

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

REQUEST FOR INFORMATION

**RELATED TO THE FUTURE ISSUANCE OF A
REQUEST FOR QUALIFICATIONS
AND SUBSEQUENT REQUEST FOR PROPOSALS
TO DESIGN/BUILD/FINANCE & MAINTAIN THE GOETHALS
BRIDGE REPLACEMENT PROJECT**

RFI #21273

May 2010

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1 INTRODUCTION

1.1 Purpose of this Request for Information

The Port Authority of New York and New Jersey (“the Authority”) hereby invites interested parties to respond to this Request for Information (“RFI”) regarding a proposed future solicitation to design, build, finance and maintain (“DBFM”) a replacement Goethals Bridge (“the Project”). The intended post-construction scope of work will include the performance of routine maintenance, capital maintenance and selected operational matters, as determined by the Authority. The Authority will retain responsibility for toll operations. The Authority is seeking the industry’s perspective and feedback on the Project.

1.2 Submission Requirements

The Authority welcomes responses to this RFI from organizations meeting the following eligibility criteria (“Qualifying Organizations”):

- (a) lead contractors on bridge projects of similar size, complexity and scale; and/or
- (b) equity investors with a substantial development and investment track record in new-build transportation projects exceeding US\$250 million individually.

Organizations that do not meet the eligibility criteria for responding to this RFI (e.g. providers of engineering, surveying, and specialty construction or maintenance services; and/or lenders, legal or financial advisors, or other providers of professional services) are encouraged to participate in an RFI submission as part of a team that includes a Qualifying Organization. Please see section 9.9 herein entitled “Organizational Conflicts of Interest” for additional limitations on entities and individuals who will not be eligible to participate in an RFI submission.

Organizations that do not respond to this RFI shall not be precluded from participating in any future procurement for the Project. Such participation would be subject to demonstrating satisfaction of the criteria stipulated in subsequent solicitation documents.

Qualifying Organizations are required to comply with the page limits stipulated in Appendix A (Questionnaire) and to restrict their submittals to a short cover letter together with the information specifically requested on the questionnaire.

Qualifying Organizations responding to this RFI may be invited to participate in an Industry Input Meeting with the Authority’s project team.

Additional information regarding the Project will be posted at <http://www.panynj.gov/business-opportunities/bid-proposal-advertisements.html>. You are therefore encouraged to monitor said site for any changes that may impact your submittal, as well as for any future solicitation information related to the Project.

The Goethals Bridge Replacement Project environmental impact statement website <http://www.goethalseis.com/> contains additional, regularly updated information.

1.2.1 Agreement on Terms of Discussion

Respondents shall submit a copy of the "Agreement on Terms of Discussion," signed by an authorized representative of the respondent. The Agreement is included as Appendix B and shall be submitted without any alterations or deviations. Any respondent who fails to sign the "Agreement on Terms of Discussion" will not have its information reviewed. If the respondent is a joint venture, an authorized representative of each party must sign said Agreement.

1.2.2 Submittals, Questions, and Comments

Respondents shall submit one (1) hard copy and six (6) electronic copies of the requested information on CD-Rom in a format that does not prevent the Authority from cutting and pasting content. Submissions shall be delivered, to Laurie Spencer in sufficient time so that the Authority receives it no later than 2:00 p.m. on June 11, 2010 to:

Ms. Laurie Spencer
The Port Authority of New York and New Jersey
Procurement Department
One Madison Ave, 7th Floor
New York, NY 10010

"Your Firm Name" and **RFP Number 21273** must be clearly indicated on the outside package and on the submission cover. Late submittals may not be considered.

Any questions concerning this RFI should be directed to Ms. Spencer at ls Spencer@panynj.gov. Neither Ms. Spencer nor any employee of the Authority is authorized to interpret the RFI or give additional information as to its requirements. Such interpretation or additional information will only be given by written addendum to this RFI by the undersigned.

1.3 Project Summary

The Goethals Bridge was constructed by the Authority and opened to traffic in 1928. The Goethals Bridge provides a key link in the regional transportation network, connecting New Jersey to Staten Island and the rest of New York City. The Authority is currently considering commencing a procurement to pre-qualify entities for the subsequent submission of proposals for the "Project". The Authority intends to enter into a contractual arrangement with the successful proposer ("DBFM Company") which will be comprised of two principal agreements, a fixed price design/build/maintain agreement and a private placement financing agreement. The Authority would retain responsibility

for toll operations and would fund payments to the DBFM Company as described in Section 7.1 herein.

The Authority's goal is to replace the Goethals Bridge as part of efforts to improve regional mobility, and to address the needs identified in the Environmental Impact Statement, including safety.

