

REQUEST FOR QUALIFICATIONS
FROM
PROFESSIONAL ENGINEERING FIRMS
FOR
THE TRUCKEE RIVER FLOOD MANAGEMENT AUTHORITY

**Engineering Contract for
Wadsworth Mitigation Project 35%
Design: Truckee River East Bank
protection between Railroad Bridge and
Bridge Street**

Released --- Feb 17, 2022

Sealed Statements of Qualifications must be received at the office of the Truckee River Flood Management Authority, 9635 Gateway Drive, Suite A, Reno, Nevada 89521 by 4:00 PM Pacific Time., ON TUESDAY MARCH 15, 2022.

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I. INTENT:

It is the intent of this Request for Qualifications (RFQ):

1. To solicit sufficient and verifiable information from prospective providers of professional engineering services from which the successful proposer firm(s) will be selected.
2. To establish the specifications, terms, and conditions governing the selection of an engineering firm to take an approximate 5% level of design and provide professional engineering for a 35% level of design for an engineered solution to a 100-year flood breakout that could occur within the Railroad Bridge to Bridge Street reach of the Truckee River on the east bank in Wadsworth, Nevada (Wadsworth Mitigation Project).

II. INTRODUCTION

The Truckee River Flood Management Authority (TRFMA) is inviting sealed statements of qualifications from professional engineering consultants to perform engineering and associated analysis services for the Wadsworth Mitigation Project. The Wadsworth Mitigation Project represents flood mitigation for a larger flood project that is proposed from downstream of the I-580 Bridge over the Truckee River in Reno to the Vista area. This larger project is called the new “Meadows Flood Project”. The new “Meadows Flood Project” will be designed and built to protect important Reno and Sparks infrastructure including the Reno Tahoe Airport, and the Reno and Sparks industrial areas from a 100-year flood. It is expected to be one of the largest locally sponsored public works projects undertaken in northern Nevada to date.

The new “Meadows Flood Project” and all associated mitigation projects such as the Wadsworth Mitigation Project is overseen by the TRFMA and its 6-member Board of Directors. The TRFMA is a Joint Powers Authority created by an interlocal cooperative agreement between Washoe County and the City of Reno and the City of Sparks. The TRFMA Board of Directors is made up of elected officials from each of its member governments. The TRFMA is funded by a portion of the 1/8 cent NRS 377B Infrastructure Sales Tax that was authorized in 1999 and is collected by Washoe County.

Individual elements of the new “Meadows Flood Project” are being designed and managed locally but require permits from the U.S. Army Corps of Engineers and the State of Nevada. A major element of the New Meadows Flood Project called “Vista Narrows Terracing” is nearing final design and environmental permits are being sought currently. Formal construction of Vista Narrows Terracing is anticipated to begin as early as fall of 2023. This Wadsworth Mitigation Project 35% engineering effort will be used to assist in obtaining environmental permits for the Vista Narrows Terracing portion of the plan. As such, the selected engineering firms will be expected to coordinate with the firm contracted to acquire such permits. The Wadsworth Mitigation Design will be used to determine adequate mitigation along the East Bank of the Truckee River from the Railroad Bridge to approximately the Bridge Street Bridge in Wadsworth Nevada. An existing 2-D HEC-RAS model was developed this past July which shows the preliminary breakout area and hydraulic characteristics of it. From this preliminary analysis a small to moderate sized levee may be the preferred option to eliminate this breakout and its associated damage to property and infrastructure. A report on the 2D HEC-RAS model is being made available to firms wishing to submit a Statement of Qualifications. In addition a PowerPoint outlining many of these issues and discussing the degree of breakout and possible solution is also being made available to those potential submitters.

III. CONSULTANT SERVICES:

This engineering contract will advance the design for the Wadsworth Mitigation Project from an approximate 5% design to a 35% design. Once this design is completed it may be used to further the design to 100% and the Wadsworth Mitigation Project will be built in a similar time frame as the Vista Narrows Terracing Project. The reach along the Truckee River to be analyzed in this contract extends roughly from the Railroad Bridge to the Bridge Street Bridge, which is approximately 1200 linear feet. The Vista Narrows Terracing Project will increase flows in this reach but existing overbank flooding that proceeds from this right/ east bank northeasterly along an existing canal, past a tribally owned quarry, and reenters the river to the north will also be addressed by this project. The extents and amount of water and hydraulic characteristics are described in the Model Report as well as the PowerPoint mentioned above. It should also be noted that the canal currently follows the River and turns east and finding a solution for this canal either by encompassing it in a culvert or eliminating it is part of this design.

