

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO



One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

September 24, 2019

Mr. Adam Catherine Stantec Consulting Services Inc. 10000 Midlantic Drive Suite 300W Mount Laurel, NJ 08054-1520	Mr. Jack Kanarek Dewberry Engineers Inc. 200 Broadacres Drive Suite 410 Bloomfield, NJ 07003-3154
Mr. Lou Luglio Sam Schwartz Consulting L.L.C. 30 Montgomery Street, Suite 1340 Jersey City, NJ 07302	Derrick Hallahan HNTB Corporation 350 Fifth Avenue, 57 th Floor New York, NY 10118

Re: NJ TRANSIT Contract No. 16-022
Task Order Contract: Stations, Access, Parking and Site Planning

Subject: Assignment Request: Princeton Transitway Study

To Whom It May Concern:

In accordance with the procedures outlined in the above-referenced Contract, a Scope of Work is attached for the development of a Technical and Cost Proposal for the above-subject Assignment Request.

One (1) original copy, three (3) hard copies and one (1) electronic copy on USB of your technical proposal are to be submitted no later than 3:00 p.m. on Tuesday, October 29, 2019 and addressed as follows:

Janet Ellenbacher
NJ TRANSIT
Procurement Department
One Penn Plaza East, 6th Floor
Newark, New Jersey 07105

Re: TOC 16-022 Task Assignment Request: Princeton Transitway Study

Technical Proposals are to be prepared in letter format on 8-1/2" x 11" paper. Technical Proposals are to include the proposed approach and methodology (work plan) for accomplishing the task, resumes for proposed key personnel, proposed resource allocation (man-hours by task and personnel classification plus total man-hours proposed for the assignment; DBE participation is to be highlighted and total DBE

participation provided as a percentage) and proposed schedule. Costing information is not to be included in the Technical Proposals.

The technical evaluation criteria will include: 1.) Approach and Methodology, 2.) Qualifications and Relevant Experience of the Project Manager and Individuals, 3.) Qualifications and Relevant Experience of the Firm, 4.) Resource Allocation and Level of Effort/Distribution of Hours.

A 23% DBE participation goal has been set to all Tasks authorized under the above-referenced Contract. Technical Proposals shall specifically detail the proposed DBE participation under this Task Assignment. The attached DBE forms A, A1, A2, and B will be completed and requested from the highest ranked proposer and submitted with the Cost Proposal.

NJ TRANSIT will request a Cost Proposal and enter into negotiations with the highest ranked proposer to reach an agreement on the scope of services and the fair and reasonable compensation to be paid by NJ TRANSIT. If in the opinion of NJ TRANSIT, a satisfactory agreement cannot be negotiated with the highest ranked proposer, NJ TRANSIT will end negotiations and initiate negotiations with the second most qualified firm. NJ TRANSIT considers all aspects of a Consultant's proposal negotiable.

This letter should not be interpreted as an award of a contract or as a commitment to reimburse for any costs incurred in the preparation of a proposal.

Should you have any questions, please do not hesitate to contact me via email at jellenbacher@njtransit.com or by telephone at (973) 491-7580.

NJ TRANSIT looks forward to receiving and reviewing your Proposal.