The Authority's overarching objective is to deliver the Project efficiently and economically through an approach that:

- integrates design, construction and operational aspects as required to minimize life cycle costs, while extending usable life;
- delivers the Project within budget and schedule; and
- optimizes risk allocation between the parties;
- generates savings through private sector innovations.

2 THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

2.1 Origins and Mandate

The Authority is a municipal corporate instrumentality and political subdivision of the States of New York and New Jersey, created and existing by virtue of the Compact of April 30, 1921, made by and between the two States, and thereafter consented to by the Congress of the United States.

The compact created the Port District, which comprises an area of about 1,500 square miles in both States, centering about New York Harbor, and includes the Cities of New York and Yonkers in New York State, and the Cities of Newark, Jersey City, Bayonne, Hoboken and Elizabeth in the State of New Jersey, and over 200 other municipalities, including all or part of 17 counties, in the two States. The Authority is mandated to provide transportation, terminal and other facilities of commerce within the Port District, and, for such purposes, the States have, from time to time, authorized specific transportation and terminal facilities and facilities of commerce and economic development. The Compact has been amended and supplemented from time to time by legislation adopted by the two States.

2.2 Port Authority Governance

The Authority is governed by a Board of Commissioners comprised of 12 members, six from each State, appointed by the respective Governor thereof with the advice and consent of the respective State Senate. The actions the Commissioners take at Port Authority meetings are subject to gubernatorial review for a period of 10 days and may be vetoed by the Governor of their respective State during such period.

2.3 Port Authority Organization and Business Lines

The Authority is organized around six lines of business: Aviation, PATH (Rail), Port Commerce, Tunnels-Bridges-Terminals, the World Trade Center, and Real Estate and Development. Multi-modal transportation and economic development are at the core of these business areas.

These six lines of business have their own dedicated staff and control approximately 30 Port Authority facilities which handle millions of customers annually as well as millions of tons of cargo – via air, marine, rail or truck. The Authority's focus is on maintaining and improving service levels so that the overall regional transportation network can operate as effectively as possible. The network moves passengers and goods within the region, and in and out of the region.

The six lines of business and the Executive Offices are supported by support staff functions including but not limited to: Engineering, Financial, Legal, Procurement, Public Safety, and Technology.

2.4 Port Authority Financial Overview

The Authority raises the necessary funds for the improvement, construction or acquisition of its facilities generally upon the basis of its own credit. The Authority has no power to levy taxes or assessments. Its bonds, notes and other obligation(s) are not obligations of the two States or of either of them.

The revenues of the Authority are derived principally from the tolls, fares, landing and dockage fees, rentals and other charges for the use of, and privileges at, certain of the Authority's facilities. Some facilities operate at a deficit, do not generate surplus revenue or are non-revenue producing to the Authority. The purposes for which the Authority's various funds, including revenues, can be applied are set forth in various statutes and in the agreements with the holders of its obligations. Such statutes and agreements can be found in Section V of the Official Statement, a copy of which may be obtained by emailing Laurie Spencer at lspencer@panynj.gov.

The Authority reports its financial results on a consolidated basis. Contained below are key summary tables from the Authority's Financial Statement for the year ended December 31, 2009. Full statements and appended notes can be found at <http://www.panynj.gov/corporate-information/pdf/financial-statement-2009.pdf>.

Consolidated Statement of Net Assets

	2009	2008	2007
	(In thousands)		
ASSETS			
Current assets	\$ 3,542,307	\$ 2,538,552	\$ 3,723,049
Noncurrent assets			
Facilities, net	18,398,356	16,490,195	14,869,612
Other noncurrent assets	5,266,810	6,008,780	5,119,398
Total Assets	27,207,473	25,037,527	23,712,059
LIABILITIES			
Current liabilities	2,292,249	2,344,466	3,192,021
Noncurrent liabilities			
Bonds and other asset financing obligations	12,406,153	10,949,849	9,524,310
Other noncurrent liabilities	1,831,289	1,911,848	2,058,447
Total liabilities	16,529,691	15,206,163	14,774,778
NET ASSETS			
Invested in capital assets, net of related debt	8,415,993	7,526,446	6,609,691
Restricted	211,725	409,800	719,306
Unrestricted	2,050,064	1,895,118	1,608,284
Total net assets	10,677,782	9,831,364	8,937,281

Consolidated Statements of Revenues, Expenses and Changes in Net Assets

	2009	2008	2007
	(In thousands)		
Gross operating revenues	\$ 3,552,243	\$ 3,527,552	\$ 3,191,626
Operating expenses	(2,438,670)	(2,463,692)	(2,247,394)
Depreciation and amortization	(786,948)	(715,460)	(691,869)
Net recoverables (expenses) related to the events of September 11, 2001	202,978	457,918	(4,563)
Income from operations	529,603	806,318	247,800
Net non-operating expenses	(329,326)	(496,562)	(251,583)
Contributions, PFCs and grants	646,141	584,327	1,306,661
Increase in Net Assets	846,418	894,083	1,302,878

