

**THE PORT AUTHORITY OF NY & NJ**

PROCUREMENT DEPARTMENT  
4 WORLD TRADE CENTER  
150 GREENWICH STREET, 21ST FLOOR  
NEW YORK, NY 10007

**REQUEST FOR INFORMATION**

TITLE: PROPOSED LAGUARDIA AIRTRAIN SYSTEM, VEHICLES AND  
SYSTEM TECHNOLOGY

NUMBER: 50144

RESPONSE DUE DATE: RESPONSES WILL BE RECEIVED AND REVIEWED ON A  
ROLLING, ON-GOING BASIS, WITH A FINAL DUE DATE NO  
LATER THAN: JULY 20, 2017 TIME: 2:00 PM EST

BUYER NAME: JAMES SUMMERVILLE  
PHONE #: (212) 435-4642  
EMAIL: [jsummerville@panynj.gov](mailto:jsummerville@panynj.gov)

## **1. GENERAL INFORMATION: THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

For background with respect to The Port Authority of New York and New Jersey (the Port Authority) see [www.panynj.gov](http://www.panynj.gov). Additionally, the most recent electronic version of the Authority's Annual Report is available at <http://www.panynj.gov/corporate-information/annual-reports.html>

## **2. OVERVIEW**

The Port Authority is seeking information from firms that manufacture rail vehicles and rail vehicle components for automated people movers or metro or light rail technologies ("Respondents"). The Port Authority may use this information to help inform next steps for the proposed AirTrain system at LaGuardia Airport ("LGA or the "Airport").

The Port Authority will not preclude firms or organizations who do not respond to this Request for Information (RFI) from participating in any possible future procurement for the proposed LGA AirTrain system.

## **3. INTRODUCTION**

### **A. PROJECT SUMMARY**

As part of the redevelopment of LGA, the Port Authority is considering the development of a new AirTrain automated rail transportation system (the "LGA AirTrain") from the Airport to Willets Point, Queens. The proposed LGA AirTrain system would serve air travelers, airport employees, and others having airport-related business, operating between LGA and Willets Point, with connections to the Long Island Rail Road (Port Washington Branch) and the Willets Point-Mets Station of the Metropolitan Transportation Authority's New York City Transit Flushing subway line (7 train). The proposed LGA AirTrain system would also serve as an on-airport transit system to accommodate current growth and the redevelopment of the Airport's Central Terminal Building (Terminal B), and the redevelopment of Delta Airlines' Terminals C and D, while not precluding a possible future expansion to Terminal A. The program for the proposed LGA AirTrain would also include associated facilities and infrastructure (stations, guideway, maintenance/control facility, etc.) and the systems (vehicles, train control, power distribution system, etc.) for the proposed LGA AirTrain.

The Port Authority is currently conducting planning and feasibility studies of the proposed LGA AirTrain system, including the development of conceptual alignments, ridership forecasts, geotechnical investigation, analysis of traffic impacts, technology assessment and financial feasibility.

### **B. GOAL OF THIS RFI**

A key aspect of planning for the proposed LGA AirTrain is determining the availability and delivery schedule of rail cars that could be used on the LGA AirTrain. As the Port Authority develops its overall project strategy for delivering the proposed LGA AirTrain, having input from rail car and systems suppliers, obtained through responses to this RFI and in subsequent meetings with select Respondents, is essential to the Port Authority's planning process and development of potential procurement strategies.

The Port Authority recognizes that rail car suppliers have a variety of factors to consider when they are making the decision to submit a proposal to a specific project. These key factors include but are not limited to:

- A. The size of the fleet to be provided;
- B. The delivery schedule requirements;
- C. The technical requirements such as radius, grades, speed, environment, and ATC requirements;
- D. Whether the supplier has an existing rail car design that it can use or adapt to the system or if supplier would have to design a new rail car to meet the requirements.

In addition to technical issues, there are contractual factors and relationships that might influence a rail car supplier's decision to participate in a procurement process. Examples of these factors include whether the vehicle supplier has to be part of the Design, Build, Operate and Maintain (DBOM) consortium, or Design, Build, Finance, Operate and Maintain (DBFOM) consortium versus a standalone supply contract, and whether or not the contract includes post-delivery maintenance services.

#### **4. SUBMISSION OF INFORMATION**

The Port Authority intends to receive and review responses on an ongoing, rolling basis, as submissions are made. The final date for submission ("Final Submission Date") is set forth on the cover of this RFI.

Each Respondent must email a .PDF copy of its response to James Summerville at [jsummerville@panynj.gov](mailto:jsummerville@panynj.gov) by the due date and time conveyed on the cover page of this RFI. The subject line should clearly indicate the transmission is in response to this RFI for the Proposed LGA AirTrain System and include the RFI number #50144 listed on the cover page. Exclude any images in your response that could complicate the easy dissemination of your response. Moreover, do not provide marketing materials.

