



**REGION 2  
UNIVERSITY TRANSPORTATION RESEARCH CENTER  
RFP COVER SHEET**

**Title: Potential Long Island Intermodal Sites**

RFP Number: C-08-67

Sponsor: NYSDOT

Date Issued: December 4, 2008

Pre-Proposal Meeting Date: December 15, 2008

Expression of Interest: December 23, 2008

Draft Budget Due at UTRC: January 7, 2009 (send to [ckamga@utrc2.org](mailto:ckamga@utrc2.org))

Final Proposal Due at UTRC: January 8, 2009 (send to [ckamga@utrc2.org](mailto:ckamga@utrc2.org))

**RFP Closing Date: January 9, 2009**

**If you plan to apply:**

Please contact Camille Kamga at [ckamga@utrc2.org](mailto:ckamga@utrc2.org) to let us know you are assembling a proposal. We will make sure you receive any additional information that becomes available about this RFP.

**Proposal submission guidelines:**

Please submit your proposal electronically to UTRC. We will confirm that the proposals make comparable budget assumptions and will deliver the proposals to the sponsoring agency by the closing date.

**Funding available:**

Up to \$125,000 is available from NYSDOT. In addition, USDOT (UTRC) will provide up to \$50,000 in matching funds for requested funding above the NYSDOT budgeted amount. To the extent possible, we request that PIs identify sources of in-kind funding from their home institution (e.g., tuition waiver/reductions, overhead cost-sharing, faculty release time, etc.)

Budget forms can be downloaded at

<http://www.utrc2.org/research/assets/nysdotbudgetproposal.xls>

**For questions about this RFP, please contact:**

Paul Hoole, <[phoole@dot.state.ny.us](mailto:phoole@dot.state.ny.us)>

Director, Research and Policy Studies Section, 6th Floor

New York State Department of Transportation

50 Wolf Road

Albany, NY 12232

**For questions about budget preparation, please contact:** Camille Kamga, [ckamga@utrc2.org](mailto:ckamga@utrc2.org)

**Other Related Documents available at the UTRC website:**

Pre-bid meeting minutes: <http://www.utrc2.org/research/rfps/C-08-67/C-08-67PreBidMinutes.pdf>

Intermodal Freight Movement Opportunities for Long Island report:

<http://www.utrc2.org/research/rfps/C-08-67/PilgrimIntermodalFreightMvt.pdf>

Amendment #2 To RFP for C-08-67: Potential Suffolk County Intermodal Sites :

<http://www.utrc2.org/research/rfps/C-08-67/RFPAmend2toRFP12-17-08.pdf>

Pre-bid Conference Attendees: <http://www.utrc2.org/research/rfps/C-08-67/AttendanceSheet.pdf>

Business Cards for Key Contacts: <http://www.utrc2.org/research/rfps/C-08-67/businesscards.pdf>

**Request for Proposals**  
**C-08-67: Potential Long Island Intermodal Sites**  
12/4/08 (Revised: 12/18/08)

**Electronic Request for Proposals**

This request for proposals is being issued in electronic form only to expedite its distribution among the member of the UTRC consortium and to accommodate attachments in pdf format.

Key dates (see Special Notes):

- Pre-bid conference and facility tour on December 15, 2008
- E-mail conveying an “Expression of Interest” in proposing due December 23, 2008
- Proposals due January 9, 2009

**PROBLEM STATEMENT**

This proposed study responds to the Governor’s veto message of the proposed Senate Bill Number 6728-A, entitled: “*AN ACT to amend chapter 635 of the laws of 1987, establishing the Oak Brush Plain State Preserve, located on Long Island, in relation to the acquisition of lands previously compromising Pilgrim State Hospital*”. The bill would have foreclosed the construction of an intermodal center at Pilgrim (copy of the veto message is posted on the UTRC website at <http://www.utrc2.org/research/rfps/C-08-67/C0867Veto.pdf>). The Veto Message committed New York State to conduct a comprehensive, exhaustive analysis of the pros and cons for developing a truck/rail intermodal center at the site of Pilgrim State Hospital and/or other sites in Suffolk County.