Revenues

	2009	2008	2007
	(In thousands)		
Gross operating revenues:			
Rentals	\$ 1,115,652	\$ 1,079,634	\$ 986,663
Tolls and fares	1,068,105	1,054,801	800,244
Aviation fees	839,327	816,628	781,355
Parking and other	316,005	328,220	387,966
Utilities	140,817	169,576	149,537
Rentals - Special Project Bonds Projects	72,337	78,693	85,861
Total	3,552,243	3,527,552	3,191,626

The Authority's primary financing instrument is the Consolidated Bond, which was established by the Consolidated Bond Resolution adopted by the Board of Commissioners on October 9, 1952. More information about the Consolidated Bond Resolution and the Authority's other financing instruments can be found in the most recent Official Statement, which can be obtained by request to Laurie Spencer via email at lspencer@panynj.gov.

The table below summarizes the major ratings agencies view of the Authority's outstanding obligations. Consolidated Bonds and Notes are direct and general obligations of the Authority and the full faith and credit of the Authority are pledged to the payment of debt service thereon. Commercial Paper and Versatile Structure Obligations are special obligations of the Authority (see Section 7.1, below).

Bond Ratings (as of March 25, 2010)

	S&P	Fitch	Moody's
Consolidated Bonds	AA-	AA-	Aa2
Consolidated Notes	SP-1+	F-1+	MIG1
Commercial Paper	A-1+	F-1+	P-1
Versatile Structure Obligations: Short Term	A-1+	F-1+	VMIG1
Versatile Structure Obligations: Long Term	A+	A+	A2

3 BACKGROUND**3.1 Staten Island Bridges and Regional Network**

The Authority's Tunnels, Bridges and Terminals Department is responsible for operating a number of crossings within the Metropolitan NY/NJ region. These facilities include the three Staten Island Bridges: Goethals Bridge, Outerbridge Crossing, and Bayonne Bridge, and the Holland Tunnel, Lincoln Tunnel and George Washington Bridge, which provide east-west linkages between New York and New Jersey across the Hudson River.

The three Staten Island Bridges link residential communities and allow for the movement of goods and services between Newark and Elizabeth, New Jersey, Staten Island, Queens, and Long Island. The facilities are nationally significant to mobility and commerce, linking the New Jersey seaport / airport complex with Howland Hook Marine Terminal, the Brooklyn waterfront, and John F. Kennedy Airport. They also provide a regionally significant southern by-pass to the Downtown and Midtown Corridors.





3.2 Goethals Bridge

The Goethals Bridge opened on June 29, 1928, the same day as The Outerbridge Crossing. The facility is named in memory of Major General George W. Goethals, builder of the Panama Canal and the first consulting engineer of the Authority.



The Goethals Bridge forms part of the regional transportation network, and is a key link in the Southern Corridor that connects I278, Route 1/9, and the NJ Turnpike to the Staten Island Expressway and West Shore Expressway.



The Draft Environmental Impact Statement (DEIS) for the Project was made available for public comment on May 29, 2009. The Final Environmental Impact Statement (FEIS) is scheduled for publication in August 2010 and a Record of Decision is anticipated by October 2010.

As stated in the DEIS, the purpose and need of the Project is to address bridge deficiencies: that make the bridge functionally obsolete. These include 10-ft. lane widths, a lack of emergency shoulders, and the approach span alignment. Over an eight-year period, Goethals Bridge experienced more than 2,400 traffic incidents (more than half the traffic incidents recorded for the Authority's three Staten Island Bridges). Traffic speeds on the bridge and adjacent roadways often fall below 30 mph.



The objectives of the Project include:

- Providing safer operating conditions
- Decreasing congestion
- Enhancing structural integrity and reducing life-cycle costs
- Designing for provision of future transit in the corridor
- Providing for pedestrian and bicycle traffic