Sincerely,



Janet Ellenbacher
Principal Contract Specialist
Procurement Department

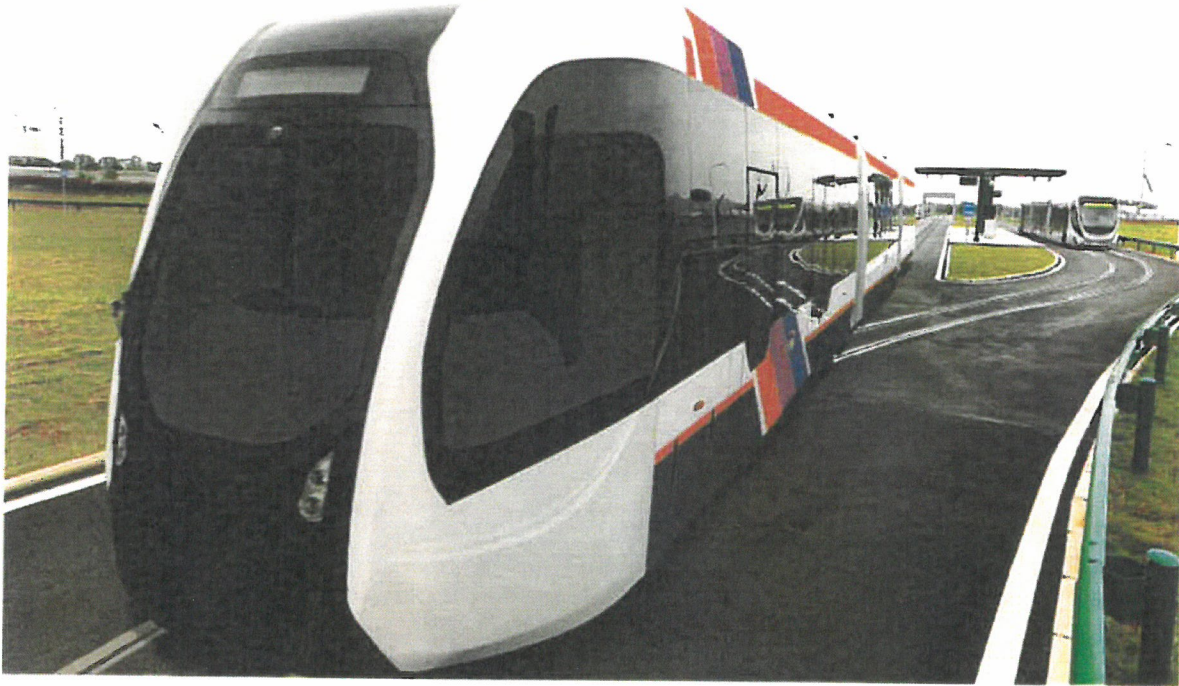
Attachments

cc: M. Viscardi

NJ TRANSIT Contract No. 16-022
Task Order Contract: Stations, Access and Site Planning
Assignment Request: Princeton Transitway Study

ATTACHMENT A – SCOPE OF WORK

PRINCETON TRANSITWAY STUDY



Purpose

The purpose of this study is to evaluate potential transit improvements in a study corridor that consists of the Princeton Branch rail right-of-way and transit connections to it. The study will investigate opportunities to provide and expand service on this corridor using state of the art transit modes. It will consider alternative transit modes to accommodate ridership demand, including new and emerging technologies that have the potential to improve service and potentially function more cost effectively than the present arrangement. This will provide an opportunity to explore the potential for multi-modal transport, autonomous high headway service, and beyond. A primary consideration in this assessment will be travel demand relating to the proposed expansion of adjacent Princeton University, as well as the community's increasing demand for transit. It is NJ TRANSIT's intention to work closely with Princeton University for the purpose of advancing this study

This study will also explore possibilities for utilizing this corridor as a backbone for additional transit, including other local and/or regional transit where use of the "Transitway" would offer an operational benefit. These may include existing bus services, new services, or potentially the extension of the existing service into downtown Princeton.

Background

NJ TRANSIT's Princeton Branch is a 2.7-mile electrified commuter rail line running between Princeton Junction (in West Windsor) and Princeton, the line's only two stations. At Princeton Junction, passengers connect to/from the Northeast Corridor with rail service to New York City, Newark, and Trenton, as well as to AMTRAK regional and national rail services. Princeton Branch service is provided exclusively by Arrow III self-propelled Electric Multiple Unit (EMU) cars, which are also operated on other NJT electrified rail lines. Built in 1977, these EMU cars are nearing the end of their long service lives. NJ TRANSIT is challenged by the need retire its fleet of Arrow III EMUs. Because of capacity constraints on the rail system, the Arrow III cars will be replaced with new higher capacity, multi-level EMUs which would be ill-suited for operation on the Princeton Branch.

Concurrently, Princeton University is re-evaluating its general master and transportation plans, with the aim of expanding housing and facilities beyond the current campus limitations. It is the University's intention to expand the role of transit in facilitating their campus expansion. The University is currently being served by NJ TRANSIT Rail, private bus carriers, Campus Transit (Tiger), and the 600-series NJ TRANSIT local bus lines, but the demand for expanded services is growing and the University is actively encouraging faculty and employees to use public transit services and satellite parking lots.

In 2006, NJ TRANSIT released a concept plan for a Bus Rapid Transit (BRT) system serving the Princeton area, within which the study corridor served as the central artery anchoring the proposed BRT system. A goal of the current effort is to determine if a multi-modal Transitway in the study corridor can function in a similar way, serving existing travel needs while also supporting new "overlay" services that would benefit from operating on this corridor to efficiently access Princeton municipality, Route 1, West Windsor, the University and regionally.

