principal investigator may need to bring other members of their team to address specific issues that the principal investigator is unable to answer. Additionally, in-person attendance for community engagement activities and other agency and stakeholder briefings can be expected.

Scope of Work

Background

The goal of the tasks listed below is to complete a study on the transportation impacts of removing the lower Snake River dams. The task list is based upon the main items that the WSDOT seeks to have analyzed as a basis to complete the study along with key outcomes for the engagement program. The task list is not all-encompassing. During the process of the study, a particular task may need to be expanded or contracted. The principal investigator (PI) is responsible for communicating these task changes to the WSDOT project lead and assure the changes do not impact the completion date nor the quality of the final report.

General Study Requirements

The following are list of study requirements that apply across all tasks.

Cost

When the study indicates cost must be reported, both financial and carbon cost must be reported. The cost must also include the full cost including planning, design, construction, maintenance, and operations. Cost will be reported in today’s dollars and cost for maintenance and operations will be considered over a 20-year timeframe.

Community Engagement

Robust engagement that is both data driven and inclusive must be conducted to solicit input and feedback at points within the research and report development where their feedback can provide meaningful direction and affect outcomes. In addition to the close coordination with JTC directed in proviso, engagement efforts must include but are not limited to: community members and officials in affected cities and counties; railroad, agriculture, fishing, trucking, shipping and other related industries; appropriate Native American tribes; representatives of advocacy and community organizations; overburdened communities and vulnerable populations;



transportation, public works, and economic development organizations in the affected areas; the Federal Highway Administration; and the Army Corps Of Engineers. The engagement program will be designed and implemented consistent with WSDOT's Community Engagement Plan, WSDOT Limited English Proficiency Accessibility Plan, and Environmental Justice guidance of both the HEAL Act and the Environmental Justice Council (also captured in Chapter 460 of the WSDOT Environmental Manual).

Progress Reporting

Quarterly reports will be produced indicating the progress on each task. The quarterly reports must be reviewed, commented on by the WSDOT and comments addressed prior to the quarterly report being published.

There are two quarterly reports that must be completed. One is the quarterly report to the WSDOT to report progress on each task of this RFQ. This report must include cost versus budget update and percent complete of each task. The second is a quarterly report to the legislature that must be submitted with the JTC's report which will reflect the progress of the study, progress on community engagement, and any findings or discoveries that have been made during in the reporting period. Quarterly reports must be completed (including all comments addressed) the first day of the following months: March, June, September, and December.

Throughout the course of the study, there will be need to provide graphics and one-pagers for presentations by WSDOT. Creating this material, on an as-needed basis, is part of the progress reporting of the study.

Status Update Meetings

Weekly status updates meetings will be conducted between the principal investigator and WSDOT lead. The JTC review team will be invited to participate in these meetings at their discretion. The meetings will include other individuals as necessary to explain the tasks that are being worked on and the progress that is being made.

JTC Review Team Coordination

The JTC will have a team reviewing the work who are to be included in all phases of the analysis. They are to be invited to the weekly status update meetings, but their attendance will be at their discretion. They are to be invited to all community engagement events or meetings.

Literature Review

It is expected that each task below will incorporate research of past studies or lessons learned from similar projects done nationally or internationally. In addition, it is expected that transportation plans from the state, local agencies, and ports will be researched and considered with respect to how removing the dams may impact these plans.

HEAL Act

The study will be conducted consistent with the requirements of the Healthy Environment for All (HEAL) Act (RCW 70A.02) which includes guidance that has been approved by the Environmental Justice Council.



Task 1: Existing Goods Movement

Research and report on the existing goods that are transported through the lower Snake River dam area by barge. These are the goods that will need to be transitioned to other modes of transportation. The existing goods movement must be reported out by type and timeframe (by year and by month). This is necessary so we can understand how these goods can be moved by another modes of transportation. Include movement of the goods through the entire supply chain, including export facilities and ports on the Lower Columbia River. Input from community members should be solicited through the community engagement program.

Movement of existing goods must be finite enough to understand the movement of goods on state highways and county road that are rated T-5 or higher as found in our [WSDOT Freight Transportation System](#).