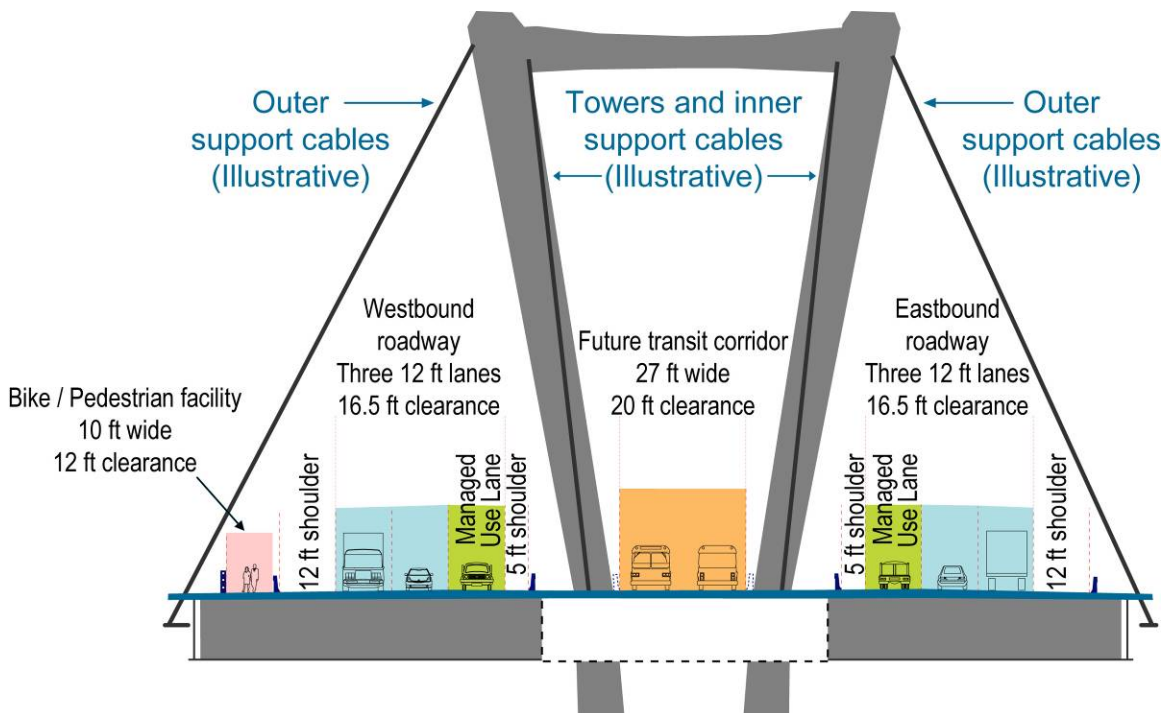


4 PROJECT SCOPE AND STATUS

4.1 Design Concept and Components

The design concept advanced by the Authority and described in the DEIS envisions a replacement facility that includes two general purpose 12 ft lanes, one 12 ft Managed Use Lane, a 12 ft outer shoulder, and a 5 ft inner shoulder in each direction. The bridge would also include a 10 ft bike and pedestrian facility, as well as provide for a future mass transit corridor.

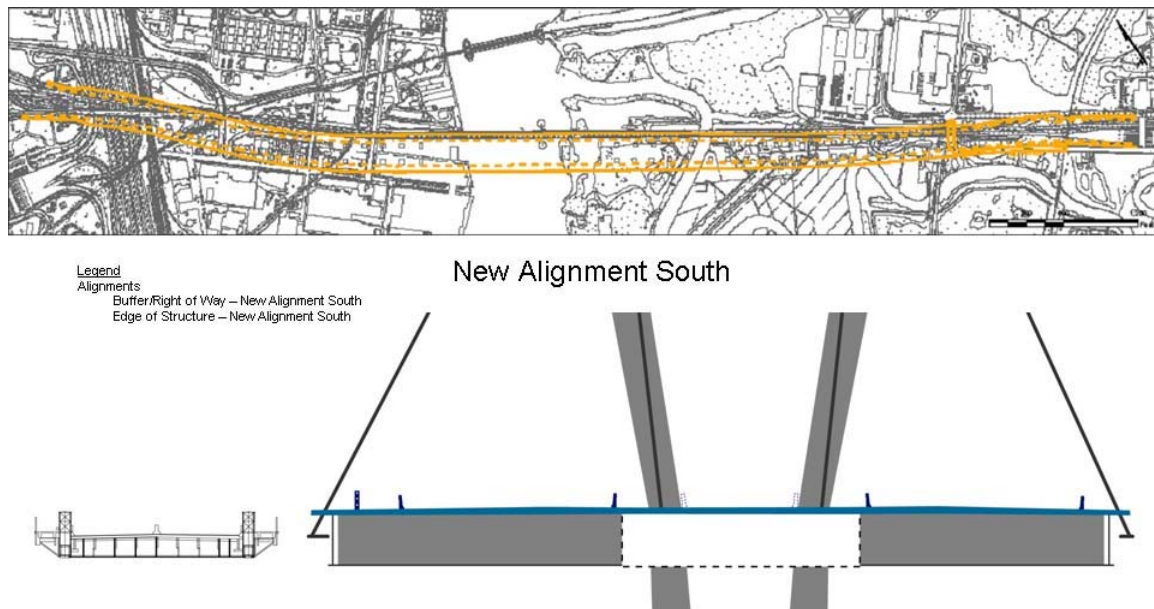
The figure below illustrates the design concept and key components. It should be noted that the main spans support structure identified on the figure below is illustrative and the Authority encourages comment regarding different structural forms for the main spans and approaches provided that certain mandatory requirements are met, as contained herein.