SCOPE OF SERVICES

TASK 1: MEETINGS

The Consultant team shall coordinate and participate in monthly project meetings with NJ TRANSIT. In addition, up to four (4) outreach meetings shall be accommodated, including Princeton University, municipal, county, state, transportation management association, metropolitan planning organization, and other interested parties. These will include a kick-off meeting, an interim progress meeting, and one or two meetings to present and review study findings and conclusions.

TASK 2: CONCEPTUAL PLANNING

The Consultant shall review and assess physical conditions in the study corridor, including constraints, potential flooding and wetland issues and a cursory structural analysis of affected bridges. Informed by the physical assessment, the Consultant shall develop up to four (4) conceptual transit solutions for the study corridor:

Alternate One: A road cart-way with embedded rail, to facilitate both rail and rubber-tired tram-style vehicles upon a shared use right-of-way, with appropriate access to the local road system. A decoupled (non-FRA, not connected to the Northeast Corridor) rail option should preferably not be diesel and will require an estimated location and cost of a maintenance facility.

Alternate Two: Stand-alone rail with parallel roadway for overlay rubber-tired tram and/or bus service. This option will look at continued use of the Arrow III self-propelled Electric Multiple Unit (EMU) cars with operating costs estimated for continued maintenance and restoration of existing vehicles, or replacement with another type of suitable FRA-compliant rail vehicle with operating costs and maintenance requirements specified. The adjacent rubber tired cart-way would require new bridge work over the canal, lake, Route 1 and Assupcreek near the Princeton Junction Station, so for this alternative, assume a 26' cart-way for the entire run.

Alternate Three: A road cart-way with guideway for rubber-tired tram and/or bus service. Same as alternate one-except designed with a guide-way, also allowing buses.

Alternate Four: No build option. This option will look at continued use of the Arrow III self-propelled Electric Multiple Unit (EMU) cars with operating costs estimated for continued maintenance and restoration of existing vehicles, or, replacement with another type of suitable FRA-compliant rail vehicle with operating costs and maintenance requirements specified. No new stations or structures under this option.

To support the development and display of alternative transit concepts, the Consultant shall utilize existing available mapping resources. NJ TRANSIT will supply to the selected consultant previous study work and mapping available in pdf format unless better information becomes available.

All paved cart-ways shall be designed in the vicinity of the current Princeton Branch, at a width of about 26', with the exception of the 3 trestles (canal, Stony Brook/Carnegie Lake, Route 1), which will be retro-fitted/converted for one width of travel with signalization on each end-or retro-fitted to 26' cart-way if feasible without a full bridge reconstruction. The Assunpink Creek crossing close to Princeton Junction will be a 26' design. For Alternative #2, which would have existing rail and a parallel paved cart-way, since four new bridges/overpasses will need to be constructed, they can be estimated all with a 26' cart-way.

Two optional additional stations will be proposed on Princeton University properties—one at an area between Canal Point Boulevard and Route 1 (southbound), and one behind the Princeton University owned parcel on Alexander Road, east of Route 1 and located in West Windsor Township. For all stations, the platforms shall be designed to facilitate level boarding appropriate to the type of transit vehicle, including the platform at the recently reconstructed Princeton Station. The rail options (2,4) will not have the additional stations, though option 2 would include the two stations for the parallel roadway.

The final layouts shall be progressed to a conceptual layout design level. Conceptual plans shall seek compliance with NJ TRANSIT 2015 Guidelines and Standards. The design plans shall include:

- Track/Cart-way Profile
- Typical cross-sections, including embankment, platforms and clearance limiting objects
- Cart-way layout plans with proposed improvements incorporated into the drawings
- Signal assessment for single lane bridges, proposed sidings and queue jumps (for concept use – no final design or product identification is required)
- Rough grading and utility location sufficient to determine feasibility, indicating the need for retaining walls in steep areas and other retrofit design
- Maintenance needs, including identification of a maintenance site to service vehicles. Alternatives with a rail fitting would need to be located in the immediate vicinity of the rail line.
- Floodway lines as applicable should be shown on the plan, identifying required mitigation (A cursory assessment of storm drainage to determine the need for potential revisions to culverts, basins or other drainage structures, including approximate locations of new detention basins to handle storm drainage of a new cart-way, and recommendations of proper maintenance of the system, shall be performed. All storm drainage must be conceptualized utilizing NJDEP, County and Township Stormwater Management Regulations.)
- Prototypical platform design at two new stations, each including one small heated shelter, plus any required modifications to the existing stations at Princeton and Princeton Junction

Cost Estimates

The Consultant shall prepare cost estimates for each alternative, utilizing the most current NJ TRANSIT contingencies in its estimates. Costs for right-of-way improvement as well as any required pull-offs and queue jump lanes, traffic control and signalization, energy/propulsion and fueling, new stations and modifications to existing stations, shelters, parking, transit vehicles, maintenance facilities, safety and information technology shall be included in cost estimates.