Task 2: Existing Volumes

Research and report the existing volumes of the transportation modes that will be impacted by the removal of the Lower Snake River dams (e.g. truck, train, barge). The existing volumes will need to be collected on a scale that matches the timeframes used in Task 1. This is necessary to understand the variation of the products being moved into and out of the area served by the lower Snake River dams. This will include determining the number of trips the transportation mode makes and the amount of freight the mode can transport. For example, a barge may carry 3,000 tons of grain and make two trips a week; a truck may haul 80 tons of grain and make one trip a day; or a train can haul 1000 tons of lumber and make three trips a week. Knowing the number of trips and the good that is transported will be necessary to understand the impacts to the transportation system as the good shift modes of transportation.

It will also be necessary to research and report the volume of all vehicular traffic on the state highway system within the area that is impacted by the additional truck traffic generated by the removal of the lower Snake River dams. This is necessary as the increase in truck traffic will impact regular vehicular traffic.

Input from stakeholders and community members should be solicited through the engagement program.

Existing roadway volumes should be determined for state highways and county roads that will be impacted if the lower Snake River dams were removed and are rated T-5 or higher in the [WSDOT Freight Transportation System](#).

Existing barge volumes should be determined for the navigable routes that will be impacted if the lower Snake River dams were removed.

Existing rail volumes should be determined for all Class 1 and shortline railroads that will be impacted if the lower Snake River dams were removed.



Task 3: Rail and Vehicular Volume Changes

Knowing the amount and type of freight that is carried by the barges, as well as the time of year that it is carried, determine what is necessary to move from barge freight to rail and/or truck. Report this change in the same timeframe as used in Task 1. This information needs to be communicated in a way that can show the modal split of the goods movement by rail and truck. For example, what happens if 0%, 25%, 50%, 75%, or 100% is moved by rail and the remainder moved by truck?

To conduct this task, it will be necessary to determine how goods will be delivered to market. For example, will the good shift to truck and be delivered to the Wallula Rail Exchange? Or, will the good be delivered by truck to the Port or Wallula so it can finish its delivery by barge? It will be necessary to have an expert on the delivery of goods from farm to market to understand and report on this task. Data and feedback from community engagement in the region shall also be incorporated into the analysis.

The volumes changes need to be reported at three points in time: existing year (likely 2024), a year barge traffic will stop, and a 20-year projection beyond when barge traffic stops. The volume changes should consider how the demand for freight movement may increase over the 20-year projection. The volumes changes must also indicate the carbon emissions impact of the shift in modes in comparison to being shipped by barge.

The change in rail, barge, and vehicular volumes reported on in this task shall have the same scope as the network studied in Task 3.

Task 4: Roadway Infrastructure

Considering the change in vehicular volumes as a result of Task 3, determine if there are infrastructure improvements that need to be made as result of the change in volumes. Examples of the infrastructure improvements are:

- Increased road capacity (both state and local roads)
- Improved roadway structure (e.g., surfacing and/or substructure) due to increased Equivalent Single Axle Load (ESAL) loading
- Improved intersections
- Improved storage locations
- Improved loading/unloading stations (at both the generating and terminating locations)
- Truck passing lanes

These improvements must consider how the good gets to its final destination. For example, if the good is destined for a port to ultimately be exported overseas, then there must be consideration of the transfer from truck to ship at the exporting port. Input from the community members should be solicited through the engagement program.

An analysis of roadway infrastructure must consider existing and 20-year projection points used in Task 3.

Provide a parametric cost estimate (see Section 3.03 of the WSDOT Cost Estimating Manual) for each improvement including the cost for engineering, construction, operations, and right of way.



Task 5: Rail Infrastructure

Considering the change in rail volumes as a result of Task 3, determine if there are infrastructure improvements that need to be made as result of the change in volumes. Examples of the infrastructure improvements are:

- Increased rail capacity
- Improved track speeds
- Improved sidings
- Improved storage locations
- Improved loading/unloading facilities

These improvements must consider how the goods previously carried by barge, can get to its final destination by rail. Since rail is not a multipoint-to-multipoint service, improvements for transferring the goods from other modes must be considered. For example, if the good is destined for a port to be exported overseas, then there must be consideration of the transfer from truck, to rail, and finally to port for exporting overseas.