4.2 Alignment Alternatives

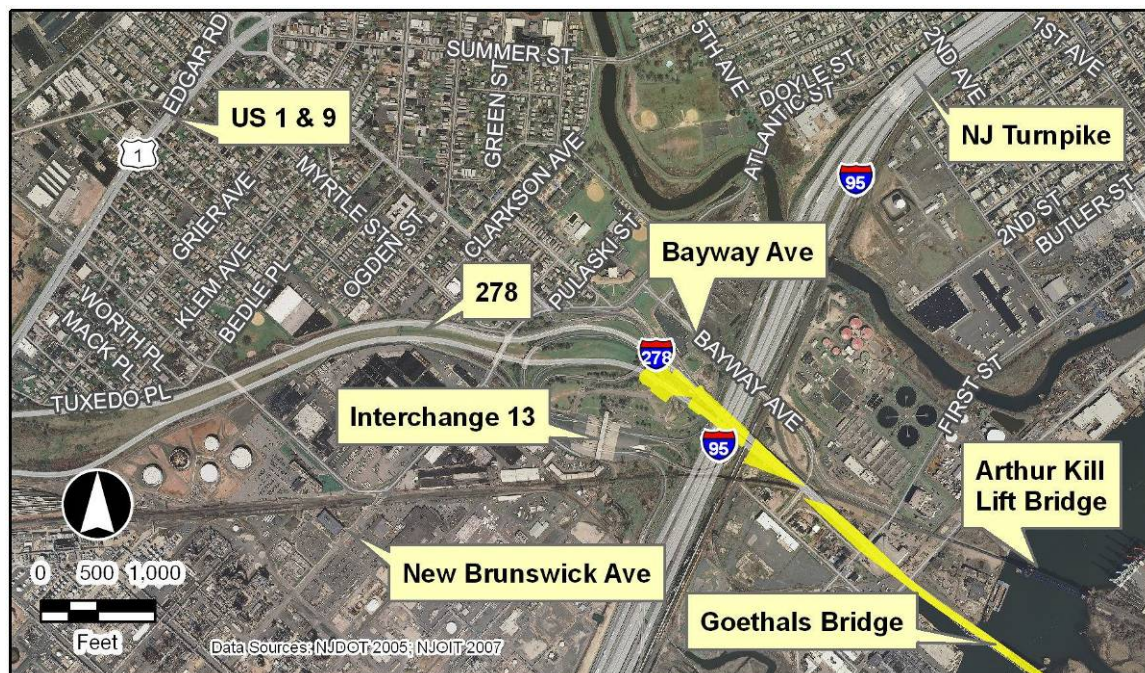
Within the DEIS, the Authority considered a number of possible alignments for the Project, including a “do-nothing” scenario. Each of the “Build Options” was based on an illustrative design concept with the lane configuration described above. The replacement bridge will be built to the south or north of the existing bridge. The existing bridge would remain in place during construction. The final alignment will be determined as part of the FEIS. Demolition of the existing bridge is included as part of the scope of work.

This RFI utilizes the southern alignment alternative as the example. The diagram below shows the relationship between the existing and replacement bridges. Further details of mandatory cross sectional components are provided later in this document.



4.3 Jurisdictional Limits

The photograph below shows key connecting road network components in New Jersey, and the Authority's Jurisdictional Limits (shaded in yellow in the photograph below).



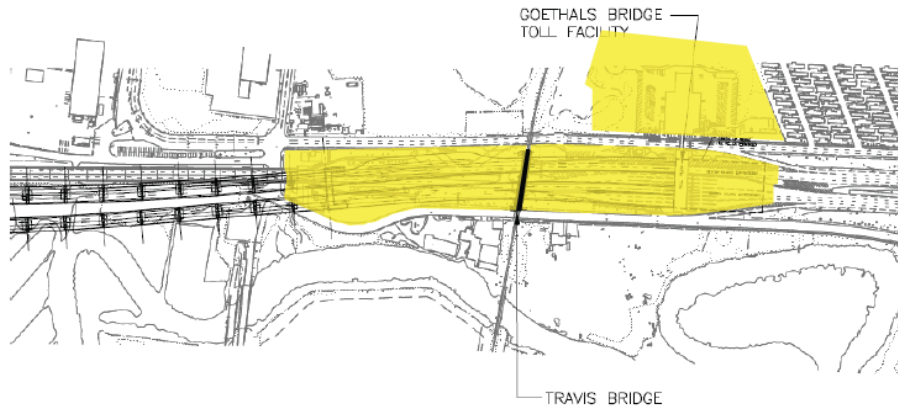
The diagram below shows the Authority's jurisdictional limits (shaded) on the NJ terminus. Further details of work limits would be provided in the RFP Documents.