This study should not require structural investigations (other than recent reports and a visual review), soil boring tests, signal design or structural design other than a cursory analysis of bridge revision/restoration and any repairs or structural appendages to the Route 1 Trestle, as well as canal/lake trestles and typical siding/signal configurations to facilitate bi-directional transit operation.

TASK 3: TRANSIT OPERATIONS

The intention of this task is to develop operational concepts for the proposed Transitway. Central to this analysis is the potential ability to support existing and new services that would utilize the Transitway. No traffic study is required as part of this task, but sound traffic planning standards should be applied. However, the Consultant should use available traffic data to help to model a system of operation on the Transitway and its integration with the local road network. The analysis must consider the following transit operations:

1. Accommodation of the existing transit service between Princeton Junction and Princeton currently operated by NJ TRANSIT. Any proposed alternative must accommodate at a minimum the level of service presently operated. The analysis shall consider alternative modes and vehicles for providing such a service. It is anticipated that articulated tram vehicles will be considered, including steel wheeled and rubber-tired alternatives. As this operation is conducted entirely within the Princeton Branch Transitway, potential state of the art operational and safety technologies should be considered. Any efficiencies or special capabilities that would enable a greater level of service than is presently being operated should be indicated.
2. In addition to the above, accommodation of new service sharing part(s) of the Princeton Branch right-of-way or operating parallel to it, may be operated by Princeton University. For this service, it is anticipated that rubber-tired vehicles will be utilized, and the assessment may include traditional buses and rubber-tired trams. For rubber-tired tram vehicles that would essentially be the same as those proposed for the NJ TRANSIT service above (rail or rubber-tired), a common vehicle type may facilitate shared vehicle maintenance and maintenance facilities, and any such efficiencies or other benefits should be indicated. In any case, technologies may be proposed to facilitate safety and coordination of shared operation, and may include semi-autonomous operation,

fleeting and/or vehicle spacing. It is anticipated that any University transit operation could also serve the proposed new stations, and will be designed with specific access points to connect the Transitway with the local road system. Also, it is anticipated that the University operation would be capable of manual, normal bus operation on the local road network while also be capable of automatically transitioning to/from vehicle control technology selected for use on the Transitway, including potentially autonomous operation.

3. Accommodation of other local and/or regional transit where use of the Transitway would offer an operational benefit. These may include existing bus services, new services, or potentially the extension of the existing service into downtown Princeton (see Figure 1, below) or connecting to strategic satellite parking locations in the region. Any such additional transit services must be fully compatible and operationally capable of integrating with proposed Transitway operations, technologies, and cart-way alternatives developed in Task 2.



Figure 1. This potential bus **overlay system** with off-road utility would traverse beyond the Princeton University Rail Station down University Pl., northward on Nassau, west on Hamilton stopping at Princeton Shopping Center, continuing down Valley Road, east on Witherspoon, and south on Nassau, returning to the station via University Pl.

TASK 4: PROOF OF CONCEPT

The purpose of this task is to conduct a deeper exploration of the three to four alternative concepts developed in Tasks 2 & 3, for feasibility. This exploration shall include but is not limited to transit cart ways, transit vehicles and propulsion, vehicle control and automation technologies, and collective assessment of implement-ability of proposed alternatives. The assessment must draw from real world applications and experiences including lessons learned, and project how they may be successfully and

realistically applied in the study area. Care must be taken to assure that field-proven concepts, technologies, and components that would withstand the rigors of New Jersey's transit and traffic conditions are proposed.

The analysis should consider typical transit vehicle types, including self-propelled rail car, bus, as well as vehicle types that would be new to the region, such as tram vehicles (see Figure 2, and image on Page 1). For the purpose of this scope of work, trams are envisioned as self-propelled, 2 to 3 unit articulated vehicles with light rail-style interiors, with either steel wheels or rubber tires. Proposed scenarios should consider utilizing the same type of tram for NJ TRANSIT and/or Princeton University services, or, utilizing the same type of tram "body", but different wheel types for different services on the Transitway. It is envisioned that such a scenario would ease operational integration of multiple services, as well as provide economies afforded by shared maintenance and common components.