Include in this infrastructure analysis, a determination of the feasibility that additional east-west freight rail capacity can be achieved, particularly through Columbia River Gorge, and the alternative routes that exist in the event that adding more infrastructure on these routes is not feasible. Input from the community members should be solicited through the engagement program.

An analysis of rail infrastructure must consider existing and 20-year projection points used in Task 3.

Provide a parametric cost estimate (see Section 3.03 of the WSDOT Cost Estimating Manual) for each improvement including the cost for engineering, construction, operations, and right of way.

Task 6: Utility Infrastructure

Research and report on the utility infrastructure that crosses the Snake River within the areas that will be impacted by the dams being removed. Indicate the utility type and discuss how the impact can be mitigated. Provide an estimate of the cost to mitigate these utility impacts.

Task 7: Geological and Geographic Challenges - Improvements

For the improvements that are listed as a result of Tasks 4 and 5, conduct research and report on the geological and geographic challenges that may impeded the construction of the improvements. This will include things like the difficulty of widening a rail line within the Columbia Gorge or slides that may occur when hillsides must be cut back. This task will not require detailed engineering of possible improvements, but more of a planning level report on the challenges and opportunities of implementing the improvements from Tasks 4 and 5.

Task 8: Regulatory Challenges

For the improvements that are listed as a result of Tasks 4 and 5, conduct research and report on state and federal regulatory processes that may influence construction of the improvements. This task will not require detailed engineering to determine the entire impacts of the improvements, but more of a



planning level understanding of regulations that may affect the implementation of improvements from Tasks 4 and 5.

Task 9: Geological and Geographic Challenges - Existing

Conduct research and report on the potential for slope failure and bank destabilization as a result of drawing down the river. This must include how these effects may impact the existing road, rail, and utility infrastructure; how the impacts may be mitigated; and the cost to mitigate.

Task 10: Transportation Safety

Research and report on the impact the shifting in goods from barge to rail or roadway will have on safety. Specifically report on the impact to rural communities. In addition, report on how the shifting of goods to roadways is, or is not, consistent with Washington State's Strategic Highway Safety Plan: Target Zero. Input from the community members should be solicited through the engagement program.

Task 11: Commodity Impacts

Research and report on how shifting goods movement from barge to other modes will impact domestic and international commodities including agricultural, petroleum, project cargo, and wind energy components. Discuss how the cost of these goods may be impacted and possible ways to mitigate any cost increases. Data and feedback from community engagement in the region shall also be incorporated into the analysis.

Task 12: Reduced Competition

Research and report on the impacts and potential opportunities to mitigate impacts that reduced competition resulting from removing barging of agricultural products on the Snake River would have on Washington's agricultural industry along with impacts modal shifts would have on the entire supply chain, including export facilities and ports on the Lower Columbia River. Data and feedback from community engagement in the region shall also be incorporated into the analysis.

Task 13: Community Engagement

A robust community engagement program is required throughout the project. The engagement must seek qualitative input from tribal governments, local governments, freight interest, representatives from overburdened communities and vulnerable populations, as well as other key community members. The community engagement must be conducted to solicit input and feedback on the research and report. The engagement program should incorporate a variety of methods and strategies and should reflect tailored approaches sensitive to community demographics and needs, consistent with WSDOT's Community Engagement Plan and environmental justice guidance in the Environmental Manual to determine language needs. The community engagement efforts should include, but is not limited to: community members and officials in affected cities and counties; entities involved in railroad, agriculture, fishing, trucking, shipping and other related industries; appropriate Native American tribes; representatives of advocacy and community organizations; transportation, public works, and economic development organizations in the affected areas; the Federal Highway Administration; and the Army Corps Of Engineers.



Task 14: Interim and Final Report

An interim report is due December 15, 2024 in preparation for the 2025 Legislative Session. This report will cover the progress and status of this study at that time. At a minimum, the report will cover:

- The existing movement of freight and how that may change if the dams were removed in the existing year and the projected year.
- The state of the existing transportation system and the ability of the existing transportation system to handle the change in freight movement.
- A summary of what the team will be taking on with the remainder of the study.
- The community engagement efforts conducted and the plan for continued community engagement.