The aerial photograph below shows the key connecting road network components on the NY side of the Project, and the Authority's Jurisdictional Limits (shaded in yellow below).



The diagram below outlines the Authority's jurisdictional limits on the New York terminus. Further details of work limits would be provided in the RFP Documents. The limit of work on the NY side would be before the Goethals Bridge Toll Facility and any modification needed to that facility would be by the Authority. The project scope would include replacement of the existing Travis Rail Bridge that is impacted by the new alignment.



4.4 Right-of-Way Acquisition

4.4.1 Scope of Right-of-Way Acquisition (for the example southern alignment)

Project development would necessitate right-of-way (ROW) acquisition of a number of parcels. In total, acquisitions would include 12 parcels with partial takes and 29 full takes, totaling approximately 31 acres. In addition, 6 easements totaling approximately 5 acres would be required. The table below summarizes the scope of the ROW Acquisition requirements for the south alignment alternative - more detailed information is provided in the DEIS.

Scope of Right-of-Way Acquisition

Land Use	Acquisitions			Easements	
	Partial Takes	Full Takes	Acres	No.	Acres
Commercial	2	5	15.0	0	0
Mixed Use	0	3	0.5	0	0
Residential	0	18	1.6	0	0
Transportation	4	0	0.6	6	4.9
Undeveloped	4	0	10.2	0	0
Vacant	2	3	2.7	0	0
Total Impacts	12	29	30.6	6	4.9

In New Jersey, the acquisition requirements for this example would comprise 18 residential, 3 mixed use and 7 commercial parcels. The photograph below highlights these parcels.

In New York, 1.6 acres of vacant lands and 10.2 acres of undeveloped land would be acquired including one full acquisition (R.T. Baker and Son).



Legend

- Proposed 50-foot Right-of-Way (ROW)
- Proposed realigned Gulf Avenue and its 15-foot limit-of-disturbance

Data Sources:

Basemapping: Port Authority of New York and New Jersey, 2002

Site plan: Goethals Bridge Replacement EIS, 2009

Parcel Impacts

- Commercial (full take)
- Commercial (partial take)
- Mixed use (full take)
- Residential (full take)
- Transportation, communication & utilities (partial take)
- Transportation, communication & utilities (easement)
- Vacant & undeveloped (partial or full take)
- No impact *

*Port Authority parcels are not included in this assessment since the use of such parcels is not considered a property impact for the purpose of constructing a Port Authority facility

4.4.2 ROW Responsibilities

The Authority is interested in the industry's views and experiences of how the risks and responsibilities for ROW acquisition have been handled on other projects and is seeking to reduce the amount of contingencies held by public and private parties. The Authority is considering whether a private partner would be able to add value to ROW acquisition processes and how risks and responsibilities may best be allocated in the project agreement. Examples of areas under consideration where a private partner may add

value include support for: administrative, legal, and condemnation activities, negotiated settlements, acquisition and environmental clean up costs. It is presently intended that costs for ROW acquisition will be the responsibility of the DBFM Company. Therefore, in the interest of efficiently advancing the project schedule, the Authority is considering temporarily funding ROW acquisition activities in advance of project award. Under this arrangement a fee would be payable to the Authority at Financial Close to serve as reimbursement for this and other Authority funded pre-development activities.

4.5 Anticipated Project Schedule

The Authority is advancing the FEIS process as well as certain permits, as described below. Release of the FEIS would prompt the final review by the United States Coast Guard (USCG) as the Federal lead agency, resulting in a Record of Decision (ROD). The FEIS would address environmental mitigation for storm water management and wetlands mitigation, CEQR requirements and historic mitigation to address Section 106 requirements.

The Authority is progressing permits required to secure a ROD and Bridge Permit.

Permits anticipated to be obtained by the Authority include:

- Section 9 Bridge Permit
- NY and NJ Wetlands Permits
- NY and NJ Section 401 Water Quality Certification Permit
- NY and NJ Historic Preservation Offices

The DBFM Company would be responsible for other permits. These may include, but are not limited to:

- Finalized / updated Wetlands/Water Quality permits
- Dredge and Fill
- Rivers and Harbors Act
- NY and NJ Waste Management

Permit applications advanced by the Authority are based on certain design assumptions for drainage and project layout. The DBFM Company would be required to finalize and update any Authority-obtained permits to the extent its design differs from the Authority design used to support permit application.

