Introduction

The New York State Department Transportation (NYSDOT) hereby invites interested parties to respond to this Request for Information (RFI) regarding a proposed future Request for Proposals (RFP) for a Statewide Mobility Services Program (SMSP).

Purpose and Intent

In 2019, New York State enacted the nation-leading Climate Leadership and Community Protection Act (CLCPA). CLCPA, one of the most ambitious, comprehensive and enforceable climate act laws in the country, mandates an 85 percent reduction in GHG emissions and economy-wide carbon neutrality by 2050. CLCPA requires State agencies and authorities to reimagine the delivery of projects; programs; and practices to help achieve these goals. In support of the CLCPA, NYSDOT is issuing this RFI to solicit input on the design of a Statewide Mobility Services Program (SMSP). The information received through this RFI will be used to help inform the development of an RFP that will be issued in early 2021. NYSDOT welcomes responses to this RFI from a broad range of organizations, including service providers; industry and civic associations; consultants; colleges and universities; and other interested parties on how to structure an innovative approach/develop strategies to facilitate increased bicycle and pedestrian travel; reduce reliance on single occupant vehicle travel; optimize and integrate the vast transportation system; enhance safety and accessibility of public transportation services; and other strategies that help to reduce congestion and greenhouse gas/other harmful emissions from the transportation sector.

Submission Requirements & RFI Schedule

Respondents shall submit an electronic copy in an editable format such as Microsoft Word to: alfred.hasenkopf@dot.ny.gov. This RFI and any supplemental information will be posted at: https://www.dot.ny.gov/portal/page/portal/doing-business/opportunities/consult-opportunities. Address RFI responses to:

Mr. Matt Bromirski
Deputy Assistant Commissioner/Director, Contracts
Office of Contract Management
Your name, title, e-mail address and firm name should be clearly indicated on the transmission e-mail (subject: RFI #2020-03 FIRM NAME Response). Please present your firm name in the subject line. Please limit responses to 20 total pages. Please provide an additional two-page cover letter signed by an officer of your firm.

RFI responses are due no later than 2:00 PM on September 21, 2020. Any questions regarding this RFI must be submitted to alfred.hasenkopf@dot.ny.gov by 2:00 PM September 4th. NYSDOT will respond to any substantive questions by September 14th. Answers to questions will be posted to the above web address with all interested parties notified. Firm interested in this RFI are encouraged to contact the designated RFI contact person to register your firm and provide contact information.

**Information Preparation Costs**

NYSDOT shall not be liable for any costs incurred by the respondent in the preparation, submittal, presentation, revision of its RFI responses, or in any other aspect of the respondent’s pre-information submittal activity. NYSDOT shall not be liable for any costs incurred after submission (i.e., follow-up interviews). No respondent is entitled to any compensation except under an executed agreement signed by an authorized representative of NYSDOT, and in accordance with Section 112 of State Finance Law approved by the New York State Office of the State Comptroller.

**Disclosure of Information Contents/Use of Ideas and Materials**

Information submitted in response to this RFI is not generally considered confidential or proprietary. It is incumbent upon the respondent to identify clearly, at the time of submittal, any and all confidential or proprietary information.

**Ownership of Submitted Materials**

All materials submitted in response to or in connection with this RFI shall become the property of the NYSDOT and the State of New York.

**Rights of the New York State Department of Transportation**

No respondent shall have any rights against NYSDOT or the State of New York arising from the contents of this RFI, the receipt of information or the incorporation in or rejection of information contained in any response or in any other document. NYSDOT reserves the right to release revisions of supplements to this RFI, and will keep all interested parties informed regarding any updates. If of further interest, NYSDOT reserves the right to contact RFI responders to arrange a follow-up interview.
Appendix A - Questionnaire

Respondents are invited to return the following questionnaire in addition to proving any supporting technical and/or financial information in support of this RFI. Respondents interested in submitting responses to a subsequent RFP, however, are not required to provide detailed corporate or team experience and capability at this stage.

Strategy/Vision

- What characteristics should NYSDOT consider in identifying near-term travel demand characteristics for work-related commute travel within and between economic development regions?
- What factors should NYSDOT consider in developing a longer-term strategic vision to address transportation needs in support of congestion mitigation/greenhouse gas emission reduction?
- What benefit and implementation issues should NYSDOT consider for different potential demand management and investment strategies to address intraregional and interregional commute travel?
- What innovative finance techniques should NYSDOT consider in developing/deploying a range of potential demand management strategies/policies?

Stakeholder Outreach

- How should NYSDOT and/or its consultant conduct commuter surveys and stakeholder public outreach in a post-COVID environment to identify existing travel behavior, commute travel origins and destinations, and demand management opportunities, strategies and/or policies?
- What incentives, tools and/or strategies should NYSDOT and/or its consultant consider for engaging a diverse group of stakeholders in the public outreach and development of a new statewide demand management action plan?
- What incentives, tools and strategies should NYSDOT and/or its consultant consider in reaching traditional underserved populations (i.e., lower income, elderly and younger individuals) in developing demand alternatives?
- What incentives, tools and strategies should NYSDOT and/or its consultant utilize to specifically engage/educate large commercial and public employers on regional transportation alternatives, including non-motorized modes such as walking, biking, teleworking and alternative work schedules; and relevant commute options programs such as carpooling and vanpooling?

Technology/Media

- What emerging technologies, trends or practices should NYSDOT and/or its consultant be aware of and consider in identifying strategies or services to incorporate into the development of a Statewide Mobility Services Program (SMSP)?
- How should NYSDOT and/or its consultant engage open source/open data partners in advancing common open source platforms and methods to enhance for mobility services (data acquisition, analysis, integration, policy research and pilot technology testing, etc.)?
- How should NYSDOT and/or its consultant best leverage developments in social media, marketing and outreach strategies to promote demand management strategies?
- What factors should NYSDOT and/or its consultant consider in developing a comprehensive, integrated marketing and communications plan for increasing participation in and understanding of demand management alternatives?
Measurement

- What tools should NYSDOT and/or its consultant use to measure changes in transportation innovations (e.g., app-based interactions, micro-mobility) and residential and employment trends that may influence the effectiveness of Department-administered demand management programs?
- What measures/objectives should NYSDOT and/or its consultant consider for assessing potential impacts of strategies on commuting behavior and alternative commuting options (pre and post implementation)?
- How should NYSDOT and/or its consultant evaluate changes in availability of multi modal connections and access to the existing transportation system?
- What tools can NYSDOT and/or its consultant use/develop to quantify individual and environmental benefits from demand management project; programs and practices?

Administration

- What are appropriate roles for public and private entities efforts to promote efficient and sustainable mobility?
- How can public entities leverage the emerging Mobility as a Service (MaaS) framework to facilitate demand management and interconnectivity for travelers using more than one transportation mode?
- How can NYSDOT and/or its consultant best identify existing local policies and ordinances that may affect travel demand strategy implementation (both supportive policies and barriers)?
- How can NYSDOT and/or its consultant integrate demand management strategies with agency Transportation System Management and Operations (TSMO) activities (construction, emergency, special event communications)?
- How should policy, planning and research functions, supporting mobility program, development and evolution be incorporated into a demand management program (i.e. integrated contract element, separate or both)?

Additional Comments

We welcome any other comments, concerns or suggestions you wish to offer. Thank you.