It is expected that some or all of the following services may be needed:

- GIS-based mapping and CAD to provide 35% level drawings and mapping
- geotechnical coordination
- design for a levee or levee alternative(s),
- estimation of floodplains for various levee or levee alternatives,
- estimation of construction quantities, and
- a low end cost estimate perhaps based on unit cost.

It is also critical to TRFMA that the stakeholders be consulted, including but not limited to the Pyramid Lake Paiute Tribe. TRFMA will organize outreach sessions but will expect the consultant to participate and present as needed. Finally, the consultant may be called upon to present results to the TRFMA Board of Directors and Technical Advisory Committee. The consultant must demonstrate capability and qualifications for the following areas of specialization.

1. **Engineering Design:** Design the Wadsworth Reach levee or alternative(s) to a detailed 35% level while understanding impacts due to the footprint of such improvements. Determine ownership and necessity of canal associated with possible piped diversion at this reach or provide possible alternatives that may help alleviate flood conditions. Provide necessary engineering analysis associated with the Wadsworth Reach in order to support the Truckee River Flood Project/ Vista Narrows supplemental EIS effort.
2. **Hydrology and Hydraulic Analysis:** Use existing hydrology and incorporate as necessary while progressing the existing HEC-RAS 2D hydraulic model in order to advance a flood control solution such as a levee or another alternative. Side treatment values may also need to be defined based on designs.
3. **Environmental, Geotechnical, and Survey coordination:** Determine the suitability for a levee solution or alternatives that address protection and seepage concerns of approximately 72 hours during a 100 year flood event. The 35% design shall incorporate such information according to sound engineering practices and be acceptable to U.S. Army Corps of Engineers permit standards both in design and submittal requirements.

4. **Calculation of quantities for construction and cost estimates:** Describe and estimate the quantities involved in the features according to a 35% design level. It is expected that the cost estimate should be a simple unit cost such as x number of feet of levee of this average specification at x dollars per foot along with headgate cost or embedment of a culvert etc. Determine if design can be facilitated in a way that would be less costly and require less right-of-way.
5. **Data analysis:** Review existing reports provided by the TRFMA such as terrain survey (including available LiDAR), economic cost and benefit data as appropriate, ownership or easements from property parcel map and valuation data available through the County Assessor's office and other agencies, surface water runoff models, hydrologic models used to develop the flood project, as-built drawings for roadway improvements and utilities, etc. Obtain any field data needed to improve models, cost estimates, benefits and damage estimates that are not available in existing reports or data files as directed by the TRFMA necessary for a 35% level of design.
6. **Presentation of Results:** Provide a Data Documentation Report (DDR) and data files containing engineering calculations, 35% level design drawings, model information and results, maps, charts, tables and other information as requested. Results may be required to be produced in both hard copy and electronic format. The overall duration of this project is estimated to be 6 months or less.

IV. CALENDAR OF EVENTS:

The following is a schedule of events for the RFQ. These dates are approximate. A firm schedule will be developed by the time the professional engineering firm is selected.

<u>February 17, 2022</u>	Advertise project and distribute RFQ to prospective design firms
<u>March 15, 2022</u>	Receive Statements of Qualifications at the Truckee River Flood Management Authority Office before 4:00 PM Pacific Standard Time.
<u>March 16 - 25, 2022</u>	Review of submitted RFQ's and interview applicants if needed
<u>March 25, 2022</u>	Selection of firm and beginning of contract negotiations
<u>March 31, 2022</u>	Contract negotiations complete
<u>April 8, 2022</u>	TRFMA Board of Directors Meeting where the proposed contract will be considered for approval.
<u>April 13, 2022</u>	Notice to proceed

V. BASIS OF AWARD:

The award of a contract will be based on the qualifications evaluation criteria and guidelines generally described in Qualification Format and Content below. The award will be made after a careful evaluation by the selection committee members and will be based on demonstrated competence with local representation as well as what is in the best interests of the TRFMA. The evaluation of submittals will include the following factors among others (weighted (%) as indicated):

- 1) Qualifications and experience of proposed team members in evaluation of:
 - a. modeling and design for similar facilities and knowledge of all applicable regulations. (30%)
 - b. environmental requirements of flood control channel operations. (20%)
 - c. geotechnical analysis and design for earthwork cost control alternatives. (15%)
- 2) Past success in completing similar projects in past 10 years on time and within budget. (25%)
- 3) Team Depth and ability to meet schedule requirements (10%).

