THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FLOOR
JERSEY CITY, NJ 07302

REQUEST FOR INFORMATION

TITLE: **AIRCRAFT RESCUE AND FIREFIGHTING VEHICLES FOR JOHN F. KENNEDY INTERNATIONAL, NEWARK LIBERTY INTERNATIONAL, LAGUARDIA AND TETERBORO AIRPORTS**

NUMBER: **37048**

SUBMIT RESPONSE BEFORE THE DUE DATE AND TIME TO THE ABOVE ADDRESS

RESPONSE DUE DATE:	**April 11, 2014**	**TIME: 2:00 PM**
QUESTIONS SUBMITTED BY:	**March 28, 2014**	**TIME: 4:00 PM**

BUYER NAME:

Ms. Shanta Nelson
2 Montgomery Street
Jersey City, NJ 07302
201-395-3410

1. GENERAL INVITATION

The Port Authority of New York and New Jersey ("Port Authority" or "the Authority") seeks responses to this Request for Information (RFI) from firms that supply Aircraft Rescue and Firefighting (ARFF) vehicles. Our goal is to refine the Port Authority's understanding of current best practices and technologies in ARFF vehicles. The findings from this RFI may be used in guiding the design of a future Bid Specifications or Request for Proposals (RFP) or other procurement solution, with respect to the procurement of ARFF vehicles. However, by issuing this RFI, the Authority is not committing to any particular course of action.

2. ABOUT THE PORT AUTHORITY

The Port Authority is an agency of the States of New York and New Jersey, created and existing by virtue of the Compact of April 30, 1921, made by and between the two States, and thereafter consented to by the Congress of the United States. It is charged with providing transportation, terminal and other facilities of trade and commerce within the Port District. The Port District comprises an area of about 1,500 square miles in both States, centering about New York Harbor. The Port District includes the Cities of New York and Yonkers in New York State, and the cities of Newark, Jersey City, Bayonne, Hoboken and Elizabeth in the State of New Jersey, and over 200 other municipalities, including all or part of seventeen counties, in the two States. The Port Authority manages and/or operates all of the region's major commercial airports (Newark Liberty International, John F. Kennedy International, Teterboro, LaGuardia and Stewart International Airports), marine terminals in both New Jersey and New York (Port Newark and Elizabeth, Howland Hook and Brooklyn Piers); and its interstate tunnels and bridges (the Lincoln and Holland Tunnels; the George Washington, Bayonne, and Goethals Bridges; and the Outerbridge Crossing), which are vital "Gateways to the Nation."

The Port Authority is a financially self-supporting public agency that receives no tax revenues from any state or local jurisdiction and has no power to tax. The revenues of the Port Authority are derived principally from the tolls, fares, landing and dockage fees, rentals and other charges for the use of, and privileges at, certain of the Port Authority's facilities.

3. CURRENT OPERATIONS

The Port Authority is responsible for the operation of five airports within the NY/NJ area: John F. Kennedy International Airport, Newark Liberty International Airport, LaGuardia Airport, Teterboro Airport and Stewart International Airport. The Port Authority ARFF Units provide the ARFF response cadre at all airports but Stewart Airport, which is provided by AvPorts. Existing ARFF vehicles at John F. Kennedy International Airport, Newark Liberty International Airport, LaGuardia Airport and Teterboro Airport are all approaching the end of their useful life and will need to be replaced. Including deployment at the Port Authority Rescue Training Center, and spare equipment stationed at each airport, the Port Authority currently operates ARFF equipment with characteristics of each type as follows:

Striker S-3000 Major Vehicles with aerial waterway, 6x6 configuration

Water capacity: 3,000 gallons
Wheelbase: 236" (tandem axle)
Length: 491.6"
Width: 139.5" including mirrors (outside wheel to wheel is 120")
Height: 150"
GVWR: 81,000 lbs.
Weight: 73,000 lbs. (loaded)
Foam proportioning system
High output bumper turret

Striker S-3000 Major Vehicles with Elevating Light Mast, 6x6 configuration

Water capacity: 3,000 gallons
Wheelbase: 236" (tandem axle)
Length: 491.6"
Width: 139.5" including mirrors (outside wheel to wheel is 120")
Height: 150"
GVWR: 81,000 lbs.
Weight: 69,000 lbs. (loaded)
Foam proportioning system
1,000 gpm roof turret
High output bumper turret
10-kw generator

Striker S-1500 Rapid Intervention Vehicles (RIV), 4x4 configuration

Water capacity: 1,500 Gallons
Wheelbase: 205"
Length: 414.75"
Width: 139.5" including mirrors (outside wheel to wheel is 120")
Height: 139"
GVWR: 54,000 lbs.
Weight: 48,000 lbs. (loaded)
High output bumper turret with Hydro-Chem nozzle
Foam proportioning system
1,000-pound dry chemical system
10-kw generator
Elevating light mast

