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LETTER OF INTEREST

LETTRE D'INTÉRÊT

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Public Works and Government Services Canada - Pacific
Region

800 Burrard Street, Room 219

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Title - Sujet RFI -Alaska Highway 2020-21	
Solicitation No. - N° de l'invitation EZ011-202982/A	Date 2020-02-21
Client Reference No. - N° de référence du client	GETS Ref. No. - N° de réf. de SEAG PW-\$PWY-036-8749
File No. - N° de dossier PWY-9-42236 (036)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-03-16	
Time Zone Fuseau horaire Pacific Standard Time PST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Martin (PWY), Delia	Buyer Id - Id de l'acheteur pwy036
Telephone No. - N° de téléphone (778) 707-2139 ()	FAX No. - N° de FAX (604) 775-6633
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: PWGSC - Alaska Highway, BC	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N°de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

REQUEST FOR INFORMATION (RFI)

Alaska Highway Program of Work 2020/2021 – Indigenous Benefits Plans

BACKGROUND

Infrastructure Assets Management, Public Services and Procurement Canada (IAM), is the national office with the purpose of coordinating and delivering the strategy, stewardship and/or divestiture of a portfolio of engineering assets under PSPC - IAM ownership, situated across the country.

The mandate of IAM is to develop long-term management strategies for its assets, informed by various asset studies. Asset studies, inspections and engineering reports are analyzed and used by IAM to formulate strategic options for the long-term management and/or divestiture.

A portion of the Alaska Highway is an asset within the IAM portfolio.

The Alaska Highway stretches 2,450 Kilometres through northern BC, the Yukon and the State of Alaska. Eighty percent (1,960 Km) of the Alaska Highway is in Canada. Mile "Zero" (or "Kilometer Zero") starts in Dawson Creek, BC, and terminates in Delta Junction, Alaska. The responsibility for the 835 Km section from Km 133, north of Fort St. John, BC, to Km 968 at the BC/Yukon border, rests with PSPC - IAM.

The highway was built 75 years ago during the Second World War by the United States Army and transferred to Canada after the war. The PSPC - IAM portion of the Alaska Highway is the principal land access route to northern BC, Yukon and Alaska. For northern BC residents, the Highway is virtually their main street, providing the only link between Fort St. John, Fort Nelson and smaller communities. Maintenance for this portion of the Alaska Highway has been contracted out since the early 1980s.

PSPC - IAM is obligated to act as a responsible owner and ensure the asset is safe for use. This includes protecting the integrity, value and usefulness of its assets, and providing and managing safe, healthy and productive facilities/assets, consistent with government standards and comparable to engineering norms. The objectives of this ongoing program of work are consistent with these principles and will ensure that the Highway is maintained in safe working condition as it is the principal transportation corridor in northeast BC and the main link with the Yukon and Alaska.

DESCRIPTION OF POTENTIAL PROGRAM OF WORK

There are three (3) categories of spending on the PSPC – IAM portion of the Alaska Highway that may be addressed in the potential program of work. Annual spending for 20/21 is expected to be between \$25M and \$35M. Some of this work requires specialized equipment and expertise.

1. Capital Spending

Project identification and priorities are based on annual inspection reports, engineering assessments, and safety monitoring. The 2020/21 priorities for the capital program of work include slope and roadbed stabilization work, bridge repairs, and culvert rehabilitation and replacement. Typical Work, Skills, Equipment and Sub-contracting required for this type of work include dump trucks, flaggers and traffic control, bulldozers, graders, mulch and seeding work, other heavy equipment and general labour.

2. Federal Contaminated Sites Action Plan (FCSAP)

Federal contaminated sites are located on land owned or leased by the federal government, or on land where the federal government has accepted responsibility for the contamination. Contamination is most often a result of past activities with environmental consequences that were not well understood at the time. The Government of Canada has taken action through the Federal Contaminated Sites

Action Plan (FCSAP) and remains committed to the proper management of those contaminated sites for which it is responsible.

As part of the remediation work being done under FCSAP on the Alaska Highway, PSPC - IAM is considering up to two sites in 2020/21 which may be suitable for Indigenous Benefits Plans. This remediation may include: excavation, transport to an offsite disposal facility, and/or operation of an onsite bioremediation facility. Typical work, skills, equipment and sub-contracting required for this type of work includes general labour, and other equipment hire such as dump trucks, backhoes and agricultural tractors.

3. Old Alignment Program of Work

This program aims to remove abandoned structures and roadbeds and deactivate in such a way to reduce risks and hazards. PSPC - IAM is proposing two larger remediation contracts for 2020/21, both north of Fort Nelson (culvert removal, road bed deactivation and bio-engineering techniques), with the possibility of additional work south of Fort Nelson subject to funding availability.