A final report shall be written that summarizes this effort. The final report must include appropriate review and comment time with all comments addressed and the final report delivered December 1, 2026.

DBE or MSVWBE Participation

This agreement will be subject to a 26% voluntary MSVWBE goal. The selected consultant will be required to submit a MSVWBE Participation Plan for approval prior to commencement of work.

For more information and guidelines:

<https://wsdot.wa.gov/sites/default/files/2021-10/OEO-WSDOT-Participation-Plan-Drafting-Guidelines.pdf>

WSDOT encourages disadvantaged, small, minority, veteran, and women-owned consultant firms to respond to this RFQ.

Evaluation Criteria

Pursuant to state and Federal regulations, a qualifications-based selection process will be used to select consultants for each of these areas of expertise. The following information and criteria will be used to evaluate and rank responses:

1. General Qualifications/Expertise of Firms on Team;
2. Specific Qualifications/Expertise of Firms on Team;
3. Qualifications of Proposed Project Manager;
4. Key Team Members Qualifications (Prime Consultant and Sub-Consultants);
5. Firm's Project Management System (Prime Consultant Only);
6. Project Delivery Approach;
7. Contractor Certification - Workers' Rights (Prime Consultant and Sub-Consultants); and
8. References/Past Performances (Prime Consultant Only.)

The link to the definitions and point value for each of the proposed criteria may be found on the first page of this advertisement web site.

After the submittal review, firms will be short-listed and invited to interview. The interview score will be based on the team's ability to demonstrate their combined experience, capabilities, and approach to deliver the program. Final selection from short listed firms shall be made based upon:

- Interview/additional qualifying information scoring only.
- Combined results of the submittal and the interview/additional qualifying information scoring. Note: It is imperative that the consultant reviews the definitions of the scoring criteria. We have included requirements and/or limitations for the information that is being requested.

Submittals

Consultants are invited to submit their Statement of Qualifications (SOQ) at their own cost. WSDOT assumes no obligation of any kind for expenses incurred by any respondent to this solicitation. The submittal must be submitted as separate Adobe Reader compatible (pdf) files and formatted as follows:

- Submitted as an 8.5" x 11" sheet, single sided only, and with text (font) size no smaller than 12 points; and
- If charts and/or graphs are utilized text (font) size must be no smaller than 8 points.

Your SOQ must be broken into two (2) separate packets. Your SOQ "Packet A" must consist of:

- Your responses to scoring Criteria 1 through 6; and
- Packet "A" is limited to 40 pages, single sided only, not including the front and back cover.

Your SOQ "Packet B" must consist of:

- Your letter of transmittal;
- Your response to scoring criteria 7 and 8 (Performance Evaluations must be included in this packet);
- Your Consultant Information forms for both the Prime Consultant and all proposed Sub-Consultants; and
- Packet "B" has no page number limitations.

The SOQ shall meet the following requirements or may be deemed non-responsive and may not be eligible for consideration of this work:

- Title of the RFQ and your firm clearly identified on the cover of the submittal Packets "A" and "B", and the letter of transmittal;
- SOQ broken into "Packet A" and "Packet B" (two (2) separate documents) as indicated above;
- Responsive to all evaluation criteria;
- Meeting page limitations and font size requirements; and
- Meeting submittal deadline submission date and time.

Faxed submittals will not be accepted. Submittals must arrive at the following email address no later than 4:00 p.m. PST on October 24, 2023. Submittal email address: CSOSubmittals@wsdot.wa.gov

Note: Submitters may want to consider setting your email to automatically receive a "Delivery/Read Receipt" for confirmation purposes, as WSDOT will not respond with notification of receipt.

Multiple emails are acceptable due to file size limitations of 20mb per email.



The Consultant, regarding the work performed during the resulting agreement, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of sub-consultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR Section 21.

The agreement for services is subject to provisions of Executive Order 11246 (Affirmative Action to Ensure Equal Employment Opportunity) and to the provisions of the Department of Transportation Regulations 49 CFR 26 (Disadvantaged Business Enterprise.)