VI. CONTACT PERSON:

All questions and correspondence shall be directed to the following person:

Eric Scheetz, P.E.
Truckee River Flood Management Authority
9635 Gateway Drive, Suite A
Reno, Nevada 89521

All relevant questions and answers will be recorded and posted at the TRFMA office noted above. In addition, any questions regarding the Request for Qualifications must be submitted in writing with your contact information to Eric Scheetz at the address listed above or by email at escheetz@washoecounty.gov. All such questions and answers will be mailed or emailed to all firms who have expressed interest in getting addenda to this RFQ. Interested firms shall not contact TRFMA officers, members of the Board of Directors, or selection committee members with questions or suggestions regarding this Request for Qualifications. Also under Nevada Statute, this must be strictly a SOQ. No mention of proposed costs or comparative costs for this specific project should be used in replying to this RFQ.

VII. ADDENDA:

Any addendum to this Request for Qualifications will be posted at the TRFMA office. Upon formal written request with contact information provided, addenda will be mailed to interested firms who have contacted TRFMA as interested in RFQ. If you want to be informed of Addenda please contact Eric Scheetz to be put on the list.

VIII. QUALIFICATION FORMAT AND CONTENT:

The criteria upon which the award will be made will not include cost. Experience in providing services for similar projects in size, scope, complexity, and the approach will be major factors, as well as specific emphasis on a local presence for the design firm.

A statement of qualifications for a qualifying firm must address all of the following points:

1. Cover letter signed by a representative of the firm who has authority to sign contracts for the firm.
2. A description of the firm and a statement of the firm's qualifications for performing the referenced consulting services.

3. A summary of the firm's recent experience with similar projects. Provide references for three (3) related projects, including contact person, telephone number, name and date of project, a brief description of the project, and a list of project designers, planners and project managers of the design firm who were responsible for the "day- to-day" activities for past projects listed.
4. Description of the firm's procedures for quality assurance in professional services to be provided.
5. A description that details the firm's capacity to complete projects on schedule and to retain firm control of costs.
6. A brief summary of the qualifications and experience of each team member who will be permanently assigned to the project and their roles in its completion, including in-house and outside consultants. Include length of service. Complete or targeted resumes may be included in an appendix. Projects that were completed by employees while working for other firms must also be indicated if relying on those prior projects to establish qualifications.
TRFMA reserves the right to approve outside consultants.
7. An organizational chart depicting the proposed project team. Firms using personnel from offices other than an office located in Washoe County should clearly indicate where staff members are located.
8. Provide a narrative on how your firm would approach the requested professional services, how resources and personnel would be allocated, and provide a proposed time schedule through the completion of design.
9. Statement of firm's ability to meet the insurance requirements of Exhibit A.
10. The statement of qualifications, excluding appendix, shall be a maximum of 30 pages. The appendix may be as large as needed.
11. The award shall be made after all TRFMA procedural requirements have been met.
12. Firms shall submit five (5) printed copies of their Statement of Qualifications. Statements of Qualifications must be received no later than **4:00 PM Pacific Time. on March 15, 2022** at the office the Truckee River Flood Management Authority, 9635 Gateway Drive Suite A, Reno, NV. 89521. We also require a single digital copy be forwarded to Eric Scheetz at email above.
13. The TRFMA reserves the right to reject any and all qualifications, to postpone the opening date for its own convenience, to make an award in its own best interest, and to waive any informalities or technicalities.

If a Firm feels that they cannot submit their submittals without including proprietary information, they must submit such information in a separate, sealed envelope labeled "Proprietary Information". The envelope must contain a letter from the Firm's legal counsel describing the documents in the envelope, representing in good faith that the information in each document meets the narrow definitions of proprietary information set forth in NRS 332.025, 332.061 and NRS Chapter 600A, and briefly stating the reasons that each document meets the said definitions. Upon receipt of a submittals accompanied by such a separate, sealed envelope, TRFMA will open the envelope to determine whether the procedure described above has been followed. Any information submitted pursuant to the above procedure may be used by TRFMA only for the purposes of evaluating submittals and conducting negotiations.

IX. INDEMNIFICATION / INSURANCE:

TRFMA has established specific indemnification and insurance requirements for contracts/agreements with contractors/consultants to help assure that reasonable insurance coverage is maintained. Indemnification and hold harmless clauses are intended to assure that contractors/consultants are aware of and accept the responsibility for losses or liabilities related to their activities. Attachment A is attached and included by reference. All conditions and requirements identified in this Attachment shall be completed prior to the commencement of any work under this Agreement.