Typical Work, Skills, Equipment and Sub-contracting required for this type of work are environmental monitors, cultural advisors if required, dump trucks, cultural advisors, flaggers and traffic control, bulldozers, graders and general labour, as well as site rehabilitation work such as seeding and mulchers.

CONTEMPLATED PROCUREMENT STRATEGY

The Government of Canada is committed to reconciliation and meaningful engagement with Indigenous Peoples. In 2019/20, as part of Canada's commitment to reconciliation with First Nations, modernizing procurement practices and increasing bidder diversity that includes Indigenous Peoples, PSPC - IAM included requirements for Indigenous Benefits Plans in some of its contracts, six of which were associated with its operation of the Highway. The six procurements are:

EZ899-200462/A	Paving & Miscellaneous Works	https://buyandsell.gc.ca/procurement-data/tender-notice/PW-PWY-038-8634
EZ897-200262/A	Wonowon & K19 Remediation	https://buyandsell.gc.ca/procurement-data/tender-notice/PW-PWY-019-8613
EZ897-200197/A	Toad River Maintenance Camp Remediation	https://buyandsell.gc.ca/procurement-data/tender-notice/PW-PWY-028-8614
EZ899-201096/A	Deactivation of Former Alignments	https://buyandsell.gc.ca/procurement-data/tender-notice/PW-PWY-037-8671
EZ897-200716/A	Soil Treatment Facilities Soil Turning	https://buyandsell.gc.ca/procurement-data/tender-notice/PW-PWY-039-8627
EZ897-201126/A	Remediation of Contaminated Soil	https://buyandsell.gc.ca/procurement-data/tender-notice/PW-PWY-039-8673

In 2020/21, PSPC - IAM is considering continuing these initiatives. PSPC - IAM invites feedback from the Indigenous and non-Indigenous business communities on the effectiveness of its activities in 2019/2020 including, but not limited to procurement strategies, engagement activities industry with local indigenous companies. This feedback may also allow for consideration of potential benefits, such as skills training, direct employment and economic development within the area.

The procurement strategies are not yet finalized. The contemplated procurement strategies could be publicly tendered competitive Request for Proposals or Invitations to Tender that are open to any Indigenous and Non-Indigenous firms as well as Joint Ventures.

A portion of evaluation strategies in these potential procurements will include either mandatory or point-rated criterion focused toward an Indigenous Benefits Plan (IBP) related to the eight First Nations communities in proximity to the Alaska Highway. Conversely, the evaluation strategy may include a combination of both types of criterion.

There are eight First Nations communities in proximity to the Alaska Highway. The First Nations groups are:

Treaty 8 Tribal Association

- Fort Nelson First Nation
- Prophet River First Nation
- Blueberry River First Nation
- Halfway River First Nation
- Doig River First Nation

Kaska Dena Council

- Liard River First Nation
- Dease River First Nation
- Daylu Dena (Lower Post)

PURPOSE OF THIS RFI

The purpose of this RFI is to:

Gather information on the effectiveness of the Indigenous Benefits Plans implemented in 2019/20 from the perspective of both indigenous and non-indigenous business perspectives

Provide awareness of the planned projects in 2020/21 to the local Indigenous business community and industry

Continue an industry and community engagement process

Gather information and understanding of Indigenous Business and industrial capacity of local First Nations

INDUSTRY ENGAGEMENT QUESTIONS

For the purpose of this project, Canada is interested in determining the current and future capacity for the provision of construction material, equipment, labour and skills within the traditional territories of the Local First Nations.

Please consider the following questions in your response to this RFI.

1) For prime contractors who bid or considered bidding on these opportunities were the indigenous benefits plans as structured in the 2019/20 projects a consideration for your company in bidding or not bidding on the associated projects? If so, could you explain why?

2) For prime contractors who bid or considered bidding on these opportunities, are there considerations you would like to share on the structure of the Indigenous Benefits Plans used in 2019/20 and the impact on your bids?

3) For both indigenous community members and industry one of the indigenous procurement measures implemented for the procurement in 2019/20 was to ensure that a minimum percentage of subcontracting consist of diverse suppliers, which in this case would be focused toward local First Nations. Was the percentage of subcontracting with diverse suppliers of 5 to 15% difficult to achieve?

A diverse supplier is currently defined as a business owned or led by Canadians from underrepresented groups, such, Indigenous Peoples.

4) For prime contractors who bid or considered bidding on these opportunities do you anticipate the inclusion of the requirement for an Indigenous Benefits Plan (IBP) will have a future impact on your participation in procurement for Highway projects? If positive or negative, could you explain why?

5) For both indigenous community members and industry, are there any incentive strategies you think would be more effective in encouraging First Nations engagement resulting in more skills development, industrial capacity and economic benefit to local First Nations?

6) Please identify any other issues, concerns, or recommendations not addressed above.