Figure 2.

The analysis should also recommend vehicle fuel or energy supply, subject to the same considerations as above. These may include but are not limited to overhead electric catenary, battery electric station charging, fuel cell, and other potential fuels. Proposed solutions should be implementable, proven safe and able to meet the rigors of intense operation. Operating and high-level capital costs should be indicated.

It is important to note that no proposed alternative should require or depend upon any other investment in property or equipment beyond those which are required for the NJ TRANSIT transit services indicated in Task 3, items 1 & 2.

OPTIONAL TASK 5: RIDERSHIP FORECASTING

NJ TRANSIT shall work with the Consultant to develop future passenger volume forecasts sufficient for use in this project. The ingoing proposed opening year will be 2025 with a horizon year of 2040. These may be changed once the planning work is more mature and an assessment of timing for completion can be determined. The demand forecasts will be used to inform design requirements with accompanying documentation of data and methodology used in any analysis, and assumptions.

Forecasting should provide for anticipated ridership growth, and parking requirements should assume more flexible hours in service and better connections to Princeton Branch service than currently exist. Forecasting shall apply to potential NJ TRANSIT service, Princeton University's service, and shall consider any integration of these or other proposed services operating on the Transitway.

Baseline information provided by the design teams for at least Alternatives 1-3 should be established to determine physical improvements as well as proposed increases in commuter parking. As part of this effort, Princeton University should indicate any planned short term and long term changes in its Tiger operation.

The Consultant shall assemble all relevant information on proposed new area development plans by government, educational, health and private sectors in such a manner so that it can inform ridership forecasting. This includes potential Princeton University expansion and Transit Oriented Development (TOD) at West Windsor (Princeton Junction).

OPTIONAL TASK 6: PARALLEL BIKE / PED CORRIDOR PLANNING

The purpose of this task is to assess the potential for a bicycle and pedestrian pathway running parallel to, but safely separated from, the proposed Transitway. The analysis shall consider the feasibility of such a pathway for the entire length of the Transitway or along portions of it, with regard to each of the proposed alternatives except for Alternate 4 Heavy rail no build, above, and prepare concept sketches and indicate high level costs. Proximity and connections to existing and proposed bike path systems should be indicated.

DELIVERABLES

Five (5) sets of plans will be required upon completion of first finished draft, which would be reviewed by NJ TRANSIT. Check sets of progress plans should be made available upon request.

After all NJ TRANSIT comments have been addressed, a final public presentation will be scheduled. The consultant shall address comments and make changes at NJ TRANSIT's direction, and prepare twenty five (25) sets of final project materials for distribution. Project materials will also be assembled into electronic format such as PDF and provided to NJ TRANSIT.

AutoCad and PDF files of finished work shall be provided to NJ TRANSIT as well.

NJ TRANSIT Contract No. 16-022
Task Order Contract: Stations, Access and Site Planning
Assignment Request: Princeton Transitway Study

ATTACHMENT B – COST PROPOSAL FORMAT

NJ TRANSIT CONTRACT NO. 16-022

TASK ORDER CONTRACT – Stations, Access, Parking & Site Planning

ATTACHMENT C-2

COST AND FEE FIRM RECAP – TEAM SUMMARY

TASK: _____ FIRM: _____

FIRM	MAN HOURS	TOTAL DIRECT LABOR COST	INDIRECT LABOR COST (OVERHEAD) @ XXX.XX%	SUBTOTAL	FIXED FEE @ XX%	DIRECT EXPENSES	TOTAL COST
PRIME CONSULTANT							
SUBCONSULTANT 1							
SUBCONSULTANT 2							
TOTAL							

DBE PARTICIPATION

DBE Firm 1 %
 DBE Firm 2 %
 TOTAL %

NJ TRANSIT CONTRACT NO. 16-022
TASK ORDER CONTRACT

ATTACHMENT C-2

COST AND FEE TASKS RECAP – TEAM SUMMARY

TASK: _____ FIRM: _____

TASK	DESCRIPTION	MAN HOURS	TOTAL DIRECT LABOR COST	INDIRECT LABOR COST (OVERHEAD) @ XXX.XX%	SUBTOTAL	FIXED FEE @ XX%	DIRECT EXPENSES	TOTAL COST
TASK 1								
TASK 2								
TASK 3								
TASK 4								
TASK 4								
TASK 5								
TASK 6								
TASK 7								
TEAM TOTALS								