Debriefing Procedures

A. Debrief Conferences

CSO offers, if requested, a debrief to all proposers. The request must be submitted in writing, within three (3) business days of official notification of selection. The request shall be sent to WSDOTCSO@wsdot.wa.gov.

B. Debrief Protests

All debrief protests must be submitted in writing, within 5 business days of the debrief conference. The request shall be sent to WSDOTCSO@wsdot.wa.gov.

Protest Procedures

A. Form and Substance

All protests regarding any contents or portion of this RFQ must be submitted to WSDOT Headquarters Consultant Services Office (CSO). Protests must be received by CSO between the submittal due date, as shown on the last page of this RFQ, and no later than 3:00 PM PST, two (2) business days following the submittal due date. All protests must be in writing and signed by the Proposer/protestant or an authorized agent. Such writing must state all facts and arguments on which the Proposer/protestant is relying as the basis for its action. Such Proposer/protestant shall also attach, or supply on demand by CSO, any relevant exhibits referenced in the writing. Copies of all protests and exhibits shall be mailed or delivered by the Proposer/protestant to the Proposer against whom the protest is made (if any) at the same time such protest and exhibits are submitted to CSO. All protests shall be directed to:

CSOSubmittals@wsdot.wa.gov

B. Pre-Selection Protests

To allow sufficient response time, all pre-selection protests (i.e., prior to CSO's official selection of the successful proposal(s)) must be received by CSO no later than 3:00 p.m. PST of the second business day after the Final Proposal Due Date. If the protest is mailed after the Final Proposal Due Date, and before the pre-selection protest deadline, the Proposer/protestant shall immediately notify CSO's Manager by telephone, or some other means of rapid communication, that a protest has been made.

CSO shall consider all the facts available to it and issue a decision in writing within five (5) business days after receipt of the protest, unless more time is needed. The Proposer/protestant and the Proposer(s) against whom the protest is made will be notified if a longer time is necessary and, if the



additional time required affects the Final Proposal Due Date or the selection date, all Proposers shall be notified.

CSO's decision shall be final and conclusive. Selection of the successful Proposer, if any, will be postponed until after CSO has issued its decision.

C. Post-Selection Protests

CSO shall notify all unsuccessful Proposers of CSO's selection decision. To allow sufficient response time, all post-selection protests must be received by CSO no later than 3:00 p.m. PST of the second business day after receipt of a Non-Selection Notice. If the protest is mailed before the post selection protest deadline, the Proposer/protestant shall immediately notify CSO's Manager by telephone, or some other means of rapid communication, that a protest has been made.

CSO shall consider all the facts available to it and issue a decision in writing within five (5) business days after receipt of the protest, unless more time is needed. The Proposer/protestant and the Proposer(s) against whom the protest is made will be notified if a longer time is necessary and, if the additional time required affects the Award Date, all Proposers will be notified.

CSO's decision shall be conclusive unless appeal from it is taken by an aggrieved firm to the Superior Court of Thurston County within five (5) calendar days after receiving notice of CSO's decision on the protest. The court shall hear any such appeal on CSO's administrative record for the project. The court may affirm CSO's decision, or it may reverse the decision if it determines the action of CSO was arbitrary and capricious.

Post-selection protests which do not comply with the above-specified procedures will not be considered.

D. Post-Debrief Protests

To allow sufficient response time, all post-debrief protests must be received by CSO no later than 3:00 p.m. PST of the second (2nd) business day following the debrief. If the protest is mailed before the post-Debrief protest deadline, the Proposer/protestant shall immediately notify CSO's Manager by telephone, or some other means of rapid communication, that a protest has been made.

CSO shall consider all the facts available to it and issue a decision in writing within five (5) business days after receipt of the protest unless more time is needed. The Proposer/protestant and the Proposer(s) against whom the protest is made will be notified if a longer time is necessary and, if the additional time required affects the Final Proposal Due Date or the selection date, all Proposers shall be notified.

CSO's decision shall be final and conclusive. Selection of the successful Proposer, if any, will be postponed until after CSO has issued its decision.