Striker S-1500 Rapid Intervention Vehicles (RIV), with aerial waterway, 4x4 configuration

Water capacity: 1,500 Gallons
Wheelbase: 205"
Length: 414.75"
Width: 139.5" including mirrors (outside wheel to wheel is 120")
Height: 139"
GVWR: 54,000 lbs.
Weight: 48,000 lbs. (loaded)
High output bumper turret with Hydro-Chem nozzle
Foam proportioning system
1,000-pound dry chemical system
10-kw generator

4. PORT AUTHORITY GOALS AND OBJECTIVES

The primary goal of this RFI is to learn about the changes and advancements to ARFF vehicles and technology since the year 2000, the last time the Port Authority procured ARFF equipment for its airports. This knowledge will allow the Authority to develop a vehicle specification that will best meet the needs of its airports.

The provided information may be used in guiding the design of a future bid specification, RFP or other procurement solution for the procurement of ARFF vehicles.

5. RFI RESPONSE CONTENT

In response to this RFI, the Respondent is requested to answer the following questions:

a. From your company's perspective, please identify the five (5) most significant advancements that have occurred in ARFF technology since the year 2000. For each advancement, please describe the technology change and the expected benefits.
b. What size trucks do you manufacture?
c. What axle configurations do you offer?
d. In addition to water, what type of fire fighting systems (foam, dry chemical, etc.) do you offer?
e. Have you ever provided access to dry chemical and halotron through separate hand lines on a truck that also provides 1,500 to 3,000 gallons of water?
f. Can your truck be equipped with an aerial waterway? If so, what size?
g. What type of turrets do you offer?
h. What type of aerial waterway technology do you employ on your vehicles? Do you have available high-reach extendable waterways in your vehicle portfolio? If so, how many vehicles have you sold that employ this technology?
i. Have you tested your aerial waterway response times? If so, what is the approximate time required to fully extend the entire nozzle assembly?
j. What engine manufacturer is used?

k. Are your engines approved for operation on B20 biodiesel fuel?
l. Are there alternative fuel (CNG, DME, etc.) options available?
m. With a completed solicitation anticipated in early 2015, what emissions standards will your engine(s) be meeting?
n. How will your units address the particulate trap regeneration issue should it be needed during an emergency response?
o. During hanger sprinkler maintenance and other events the units must remain on-station for protracted periods of time. Usually they are required to be idling the entire time during these events. How will the need to regenerate the particulate trap be mitigated during such periods of extended idling?
p. In the above indicated situation and similar events requiring protracted operations in either cold or hot ambient temperatures (0 – 100 F Degrees), how is adequate cooling and heating provided to the cab, and the fire-fighting agents?
q. What are the driver selectable options for engaging drive axles and differential locks? Are there any special options or configurations you would recommend realizing that Port Authority airports have extensive pavement (and few off-road) areas and will probably operate on paved surfaces more than 90 percent of the time?
r. What transmission manufacturer is used?
s. How do you balance the need for emergency response reliability with computer controlled power train safeties such as low oil pressure, engine over temp, pump over temp, etc.?
t. Is your truck equipped with independent suspension?
u. What type of brakes are on the truck?
v. Which wheels are equipped with spring type emergency braking?
w. What type of navigation system is offered?
x. What type of low visibility enhanced vision system is used?
y. Do you offer a vehicle monitoring and data acquisition system?
z. What is the material of the water/foam tanks?
aa. What is the pump capacity?
bb. Please explain how you accomplish "pump and roll" capability, and what are the limitations on pumping and driving.
cc. What type of auxiliary equipment can you offer?
dd. What type of pump "over heat" protection is used?
ee. Do you use an indicator to alert the driver the parking brake is engaged?
ff. Can your electrical system handle the load to allow the truck to be started with all vehicle emergency lights on?
gg. What kind of on-board stand-by system is used to allow quick take-off from the garage?
hh. What are the recommended intervals for fluid changes, and air filter, cabin air filter, oil filter, hydraulic oil filter and fuel filter changes?
ii. Are windows heated? Are wiper blades heated? If so, how are they selected, and what provisions are there to prevent improper use?
jj. Some units may be equipped with 110 VAC generator, light towers, and scene lights. What type generator drive (PTO, independent engine, other?) do you offer/recommend and what options do you offer in elevating light towers and scene lights?

