QueensLink

Connecting Communities with Rails & Trails

Previously Submitted	
Question	QueensLink Response
Neither RFP says how to share a password for the fee PDF. Could you please clarify how this is done?	It's a function of the PDF software. We're asking you to password protect the PDF and share the password with us in a separate email for security reasons.
1. How do you see the three Reconnecting Communities Program projects complementing one another and building upon the foundation established in the Initial Business Case? 2. The RFP specifically names IMPLAN as a tool to use for Input/Output analysis. Do you have any views on whether a specific software is preferable for this project?	1. This is for you to determine but we hope to strengthen our case with our growing stakeholder and champion community. 2. IMPLAN is an industry standard software but we're open to proposals that use other software or a custom process if it works.
Do you have a sense of how the schedules for the two studies including estimated dates for progress presentations will coordinate with the community engagement plan?	We hope to sync them early next year. It will be our responsibility to ensure our consultants work together.
1. If a firm proposes on both studies, can key staff overlap? Does QueensLink have any concern about one firm holding two of the three contracts? 2. With regards to the Housing Tenure and Anti-Displacement study, is primary data collection, such as tenant surveys or interviews, expected within this scope, or will the Community Engagement Plan team supply all community input? 3. With regards to the Regional Economic Study, beyond the no-build scenario, does QueensLink have specific alternatives in mind, such as trail-only, busway, or light rail? How many alternatives should we assume for scoping?	1. Yes. Not concerned. 2. If your team regards tenant surveys as a key component of the housing study, then you should propose how you'd conduct them and how that would enhance your report. There is no specific call for "all" community input to be conducted by the winning community engagement proposal. 3. The idea is to demonstrate the impact the rail-and-trail project would have on the regional economy. We want to compare this outcome to different ideas. We think a reasonable number of alternatives would help strengthen this argument, but no specific guidance.

1. Will selected consultants get access to underlying Steer assumptions? 2. Who are the intended audiences for the reports? 3. The RFPs mention advocacy but are these reports meant to be independent analyses? 4. Can you elaborate on how the selected firms will be expected to collaborate on PM tasks like timeline etc? Is one of the contracts the 'lead' ? 5. What federal procurement rules may apply? ex. audit or invoicing requirements? 6. Does QueensLink have a position on density or rezoning at station areas?	1. All information QueensLink has access to will be shared with the chosen consultant, and we are contractually required to cite and credit the source of the data. 2. We hope to make a case to a broad range of stakeholders, with specific attention paid to those who make or influence decisions over the development of the project. 3. We hope to use these reports as advocacy tools, and we hope the quantitative analysis will be as agnostic as possible. 4. The QueensLink team will be the overall "manager" and other firms will be expected to collaborate where it would help the development of the deliverables. We do not expect firms to share details about their internal or proprietary processes, but we expect outputs to be shared without reservation. We will have several kick-off meetings to make sure this is well-understood by selected firms. 5. Since this project is funded by FHWA and the State of New York, we will be following all protocols in terms of progress reporting, invoicing and auditing, among other requirements if determined. 6. QueensLink's official positions are publicly available on our website.
Is an updated ridership estimate expected?	No

BFJ's prior submission of questions for clarification was mistakenly submitted as being for both the Housing Tenure & Anti-Displacement Study and Regional Economic Input/Output Analysis. The following questions are all for the Housing Tenure & Anti-Displacement Study ONLY: • Can you clarify the study area? Does it include only the New Stations Catchment, or also the Queens Boulevard and Rockaway Line portions of the corridor? • Should the study only evaluate the assumed service pattern presented in the Initial Business Case, or is there interest in evaluating other service patterns, including the MTA's LIRR alternative? • Have there been any major revisions, changes in policy, or decisions that require revisiting assumptions and findings presented in the Initial Business Case or Ridership Study? • Is there a housing typology and/or building height threshold that is of particular interest? (e.g. addressing specific concerns about Accessory Dwelling Units or mid-rise towers raised during public review of City of Yes) • For Task 3 of this study: • Does the project require individual profiles and forecasting scenarios for each of the three catchment areas? • Along with the no action and the transit induced baseline forecasts, would high and low demand scenarios reflecting policy changes and economic conditions be desired? • Should the demand forecasts be framed within the context of Queens and NYC, as is Task 2?	1. Respondents should make a compelling case as to what the catchment area should be. Respondents should justify what geographies are included or excluded. 2. Qualifying additional service patterns is considered out of scope for this project. 3. All information that we will be using to evaluate the responses to this proposal is publicly available. We cannot comment on MTA policy. 4. We are open to many different configurations of future land use scenarios. We are specifically seeking your judgement! 1. If you are referring to the northern, central, and southern sections, we hope to judge economic impact based on the full development of QL. 2. An interesting question: if respondents think that providing different scenarios would strengthen QL's positioning then by all means. 3. Generally matching demand forecasts across similar geographies would be preferable, yes.