NJ TRANSIT CONTRACT NO. 16-022
TASK ORDER CONTRACT

ATTACHMENT C-2

COST AND FEE TASKS

RECAP BY FIRM

TASK: _____ FIRM: _____

TASK	TASK DESCRIPTION	TOTAL MAN- HOURS PER TASK	DIRECT LABOR COST	INDIRECT LABOR COST (OVERHEAD) @ XXX.XX%	SUBTOTAL	FIXED FEE @ XX%	DIRECT EXPENSES	TOTAL COST
Task 1								
Task 2								
Task 3								
Task 4								
Task 5								
Task 6								
Task 7								
FIRM TOTAL								

NJ TRANSIT CONTRACT NO. 16-022
TASK ORDER CONTRACT – Stations, Access, Parking & Site Planning

ATTACHMENT C-2
PERSONNEL TEAM DETAIL

TASK: _____

FIRM: _____

TECHNICAL STAFF				
STAFF PERSON/ CLASSIFICATION	PROJECT TITLE OR DISCIPLINE	ESTIMATED HOURS	HOURLY RATE	TOTAL SALARY
TOTAL ESTIMATED HOURS				

SUPPORT STAFF				
STAFF PERSON/ CLASSIFICATION	PROJECT TITLE OR DISCIPLINE	ESTIMATED HOURS	HOURLY RATE	TOTAL SALARY
TOTAL ESTIMATED HOURS				

TOTAL SALARY (BARE COST)		
OVERHEAD @ XXX.XX% OF BARE COST		
SUBTOTAL -- SALARY + OVERHEAD		
FIXED FEE @ XX % OF BARE COST + OVERHEAD		
DIRECT EXPENSES ITEMIZED		
	\$	
	\$	
	\$	
TOTAL DIRECT EXPENSES	\$	
TOTAL THIS TASK		

TASK ORDER CONTRACT – Stations, Access, Parking & Site Planning

TASK: _____

FIRM: _____

[illegible]

NJ TRANSIT Contract No. 16-022
Task Order Contract: Stations, Access and Site Planning
Assignment Request:
Princeton Transitway Study

ATTACHMENT C – DBE FORMS

FORM A (Fed)

Project Name: _____

NJT Contract No: _____

Assigned DBE Goal % _____ NJT Procurement Specialist: _____ Contract Value (\$): _____

First Tier DBE must perform at least 51% of its subcontract value if subcontracting to a Second -Tier DBE or Non-DBE. Do not count Non-DBE portion toward the goal.

Name, Address and Telephone # of DBE Subcontractor/Subconsultant	Provide Detailed Scope of Work to be Performed (Identify all suppliers)	Dollar Value of Subcontract/Sub-consultant Work (\$)	Percentage of Subcontract Work (%)
			%
			%
			%
			%
			%
			%
For DBE suppliers, show original subcontract value multiplied by 80% (\$2,000-\$500-\$1200). For DBE portion of work, subtract Non-DBE portion of work from original subcontract value.	TOTALS	\$	%

The undersigned will enter into a formal agreement with the DBE(s) listed in this schedule conditioned upon execution of a contract with NJ TRANSIT for the above referenced project. The undersigned understands that removal/replacement of the DBE(s) listed is NOT PERMISSIBLE for any reason (pre or post-award), without submitting a written request to the Office of Business Development and receiving WRITTEN APPROVAL from the Office of Business Development. Failure to obtain written approval shall result in the breach of contract and subject to corrective action to be determined by NJ TRANSIT.

Company Name: _____

Authorized Signature: _____

Company Address: _____

Print Name: _____

Title: _____

Federal Tax ID #: _____

Company Tel #: _____

Date Signed: _____

To Add Subs Use Additional Forms

MANDATORY FORM: COMPLETE ENTIRELY

Form A1 (Fed)

BIDDER SOLICITATION & CONTRACTOR INFORMATION - FORM A1

Project Title: _____ Date: _____
 Prime Contractor/Consultant: _____ NJT Contract #: _____ Telephone #: _____

Complete the information below for Bidder/Proposer/Prime(s) working on this project. Use Page 2 for all subcontractors/subconsultants