System for Award Management (SAM) Excluded Parties Records

- A. Per federal regulations, CSO is required to ensure, to the best of its knowledge and belief, that none of the principals, affiliates, third party Contractors and subcontractors are suspended, debarred, ineligible or voluntarily excluded from participation in federally assisted transactions or



procurements. Federal regulations require CSO to review records of excluded parties in the federal System for Award Management (SAM) before entering into any third-party Contracts exceeding \$25,000.00.

- B. Prior to award of a federally funded Contract, CSO will search the SAM system to ensure that excluded parties do not participate in covered transactions.
- C. To learn more about the federal SAM, go to www.sam.gov/portal/public/SAM/ .

Public Records

Submittals received because of this RFQ, and the resulting score sheets may be posted to CSOs web page.

To the extent consistent with chapter 42.56 RCW, the Public Disclosure Act, WSDOT shall maintain the confidentiality of Consultant’s information marked confidential or proprietary. If a request is made to view Consultant’s proprietary information, WSDOT will notify Consultant of the request and of the date that the records will be released to the requester unless Consultant obtains a court order enjoining that disclosure. If Consultant fails to obtain the court order enjoining disclosure, WSDOT will release the requested information on the date specified.

WSDOT’s sole responsibility shall be limited to maintaining the above data in a secure area and to notify Consultant of any request(s) for disclosure for so long as WSDOT retains Consultant’s information in WSDOT records per state law. Failure to so label such materials or failure to timely respond after notice of request for public disclosure has been given shall be deemed a waiver by the Consultant of any claim that such materials are exempt from disclosure.

Title VI Notice to Public

It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT’s Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR’s Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

In compliance with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973, it is the policy of WSDOT to assure that no person with a disability shall be excluded from participation in, be denied the benefits of, or otherwise discriminated against under any of its programs, services, or activities solely based on that disability. Any person who believes their ADA protection has been violated may file a complaint with WSDOT’s Office of Equity and Civil Rights (OECR). This material can be made available in an alternate format by emailing the OECR at wsdotada@wsdot.wa.gov

or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Español

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

□ □ □ -Korean

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시요.

미국 장애인법(ADA) 정보



본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский-Russian

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt-Vietnamese

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.



Arabic

العنوان 6 إشعار للجمهور
تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى و/أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم 705-7090 (360).

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: (4232) 855-362-4ADA. يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – Chinese

《权利法案》 Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – Somali

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraaaya Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

Translation Services

If you have difficulty understanding English, you may, free of charge, request language assistanceservices by calling (360) 705-7230 or email us at: hqdesignadminteam@wsdot.wa.gov.

Español - Spanish

Aervicios de Traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al (360) 705-7230, o envíe un mensaje de correo electrónico a: hqdesignadminteam@wsdot.wa.gov.

中文 – Chinese

翻译服务

如果您难以理解英文，则请致电：(360) 705-7230，或给我们发送电子邮件：hqdesignadminteam@wsdot.wa.gov，请求获取免费语言援助服务。

tiếng Việt-Vietnamese



Submittal Conclusion

WSDOT reserves the right, if it deems action to be in the best interest of WSDOT, to reject all submittals or to waive any irregularities or informalities therein. Any incomplete, false, or misleading information provided by or through the Consultant shall be grounds for non-consideration. If submittals are rejected, WSDOT further reserves the right to investigate and negotiate with the next ranked Consultant in order of ranking or to reject all Consultants and re-solicit for additional firms.

Faxed submittals will not be accepted. Submittals must arrive at the following email address no later than 4:00 p.m. PST on October 24, 2023.

Submittal email address: CSOSubmittals@wsdot.wa.gov

Note: Submitters may want to consider setting your email to automatically receive a “Delivery/Read Receipt” for confirmation purposes, as WSDOT will not respond with notification of receipt.

Multiple emails are acceptable due to file size limitations of 20mb per email.

Any questions regarding this RFQ should be directed to WSDOT’s Headquarters Consultant Services Office at CSOSubmittals@wsdot.wa.gov.

Questions will be accepted through 4:00pm PST on October 10, 2023. Questions and answers will be posted in the form of a Q&A document on the advertisement webpage. Questions are posted on the webpage anonymously.

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