**OBJECTIVES**

The study will assess the work done that supports the recommendation of an intermodal terminal site on Long Island. It will focus on potential intermodal sites by:

- Evaluating the selection criteria used in the Long Island Truck-Rail Intermodal Draft Environmental Impact Statement (LITRIM DEIS);  
This statement is available at:  
<https://www.nysdot.gov/portal/page/portal/regional-offices/region10/projects/long-island-intermodal>.  
Alternatively the DEIS can be located at [www.nysdot.gov](http://www.nysdot.gov), then click on “projects” and search on project identification number 033912.
- Evaluating the selection criteria used in the 1999 NYMTC white paper;  
This paper is Appendix D in the LITRIM DEIS.
- Considering the June 2007 Draft Value Engineering Study; (copy of the report is posted on the UTRC website at <http://www.utrc2.org/research/rfps/C-08-67/C0867-Draft-VE.pdf>)
- Assessing changed economic, truck and rail business models and their status

- Developing updated criteria for siting of potential intermodal sites
- Identifying potential intermodal center sites in Suffolk County using the updated criteria

The study should be coordinated with the engineering feasibility study of the Calverton rail spur site which has been proposed by the Town of Riverhead as well as any other on-going related studies.

In setting its criteria for site selection, the successful proposer should consider environmental criteria required by NEPA and SEQRA and set forth in the LITRIM DEIS, including environmental justice, traffic congestion, ground water, open space and other issues it deems appropriate, after consultation with the community representatives who attend the pre-bid conference and tour of the Pilgrim site (described below) or otherwise. The impacts on the Edgewood Preserve and the Brentwood, Dix Hills and Deer Park communities by any intermodal center at Pilgrim as well as the ability to mitigate those impacts will be specifically identified and analyzed by the study.

NYSDOT reserves the right to request that new information about the site at Pilgrim be made part of the study if and when pertinent information is made available and to use the successful proposer to help develop and evaluate the regional traffic plan called for in the veto message. If NYSDOT determines that it needs these additional services, the budget will be adjusted, if appropriate, and the services will be obtained through a supplemental task.

#### **PROPOSED TASKS**

1. Review existing studies, including the 1999 NYMTC white paper and LITRIM DEIS, and evaluate selection criteria they used to identify Pilgrim State Hospital as the preferred site for an intermodal center
2. Identify preliminary elements to be evaluated as pros and cons of an intermodal center at Pilgrim State Hospital, as well as other potential sites
3. Work with community, environmental and business interests and elected officials to compile final list of elements to be analyzed as well as site selection criteria (see **Community Consultation**, below)
4. Analyze business, freight rail and other commercial factors that may have changed since existing studies were produced and work with community, environmental and business interests to develop updated set of criteria for an intermodal center on Long Island
5. Identify potential intermodal sites in Suffolk County using updated criteria
6. Analyze the pros and cons of siting an intermodal center at Pilgrim as well as the other potential sites identified in Suffolk County
7. Work with NYSDOT to present report findings and potential intermodal site alternatives to community representatives and stakeholders, if necessary

#### **COMMUNITY CONSULTATION**

In developing site selection criteria and list of elements to be analyzed, the proposer should obtain the advice and input of community, environmental and business groups. At a minimum, the

proposer must consult with the Friends of the Edgewood Preserve and the Four Towns Civic Association in this regard.

### **PRODUCTS / DELIVERABLES**

- An exhaustive analysis of the pros and cons and assessment of whether an intermodal facility of any size is appropriate at Pilgrim State Hospital.
- Updated criteria for the siting of an intermodal center on Long Island
- List of potential sites for an intermodal center in Suffolk County
- An exhaustive analysis of the pros and cons of siting an intermodal center at the potential sites identified in Suffolk County
- Documentation of the analysis of pros and cons
- Findings for submission to the Legislature and the Governor in early 2009
- Final report

### **URGENCY / EXPECTED BENEFITS**

The findings will be presented to the Legislature and the Governor in early 2009. To address the time table set in the veto message, NYSDOT has set an aggressive schedule for receiving statements of interest and then proposals. Short time lines were set for receiving them to ensure compliance with the deadlines set by the veto message.

### **FUNDING**

The net cost to New York State is one of the selection criteria. When compared to competing proposals, a proposal that requires fewer New York State dollars will receive a higher score on the cost component of the selection criteria. The value of New York State funds required could be reduced through efficiencies (fewer hours per task and/or lower cost per hour) or through cost-sharing where other funds substitute for New York State funds).

The budget for this project is \$125,000.