The Response must also include or identify:

1. Transmittal Letter / Executive Overview
  1. The name, address, URL and Federal Employer Identification Number of the Respondent;
  2. Contact information (name, title, email, telephone number) of the individual who shall act as the Respondent's contact with the Port Authority for further information requests and future solicitations, if any. In addition, at any time after the opening of the responses to the RFI, the Authority may request additional information relating to the Respondent's qualifications and will use this individual as the point of contact for these queries.
  3. A brief description of the Respondent, its lines of business, organization, mission, affiliates, objectives, location, years in business under its present business name, and a list of previous business names used, if any.
2. A signed copy of Attachment A (*Agreement on Terms of Discussion*) hereof.
3. Responses to questions/requests for information in Attachment B (*Feedback Survey*).

4. A description of the Respondent's experience in providing rail vehicles and/or rail vehicle components for automated people movers or metro or light rail technologies. Provide a client list identifying or describing the following:
  1. Client
  2. A description of the installed system
  3. Contract term (beginning/end)
  4. The value of the contract

## **5. QUESTIONS**

Any questions by prospective Respondents concerning this request must be addressed by email to the Buyer listed on the cover page of this RFI.

## **6. MEETINGS WITH SELECT RESPONDENTS**

At any time after the receipt of responses, Respondents may be asked to attend an informal discussion with Port Authority staff and their advisors regarding further clarification of the response or for additional information. The Port Authority may, based on review of submitted material and other information gathering, elect which Respondents it wishes to meet with. To facilitate the candid free flow and exchange of ideas and information, the Port Authority intends to meet with Respondents separately. The Port Authority will communicate the date, time, place and objectives of the meetings in due course.

Note: The Port Authority may schedule and hold individual conferences with select Respondents on a rolling basis, as responses are received by the Port Authority, which may be prior to the Final Submission Date.

## **7. GENERAL**

- A. The Port Authority reserves the right to conduct interviews, issue a solicitation for a proposal, or to perform none of the above.
- B. The Port Authority reserves the unqualified right in its sole and absolute discretion to choose to accept or reject any and all firms responding to this RFI on the basis of an evaluation of the responses to the RFI. The Authority also reserves the unqualified right to request further information from any Respondent.
- C. Neither the expression of your organization's interest, nor the submission of your response to the RFI and any documents or other information supplied by you, nor any correspondence, discussions, meetings or other communications between your organization and the Port Authority, shall impose any obligation on the Port Authority. The Port Authority shall have no obligation to any Respondent. The Respondent's costs of participation in 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(s), 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.

Any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) provided in connection with this procurement is subject to the provisions of the Port Authority Public Records Access Policy adopted by the Port Authority's Board of Commissioners, which may be found on the Port Authority website at: <http://corpinfo.panynj.gov/documents/Access-to-Port-Authority-Public-Records/>. The foregoing applies to any information, whether or not given at the invitation of the Authority.

\_\_\_\_\_  
(Company)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

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DO NOT RETYPE.**

**Rev. 01/27/17**

## **ATTACHMENT B – FEEDBACK SURVEY**

The Port Authority's experience with automated people mover technologies has demonstrated the value of performance characteristics and a rail car configuration that is well suited for moving a high volume of airport passengers with luggage and luggage carts in New York weather conditions. While the needs for the proposed LGA AirTrain may be similar to AirTrain JFK, there is flexibility in the rail car configuration that could be implemented.

The conceptual design of the proposed LGA AirTrain is in the early stages of development. The answers to the following questionnaire will help the Port Authority gauge the level of interest of firms in responding to potential future solicitations for the AirTrain System, and should help inform the development of requirements that: (a) satisfy the proposed LGA AirTrain performance goals and criteria, and (b) maximize or encourage competition. In addition to providing answers to the following questions, feel free to provide additional relevant information that can help us meet the goals of this RFI.

### **Existing Vehicle (General Description)**

Provide a list of the types of rail vehicles that you manufacture and may fit (with or without modifications) with a system similar to the AirTrain at John F. Kennedy International Airport. Include a brief description of the use and difference between vehicles (e. g. passenger space, reliability, availability, Life-Cycle-Cost).

### **Quality and Reliability**

With respect to developing potential future solicitations, provide information that the Port Authority should consider in specifying a high quality, highly reliable vehicle that includes a design optimized for keeping the rail car available for service or should be included as part of a vehicle maintenance contract.

### **Experience with Train Control Suppliers**

1. What suppliers of Train Control systems has your firm worked with in the past ten (10) years and what was your firm's level of participation in the system integration efforts of the Train Control system?
2. Has your firm participated in the system integration of any driverless train control system and, if yes, what was specific system.
3. If you have not participated in building a driverless system, would a preference for this experience affect your decision to bid?

### **Delivery Schedule**

1. Describe the factors that influence the lead time to delivering the first unit and the delivery schedule for the balance of the order.
2. How does the projected lead time differ between an off-the-shelf design and a new design?

### **Strategies for Adherence to Fleet Maintenance**

In considering a maintenance role for your vehicle, recommend any key management strategies or requirements that the Port Authority should consider including in a future solicitation that would ensure the timely adherence to properly maintaining the fleet.