kk. Please list three airports, with contact information, to which you have sold ARFF equipped Driver Enhanced Vision Systems.
ll. Please describe your company's standard warranty provisions, including any limitations on added features (DEVS, FLIR, aerial waterway, navigation systems, etc.)
mm. Please discuss your company's manufacturing times as it relates to 1,500 and 3,000 gallon vehicles. Are there any special exceptions to install added features in the vehicles?
nn. Where is your parts warehouse located?
oo. What is your parts availability and delivery time?
pp. What system (s) do you use to flush out the lines after dry chemical is used?
qq. Are the turret control wiring harnesses off the shelf items that are stocked?
rr. Are you able to supply to us ALL software required for the COMPLETE diagnosis of any and all components on this vehicle?
ss. What type of access is there to replace "wear and tear" items, i.e. ball valves, main water pump, battery, filter compartment, fluid level check points for all components or electronic indicators for liquid levels of the component?
tt. What type of material is used for ball valves? Are there indicators showing the position of valves?
uu. If your company were to submit a proposal, what country(ies) would furnish the steel; what percentage of components would be produced in which country(ies); and, in which country(ies) would the assembly of the units into a finished product take place?

6. RFI RESPONSE FORMAT

The Respondent is requested to organize the response as follows:

a. Cover page, including vendor's name and RFI number/title.
b. Letter of Transmittal containing:
  i. Name, address, company website URL
  ii. Contact information (name, title, email, telephone and fax numbers) of the individual who shall act as the Respondent's contact with the Authority for further information requests and future solicitations. In addition, at any time after the opening of the RFI submittals, the Port Authority may request additional information relating to the Respondent's qualifications and will use this individual as the point of contact for these queries.
c. Executive Summary.
d. Response to all items listed in Section 6, RFI Response Content, above.
e. Any additional services and benefits that the vendor can offer that are above and beyond those specified in this RFI.
f. Attachments, including any work samples, product cut sheets, and/or other relevant information that the vendor believes to be beneficial to include as part of the RFI response.

7. SUBMISSION OF INFORMATION

Each Respondent shall submit six (6) hard copies and six (6) Compact Disc (CD) copies of its response to this RFI. The response must be submitted to Shanta Nelson, Principal Buyer,

Procurement Department, 2 Montgomery Street, Third Floor, Jersey City, NJ 07302, no later than 2:00 p.m. on March 3, 2014.

8. QUESTIONS

Any questions by prospective respondents concerning this RFI shall be addressed to the Buyer, Shanta Nelson at snelson@panynj.gov no later than 4 P.M. on February 24, 2014.

9. CONFERENCE

At any time after the receipt of responses, the Respondent may be asked to attend an informal discussion conference with staff of the Authority regarding further clarification of the response and/or additional information. To facilitate the free flow and exchange of ideas and information, it is our intent to meet with Respondents separately. The Authority will communicate the date, time and place of the conference, if held.

10. GENERAL

Neither the expression of your organization's interest, nor the submission of your organization's qualifications and any documents or other information, nor the acceptance thereof by the Port Authority, nor any correspondence, discussions, meetings or other communications between your organization and the Port Authority, shall impose any obligation on the Port Authority. Costs of participation, responding to this RFI or information preparation are not compensable.

ATTACHMENT A

AGREEMENT ON TERMS OF DISCUSSION

The Port Authority's receipt or discussion of any information (including information contained in any proposal, vendor qualification, ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) shall not impose any obligations whatsoever on the Port Authority or entitle us to any compensation therefor (except to the extent specifically provided in such written agreement, if any, as may be entered into between the Port Authority and us). Any such information given to the Port Authority before, with or after this Agreement on Terms of Discussion ("Agreement"), either orally or in writing, is not given in confidence. Such information may be used, or disclosed to others, for any purpose at any time without obligation or compensation and without liability of any kind whatsoever. Any statement which is inconsistent with this Agreement, whether made as part of or in connection with this Agreement, shall be void and of no effect. This Agreement is not intended, however, to grant to the Port Authority rights to any matter, which is the subject of valid existing or potential letters patent. The foregoing applies to any information, whether or not given at the invitation of the Authority.

Notwithstanding the above, and without assuming any legal obligation, the Port Authority will employ reasonable efforts, subject to the provisions of the Port Authority Freedom of Information Code and Procedure (FOI Code) adopted by the Port Authority's Board of Commissioners on March 29, 2012, which may be found on the Port Authority website at: http://www.panynj.gov/corporate-information/pdf/foi-code.pdf, not to disclose to any competitor of the undersigned, information submitted which are trade secrets which, if disclosed, would cause injury to the competitive position of the enterprise, and which information is identified by the Proposer as proprietary, as more fully set forth in the FOI Code, which may be disclosed by the undersigned to the Port Authority as part of or in connection with the submission of a proposal.

_____
(Company)

_____
(Signature)

_____
(Title)

_____
(Date)

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