



JANUARY 2020

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts) (Staff Summaries required for items estimated to be greater than \$1,000,000.)

1. **Judlau Contracting, Inc.** \$65,077,338.80 Staff Summary Attached
Competitive RFP
Contract No. 6353

LIRR requests MTA Board approval to award a contract to Judlau Contracting Inc. for the design and construction of a new Elmont Station including the installation of North and South side 12-car platforms with a pedestrian overpass including the following station elements: canopies, lighting, entrance ways, stair/ramps, automatic snow melt system, CCTV/security equipment, audio/visual display boards/signage, elevators and associated machine, electrical, and communications rooms.

The Base Work includes the design and construction of a new, 8-car South Platform at Elmont. The Option Work includes the addition of capacity to the new South Platform for 4 additional cars, building a 12-car North Platform, and building a pedestrian overpass connecting the South and North Platforms.

Staff Summary



Item Number: 1					
Dept. & Dept. Head Name: Procurement & Logistics; Dennis Mahon					
Department Head Signature & Date: <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management, Paul Dietlin					
Division Head Signature & Date: <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1.21.20			
2	MTA Board	1.23.20			
Internal Approvals					
Order	Approval	Order	Approval		
4	President <i>[Signature]</i>	1	SVP Operations <i>[Signature]</i>		
3	VP, General Counsel & Sec'y <i>[Signature]</i>				
2	VP & CFO <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name Judlau Contracting Inc.	Contract Number 6353
Description Design/Build Services for Belmont Park Redevelopment Elmont Station	
Total Amount \$65,077,338.80 (\$23,085,000 Base Work, \$41,753,000 Option Work, and \$239,338.80 Environmental Allowance)	
Contract Term (including Options, if any) 34 months	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a contract to Judlau Contracting Inc. for the design and construction of a new Elmont Station including the installation of North and South side 12 car platforms with a pedestrian overpass including the following station elements: canopies, lighting, entrance ways, stair/ramps, automatic snow melt system, CCTV/security equipment, audio/visual display boards/signage, elevators and associated machine, electrical, and communications rooms.

The Base Work includes the design and construction of a new, 8-car South Platform at Elmont. The Option Work includes the addition of capacity to the new South Platform for 4 additional cars, building a 12-car North Platform, and building a pedestrian overpass connecting the South and North Platforms.

II. DISCUSSION:

In 2017, Empire State Development (ESD) outlined the Belmont Park Redevelopment Project which would provide for entertainment, retail shopping, and hotel accommodations in Belmont Park bringing approximately 3,100 jobs, 225 events, and retail shoppers to the area. The anchor for this redevelopment project is a new 18,000 seat arena where the NY Islanders will reside.

ESD is the lead agency for the SEQRA Environmental Impact Statement (EIS). The EIS includes a full-time LIRR station as part of the Redevelopment Project's traffic mitigations. The community and public officials voiced strong support for a full-time LIRR station during the EIS process. It was determined that the most feasible way to provide full-time LIRR service to the development area and community was to build a new station on the Main Line between the Queens Village and Bellerose Stations. The station will be located on the northern edge of the Belmont Park development site proximate to the LIRR Main Line and will be named "Elmont Station" reflecting its connection with the local community, which does not have a train station.

Staff Summary



On August 15, 2019, the Request For Proposals (RFP) was advertised in the New York State Contract Reporter, New York Post and on MTA's website. In addition, a copy of the advertisement was sent directly to firms known to have experience with the type of work required for the project.

On November 26, 2019, LIRR received five proposals in response to the RFP from the following firms: CRT, A Tri Venture; Halmar International, LLC; Judlau Contracting Inc. (Judlau); L.K. Comstock and Co., Inc.; and MLJ Contracting Corp./TC Electric LLC JV.

A Technical Evaluation Committee (TEC) assessed each firm's technical proposal against the technical evaluation criteria set forth in the RFP, which consisted of planning & scheduling; technical approach; corporate/key personnel experience. Subsequent to the TEC's final technical scoring, cost and diversity scores (two additional evaluation criteria) were incorporated into the firms' overall scores. Based upon those evaluations, Judlau was identified as the top ranked proposer as its technical proposal met, and in a number of cases, exceeded the RFP requirements. In addition, Judlau's price was significantly less than the prices identified by the other four proposers in their cost proposals.

Following evaluations, the TEC met with Judlau to discuss minor technical clarifications and to confirm Judlau's overall understanding of the project. During that discussion, Judlau demonstrated a thorough and comprehensive understanding of the project and adequately responded to all of LIRR's questions.

LIRR then held a meeting with Judlau to negotiate its cost proposal (which was higher than LIRR's estimate) so that LIRR could gain a better understanding of the elements associated with Judlau's costs and to negotiate its price to one that LIRR could deem fair and reasonable for the overall project. During that discussion, Judlau identified its approach to estimating major scope items such as the platform canopy, platform lighting, station amenities, visual barriers, design engineering and mobilization/demobilization. In addition, LIRR answered Judlau's questions, clarified scope and confirmed reasonable assumptions that would give Judlau the ability to progress day-to-day operations more continuously such as collaborative design reviews and efficiently working around live tracks. As a result of that discussion, Judlau offered an overall price reduction by factoring in subcontractor concessions and lowering the proposed profit margin, and LIRR was able to deem Judlau's final price fair and reasonable.

LIRR also conducted a responsibility review of Judlau in December 2019 and the firm was found to be a responsible contractor based upon (a) no findings of new adverse information or significant adverse information (SAI) and (b) prior waivers by MTA of old SAI that deemed Judlau responsible notwithstanding such information. Accordingly, Judlau is considered a responsive and responsible vendor for the proposed contract.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) have established 15% MBE, 15% WBE and 6% SDVOB goals for this project. The contract will not be awarded until Judlau's M/WBE/SDVOB Plan has been approved by the MTA Department of Diversity and Civil Rights. Although Judlau Contracting Inc. has not achieved MWDDBE goals on other MTA projects; it has demonstrated a good faith effort towards meeting those goals.

IV. IMPACT ON FUNDING:

Funding for this contract is subject to finalization of a NYS/ESDC guarantee of full contract amount and subject to C&D review and approval of project schedule.

V. ALTERNATIVES:

There are no alternatives, since LIRR does not have the ability to undertake the design and construction of this entire project with in-house forces.