The anticipated project schedule is as follows:

Issue FEIS	August 2010
Issue RFQ for DBFM	August 2010
Issue ROD	October 2010
Issue RFP for DBFM	Q1 2011
Best Value Proposer Selected	Q3 - Q4 2011
Service Commencement New Bridge	2016
Complete Demolition of Existing Bridge	2017

4.6 Selected Environmental Impacts and Mitigations

The DEIS identified a number of potential environmental impacts, as well as mitigation activities to be included in project development. Complete descriptions are published in the DEIS. Highlights of two primary impacts – traffic and wetlands – are provided here:

4.6.1 Traffic

- *Impact:* Modest congestion and speed impacts from new bridge construction and additional traffic capacity.
- *Mitigation:* Managed Use Lane in each direction during peak commuting hours for buses and high-occupancy vehicles (Policies and enforcement will be the Authority's responsibility).
- Local improvements - signal timings, street re-striping and removal of on-street parking. (Authority responsibility and external to the Project).

4.6.2 Wetlands

- *Impact:* Temporary: 0.20 to 0.27 acres (< 6 months), Permanent: 5.19 to 5.51 acres (> 6 months)
- *Mitigation:* Modify design and/or restoration-in-place for existing piers and access road. Wetland mitigation bank in NJ and on/off-site mitigation (enhancement, restoration, or creation) in NY.

In the interest of efficiently advancing the project schedule, the Authority is considering temporarily funding wetland mitigation activities in advance of project award. Under this arrangement a fee would be payable to the Authority at Close of Finance to serve as reimbursement for this and other Authority funded pre-development activities.

5 DESIGN AND TECHNICAL CONSIDERATIONS

5.1 Requirements

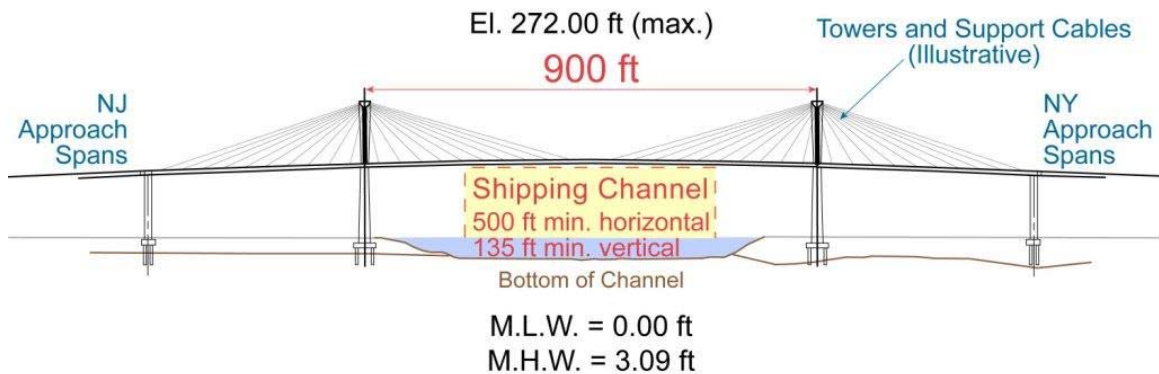
The Project main span shall have a minimum main span length of 900 ft between piers. It should be noted that pier location footprints of approach spans may be subject to some amendment as compared to that depicted in the DEIS, but that any variation is constrained by the total wetlands impacts identified in the DEIS.

The Project shall have navigational clearances 135 ft measured above mean high water (MHW). It should be noted that the vertical alignment design is constrained by the 60-mph design speed and this limitation has ruled out certain structural solutions with deck thickness much greater than the existing. The Authority would not consider deviations from these geometric standards.

The Project is subject to aviation constraints. The maximum height for towers shall be 272 ft above MSL. The Authority will provide guidelines in the RFP describing the discussions already held with the FAA and commercial carriers on this subject. This would include the framework for third party agreements needed by the DBFM Company to support an application for temporary construction work exceeding the 272 ft permanent height limitation.