	Bidder/Proposer/Prime	Bidder/Proposer/Prime	Bidder/Proposer/Prime
Company's Full Name			
Address			
City and State			
Zip			
County			
Phone			
Fax			
E-mail			
Owner			
Date Established			
Date Certified			
Ethnicity			
Gender			
Certification Status: DBE or Non-DBE			
Federal Tax ID # / SSN #			
Annual Gross Receipts: A - Less than \$500K B - \$500K to \$1M C - \$1M to \$2M D - \$2M to \$5M E - \$5M and over Indicate the letter that applies			
Primary NAICS Code:			

MANDATORY FORM: COMPLETE ENTIRELY

Form A1 (Fed)

BIDDER SOLICITATION & CONTRACTOR INFORMATION - FORM A1

Project Title: _____ Date: _____
 Prime Contractor/Consultant: _____ NJT Contract #: _____ Telephone #: _____

COMPLETE THE INFORMATION BELOW FOR "ALL" FIRMS INCLUDING SUPPLIERS SOLICITED; INCLUDING THOSE THAT WILL WORK ON THIS PROJECT.

Subcontractor/Subconsultant		Subcontractor/Subconsultant	Subcontractor/Subconsultant
Company's Full Name			
Address			
City and State			
Zip			
County			
Phone			
Fax			
E-mail			
Owner			
Date Established			
Date Certified			
Ethnicity			
Gender			
Certification Status: DBE or Non-DBE			
Federal Tax ID # / SSN #			
Annual Gross Receipts: A - Less than \$500K B - \$500K to \$1M C - \$1M to \$2M D - \$2M to \$5M E - \$5M and over Indicate the letter that applies			
Primary NAICS Code:			

MANDATORY FORM FOR BIDDER/PROPOSER/PRIME: COMPLETE ENTIRELY

FORM A2 (Fed)

NON-DBE SUBCONTRACTOR UTILIZATION - FORM A2

Directions: To be completed by any Bidder/Proposer/Prime for "all" subs including suppliers participating on this contract.

Bidder/Proposer Prime Name: _____ Date: _____ Project Title: _____
 Prime Contract Value: _____

Name, Address and Telephone # of all Subcontractor/Subconsultants	FEIN #	Provide Detailed Scope of Work to be Performed	Dollar Amount of Subcontractor/Subconsultant Work (\$) Awarded	Percentage of Subcontract or Work (%)
			\$	%
			\$	%
			\$	%
			\$	%
			\$	%
Must provide a detailed scope of work; one-word descriptions are not acceptable.			\$	%
TOTALS			\$	%

To Add Subs Use Additional Forms

INTENT TO PERFORM AS A 1ST TIER DBE - FORM B

The Bidder/Proposer/Prime is prohibited from completing any portion of this form and directing the DBE to sign a blank form.

DIRECTIONS: DBE(s) listed on the Form A must complete all information on this form.

Name of Bidder/Proposer/Prime:

Name of DBE Firm:

Project/Contract Name:

IFB/RFP Contract Number:

Does the undersigned DBE (Answer Accordingly):

Intend to perform subcontract work in connection with the above-mentioned project as a Joint Venture? Circle one. (Yes or No)

Intend to subcontract any portion of its scope of work to a DBE(s)?

Circle one. (Yes or No)

If yes, DBE Sub-Primes must complete and submit Form AA.

At what percent? _____%

Intend to subcontract any portion of its scope of work to a Non-DBE(s)?

Circle one. (Yes or No)

If yes, must complete and submit Form AA2.

At what percent? _____%

The undersigned will perform the following described work on the above-referenced project: *(Provide a detailed description of the type of work you will perform on your subcontract. Attach a copy of quote approved and signed by Bidder (optional)).*

Dollar Value of DBE Subcontract: \$ _____

Total Quantity/Units (if applicable): _____ Per Unit Cost (if applicable): \$ _____

The undersigned based the above scope of work and subcontract value on detailed project specs received from the Bidder contractor named above. Circle one. (Yes or No)

The Prime Contractor projected the following commencement and completion date for such work as follows:

DBE Contract Start Date: _____ DBE Contract Completion Date _____

The undersigned DBE will enter into a formal agreement for the above work with the Prime Contractor conditioned upon execution of a contract with NJ TRANSIT. As a DBE subcontractor, I will cooperate with the certification, compliance and monitoring process set forth by NJ TRANSIT. I attest that I will perform at least 51% of my subcontract with my own workforce for the referenced project.