NOTE TO RESPONDENTS

Respondents may submit their responses to the PSPC contact person, identified below, preferably via email.

Delia Martin
Supply Specialist, Real Property Contracting
Public Services and Procurement Canada
219 - 800 Burrard Street
Vancouver, B.C. V6Z 0B9
E-mail address: delia.martin@pwgsc.gc.ca
Telephone: 778-707-2139
Facsimile: 604-775-9381

A point of contact for the Respondent should be included in the package.

Respondents are encouraged to register on the List of Interested Suppliers for this RFI. The List of Interested Suppliers is considered a free self-identifying opportunity for businesses to increase networking or partnering opportunities.

Interested suppliers can self-identify by clicking the link "List of Interested Suppliers Terms of Use at the top right corner of the RFI notice page.
<https://buyandsell.gc.ca/procurement-data/tenders/about-tenders#lis-terms-of-use>

Learn more about the List of Interested Suppliers here:
<https://buyandsell.gc.ca/procurement-data/tenders/get-started/join-a-list-of-interested-suppliers>

COMMUNITY AND INDUSTRY ENGAGEMENT SESSION

In order to facilitate this information-gathering exercise, a Community and Industry Engagement event is scheduled. This event will provide contractors and the local First Nations the opportunity to provide feedback and input directly to PSPC - IAM.

Date: Wednesday, February 26, 2020
Time: 2:00 pm to 4:00 pm MST
Location: 4804 51st Ave West, Fort Nelson, BC

Respondents can participate in person or via teleconference. Interested suppliers should register a maximum of two representatives by notifying the PSPC contact person identified above (Delia Martin) no later than 4:00 pm PDT February 25, 2020. Further details will be provided to respondents.

Attendees are responsible for their own transportation, accommodation, meals and parking. PSPC - IAM will not reimburse any attendee for expenses incurred in attending, participating and/or responding to any part of these industry engagement activities.

IMPORTANT NOTE TO RESPONDENTS

This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

This RFI is not intended to constitute, or be interpreted as, a call for tenders, a call for proposals, or as a pre-qualification process. Submission of a response to this RFI or participation in a meeting is not intended to, nor does it, create any contractual or other legally binding obligation or duty, including any obligation or duty to accept or reject information, to enter into negotiations or decline to enter

into or continue negotiations, or to award or decline to award a contract. Participation in this RFI and the submission of a response to this RFI is not a pre-condition to participation in a subsequent commercial process, if any.

Respondents are requested to provide their comments, concerns, and, where applicable, alternative recommendations regarding how the requirements or objectives described in this RFI could be satisfied. Respondents should explain any assumptions they make in their responses.

There is no formal structure or format that a response to this RFI should meet. The respondent should feel free to submit whatever information it feels would make a useful and relevant contribution to PSPC - IAM analysis of this project and the development of solicitation documents to procure a solution to fulfill its requirements.

Canada may, in its sole discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response.

This RFI will not result in the creation of any source list. Therefore, whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement.

All responses will be treated as confidential, subject to the provisions of the Access to Information Act (R.S. 1985, c. A-1) and the Privacy Act (R.S., 1985, c. P-21).

PSPC - IAM will in no way make any direct attribution of any information obtained from respondents that has been identified by respondents as confidential or proprietary within their responses.

Responses will not be formally evaluated. However, PSPC - IAM will review all responses received by the RFI closing date. PSPC - IAM may, at their discretion, review responses received after the RFI closing date.

A review team composed of representatives of PSPC - IAM will review the responses received. PSPC - IAM reserves the right to hire any independent consultant or use any resources that it considers necessary to review any response, in part or in its entirety. Not all members of the review team will necessarily review all responses.

In addition to any other expressed or implied rights, PSPC - IAM reserves the right to:

1. Cancel this RFI process at any time;
2. Cancel this RFI process at any time and issue a new RFI for the same or similar information;
3. Make amendments to the timing and/or structure of this RFI process, including the closing date of the RFI, at its exclusive discretion;
4. Request additional supporting information or clarification from any or all respondents, and/or provide to respondents additional clarification and information pertinent to this RFI;
5. Contact any customer or reference provided within a respondents submission; and
6. Not consider any response, in its entirety, containing information which PSPC - IAM in its opinion, believes to contain misrepresentations or any other inaccurate, suspicious or misleading information.

Feedback and responses related to this RFI are requested no later than 16 March 2020 in order to allow for its review. Feedback and responses related to this RFI are requested must be submitted electronically to the contracting officer named above.

Changes to the RFI may occur and will be advertised on the Government Electronic Tendering System (buyandsell.gc.ca). PSPC - IAM may provide written answers to questions received on or before the RFI closing date by means of RFI addenda and or Questions and Answers Posted on Buyandsell.gc.ca. Canada asks Respondents to visit Buyandsell.gc.ca regularly to check for changes, if any.