Is there an MBE, WBE, or SBE goal attached to the RFPs?	No specific goal, but we welcome and encourage a diversity of responses.
When will the Community Engagement Plan's schedule be released, and will it list deadlines for related milestones from this project?	We hope to turn the RFP around relatively quickly after closing out the RFEI process. No specific timeline, but ASAP.
What type of community engagement is envisioned for this study in terms of public meetings, stakeholder engagement etc.?	This is up to the consultant to decide in their responses
1) Are there any M/WBE participation goals? and are certifications required to be submitted. 2) Does the project fee include IMPLAN licenses? 3) Will Steer's IBC underlying data be shared?	1. None specifically and no. 2. No, the consultant will be required to maintain their own software licenses across the project. 3. All data QueensLink has access to will be available to chosen consultants, and proper citation and credit is required.
What kind of stakeholder and public engagement are you expecting?	This is up to the consultant to decide in their responses.
	On the Zoom
Question	QueensLink Response
Is QueensLink open to incorporating qualitative research alongside quantitative data?	Most certainly yes. We know that rail is often a very quantitative heavy topic for folks, but qualitative data helps us tell a robust story. So we're open to a mix of qualitative and quantitative as long as it moves projects along or answers specific questions.
It's helpful to know that you guys have some assumptions around construction and beginning of operations. Can you elaborate a little bit more on what that's based on?	This is not an official project of the MTA yet. For your planning horizon perspective, feel free to identify if you're planning on doing any type of scenario work, please feel free to identify your time of period of performance,
Will there be a steering or key stakeholder committee that consultants will be working with as part of the project? I	The respondents to the RFPs may want to consider that as part of the key stakeholder management and project management process, but we are certainly open to having a steering committee as part of our project. And we can be the stewards of organizing that on the back end if the consultant is willing to help us do that.
If a firm opts not to respond to the RFEI can it still respond to the RFP to be issued for	You will not conflict yourself out by responding to the RFEI.

community engagement?	
Can you discuss in a bit more detail your most recent engagements with Queen's communities as part of this RFEI process?	We don't want to mischaracterize any conversations that individual board members or executive committee members have had with our community partners. We're in constant communication with local advocacy organizations, with community boards, with local champions, with neighborhood residents. We've got a pretty strong momentum inside the catchment area.
Could you describe a little bit more, some of the rationale and internal thinking that led you to sort of picking these like three quite precise areas to kind of progress this work?	This is our own internal understanding about what would make the most compelling case to our decision makers at the city and state level. We wanted to expand the idea that QueensLink was more than a rail project, it was also an economic development project and a spur and a catalyst for new housing and new mixed use, new development along the corridor. And then we want to make sure that QueensLink, the organization, establishes long-term capacity for building support in the community long beyond the implementation of the full Rockway Beach Branch when that happens. We understand that accessibility and mobility in the region is still going to be very important for understanding how people are going to get through the QueensLink project from where they are in the community. So thinking about different first mile, last mile connectivity, thinking about different movement patterns, different mode shift patterns. Ideas as different options come online. So it was really about expanding the reach. They fell right within the parameters of the Reconnecting Communities program. Given that there's an FHWA program and not an FTA program, we wanted to make sure that we were addressing our stakeholders more comprehensively as well. And we weren't just sticking to this particular corridor that we're expanding our access to. And our reach to different topics that are interrelated with transit.
How do you envision these projects might, I think, collaborate with Waterfront Plain, flood management in Eastern Queens?	Not directly in the scope of this work, but if this is something that your firm is interested in exploring, please explain to us where it might fit in your response.