Signature of 1st Tier DBE

Date

Title

Print Name

Telephone #:

Failure to adhere to these instructions or the falsification of any information on this form shall result in breach of contract and subject to the appropriate penalties to be determined by NJ TRANSIT.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

October 16, 2019

ADDENDUM NO. 1

Re: NJ TRANSIT Task Order Contract No. 16-022: Stations, Access, Parking and Site Planning
Task Order Assignment: Princeton Transitway Study

Proposers are hereby advised of the following information for the above referenced Task Order Assignment.

The Questions that were submitted by Proposers and NJ TRANSIT's Responses are:

1. Question: Task 2 states "final layouts shall be progressed to a conceptual design level". Are the conceptual design plans required for each alternative or just for the initially preferred alternative after comparing and evaluating the alternatives?

NJ TRANSIT's Response: 2-5% level concept plans are anticipated for each alternative except for no build. Grading, utilities and permitting will be at concept level-location of proposed cartways, general cross-sections, rough wall locations, general ID of **potential** permits-Individual Wetland, General Wetland, Flood Hazard, SCS, etc. Wetland ID at this point should be DEP mapping with some site observation work-no full delineations yet. If we start to identify a preferred alternative early on-there is a possibility of amending the scope, but not at this time.

2. Question: Does NJ TRANSIT have as-builts for the existing rail?

NJ TRANSIT's Response: Topo will be provided to the selected firm by Mercer County, drawing from a USGS QL2 Lidar flight in 2015. Tiles from the point cloud are available, as well as a bare-earth, hydro-enforced, 1m DEM and other secondary products (1' contours from DEM, 1m DSM from point cloud). The same 2015 leaf-off flight also captured 6" pixel orthophotos, and the county can share a leaf-off orthophoto mosaic from April 2019.

3. Question: What is NJ TRANSIT's anticipated schedule to complete this study?

NJ TRANSIT's Response: The anticipated schedule to complete the study is 6-9 Months from Notice to Proceed. Generally, 6 months to preliminary draft, 3 months for internal review and public outreach.

4. Question: Under Optional Task 5: Ridership Forecasting the RFP states "NJ TRANSIT shall work with the Consultant to develop future passenger volume forecasts sufficient for use in this project." Will the Consultant be expected to develop this passenger volume (ridership) forecast or coordinate with NJ TRANSIT for others to develop the forecast?

NJ TRANSIT Response: Consultant forecaster will work with consultant team and NJ TRANSIT planning, rail and/or surface staff (Bus, Rapid Transit) to determine baseline routes and headways for each alternative. Consultant will perform forecast models for baseline route of all four alternatives, working with NJ TRANSIT forecasting staff to follow proper modelling procedures.

5. Question: If we (the Proposer) participate in this study, will we (the Proposer) be precluded from participating in potential future CM services contracts?

NJ TRANSIT Response: The Proposer, its subsidiaries and affiliates, joint ventures involving the Proposer, and any employee, agent or Subcontractor may be precluded from participating in any follow-up work so as to avoid an unfair competitive advantage. (per Federal Acquisition Regulation Subpart 9.507 (FAR 9.507)).

Proposers are reminded that Proposals are due Tuesday, October 29, 2019 by 3:00 p.m.

Proposers must acknowledge receipt of this addendum on the Acknowledgement of Receipt of Addendum form and include the form with its Proposal submission.

Sincerely,



Janet Ellenbacher
Principal Contract Specialist
Procurement Department, Contracts Unit

Attachment

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM

Proposers are required to acknowledge receipt of all Addenda and include the form with their Proposal submission.

The undersigned acknowledges receipt of the following Addendum.

Addendum Number

1

Date

October 16, 2019

By:

Signature of Company Official

Date

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

October 18, 2019

ADDENDUM NO. 2

**Re: NJ TRANSIT Task Order Contract No. 16-022: Stations, Access, Parking and Site Planning
Task Order Assignment: Princeton Transitway Study**

Proposers are hereby advised of the following information for the above referenced Task Order Assignment.

The Proposal due date has been **changed from October 29, 2019 to November 13, 2019**. All Proposals are to be submitted no later than 3:00 p.m.

Proposers must acknowledge receipt of this addendum on the Acknowledgement of Receipt of Addendum form and include the form with their Proposal submission.

Sincerely,



Janet Ellenbacher
Principal Contract Specialist
Procurement Department, Contracts Unit

Attachment

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM

Proposers are required to acknowledge receipt of all Addenda and include the form with their Proposal submission.

The undersigned acknowledges receipt of the following Addendum.

Addendum Number

2

Date

October 18, 2019

By:

Signature of Company Official

Date