Proposals with a New York State cost over the budgeted amount will also be considered, provided the New York State cost, exclusive of administrative fees, does not exceed the budget estimate by more than 20%. (Note: Cost-sharing funds may increase the total project cost further.)

### **ESTIMATED PROJECT DURATION**

The findings will be presented to the Legislature and the Governor in March, 2009.

### **SPECIAL NOTES**

- **Pre-bid conference and site tour will take place on 12/15/2008.** NYSDOT will hold a pre-bid conference and tour of the Pilgrim State site under consideration in the LITRIM DEIS. Representatives of community groups will be invited by NYSDOT so that they may be consulted by potential proposers as to elements that may be included in the study's analysis. Date is tentatively set for December 15, 2008 at 11:30 AM. Contact Paul Hoole to confirm the date and obtain the exact location. [Phoole@dot.state.ny.us](mailto:Phoole@dot.state.ny.us) All e-mails on this subject should include "C-08-67" on the subject line.
- **Expressions of interest are requested by 12/23/08.** These expressions should be

emailed to Paul Hoole at [phoole@dot.state.ny.us](mailto:phoole@dot.state.ny.us). All e-mails on this subject should include "C-08-67" on the subject line.

- **Proposals are due by close of business, 1/09/2009.** This Request for Proposals is being offered to all the members of the UTRC consortium. Members should submit proposals through UTRC. The receipt of a pdf copy of the proposal by NYSDOT on or before the due date of Friday, January 9, 2009 is satisfactory, provided 7 hard copies are received by close of business, Tuesday, January 13, 2009.
- **The designated contact for this solicitation is Paul Hoole.** Questions seeking clarification on the RFP will be accepted up to one week prior to the due date for proposals and should be e-mailed to: [phoole@dot.state.ny.us](mailto:phoole@dot.state.ny.us) All e-mails on this subject should include "C-08-67" on the subject line.
- **Lobbying Law.** Respondents should be familiar with and follow the requirements of New York State with regard to the Compliance Procurement Lobbying Law and consultant contract procurement. Information can be found on the NYSDOT website under Business Center / Doing Business with NYSDOT / Consultants / Non-Architectural Engineering Information / Active Solicitations:  
<https://www.nysdot.gov/main/business-center/consultants>
- Proposals should indicate direct and indirect costs, hourly rates and hours by task, travel costs, and material costs to assist NYSDOT in understanding how the total cost for the work was estimated. The winning proposal will result in a fixed cost contract based on details provided.
- Please provide a budget chart which shows for each task the deliverable and cost. Task headings in the Budget Chart are to match the scope task headings.
- Please include a Gantt Chart, showing the duration (start to finish) for each task in terms of weeks (i.e. Week 1, Week 2, etc.) since the actual start date is an estimate.
- If the proposal involves a joint venture or sub-consultants, it must be clear as to how tasks will be distributed or shared in the scope of work.
- Proposals, where the New York State costs total more than 20% over the budgeted cost of **\$125,000**, will not be considered for selection. If a potential respondent believes the project cannot be reasonably conducted without an increase in the budget, they should write to:

Paul Hoole, Director  
Research and Policy Studies Section, 6th Floor  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232

If a sufficient number of potential respondents indicate in writing that they believe the project cannot be reasonably conducted within the funding constraints specified and there are only a limited number of proposals submitted within the funding constraints, New York State reserves the option of not proceeding with the work or revising the budget estimate and issuing a new Request for Proposals.

## **CRITERIA FOR SELECTION**

### **Cost to New York State (20%)**

The lower the New York State cost, the greater consideration a proposal will receive.

### **Expertise / Understanding / Approach (80%)**

Expertise: What is the extent of the relevant experience of the proposer? What is the extent of the relevant experience of others who will be involved in the project?

Understanding of the Problem: Does the proposal reflect an understanding of the problem and its relevance to New York State? Does the proposal reflect an understanding of existing data and the current state of knowledge in New York State?

Approach: Is the proposed approach clear, especially in how it will build upon and enhance the state of knowledge in New York State? Will it yield the deliverables called for in the RFP? Does the approach show insight that will lead to results that will sufficiently assist New York State in addressing the problem? Is the proposed approach practical given the schedule and total budget? Will the proposed project draw upon all critical sources of pertinent information?

Investigators Previous Experience with Similar Projects: Successful completion of previous projects by the proposers will be considered. These projects should be in the area of expertise required for successful completion of this study.