**Elizabeth
New Jersey**

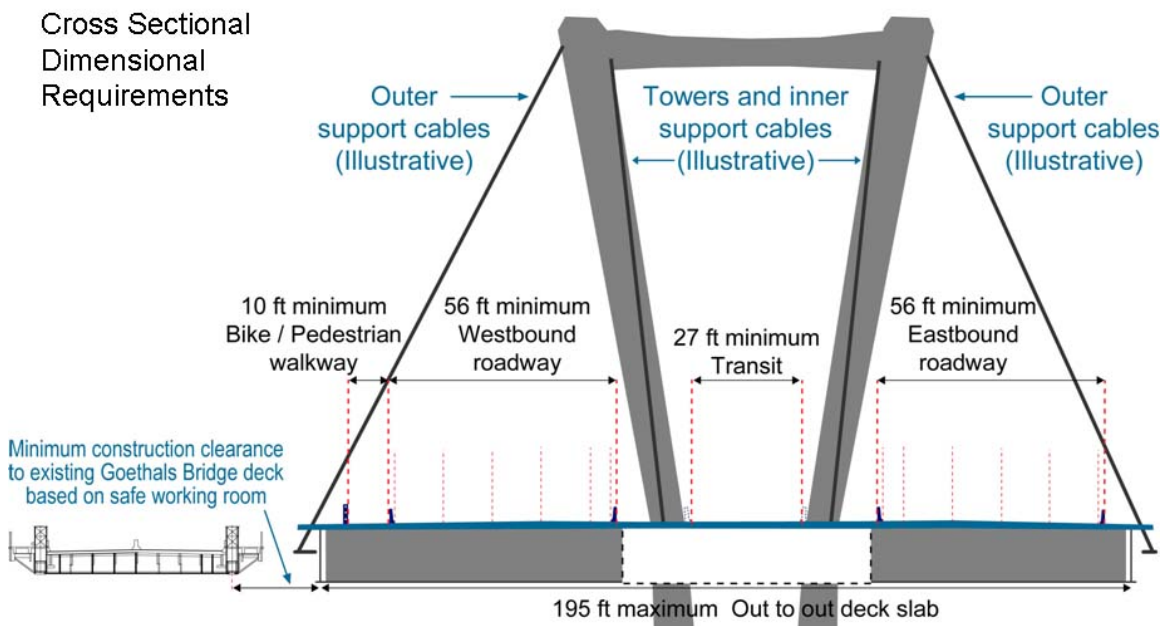
**Staten Island
New York**



The Project cross sectional requirements call for three 12 ft travel lanes, a 12 ft shoulder and 5 ft shoulder for a total requirement of a 56 ft wide eastbound and westbound roadway. In addition, safe clearance is to be maintained between new construction and the existing bridge, which shall be kept in operation throughout construction.

The replacement facility is designed in a manner that does not preclude a future transit corridor with a minimum width of 27 ft.

The bike / pedestrian walkway shall be a minimum of 10 ft and located on the North side of the structure. The maximum out-to-out width of the deck shall not exceed 195 ft, and the facility shall have a design speed of 60 mph.



5.2 Design Progress and Flexibilities

5.2.1 Illustrative Design

The Authority's design may be considered "illustrative". Other similar designs may be acceptable provided they meet the mandatory requirements as described in the preceding section, are consistent with all of the commitments in the DEIS, and meet other stakeholder requirements, permitting requirements and other agreements necessitated during development of the project. The Authority may consider Alternative Technical Concepts and would welcome feedback from potential proposers on how such matters have been handled during other procurements to encourage innovation while maintaining transparency and fair competition.

5.2.2 Aesthetics Constraints

The appearance of the structure is of great importance to the Authority, and the illustrative design has been subject to considerable attention as regards visually significant elements such as pier shape and cable layout. However, the "illustrative design" has been presented at public meetings with the proviso that it may be subject to amendment.

The Authority is developing aesthetic requirements to clearly define unacceptable solutions (e.g. "smokestack" pylon design) and help Proposers determine the range of design solutions that may be acceptable. Aesthetic guidelines will cover overall form and function and matters such as edge detailing and finishes that are not yet reflected in the Authority's "illustrative design."

The Authority expects to assign some weight to a DBFM Company's "visual management plan" which would provide detailed commitments on how aesthetic quality would be taken into account in the detailed design.

Historic setting of the proposed bridge is subject to approval by the New York State Historic Preservation Office and the New Jersey State Historic Preservation Office, which have identified no dissatisfaction with the illustrative design.



5.3 Technical Requirements

The Authority is developing Technical Requirements that will contain a combination of mandatory standards and, where appropriate, performance standards covering the performance in service of the asset. The Authority is considering how best to express requirements for design life, service life, handback and residual life of bridge components to obtain an optimal solution and is interested in feedback from industry on this topic.

For example, mandatory deck requirements could include more open specifications that place greater reliance on handback and residual life requirements.

In all cases the Authority would likely require structural health monitoring of the structure and would require easy access to, and high quality of, inspection records

The Authority places a high focus on sustainability and may specify recycling of certain materials/green construction methods or propose specific sustainability guidelines.

5.4 Existing Conditions (Available Information)

To the extent possible, subject to access constraints, the Authority has assembled data relating to the site such as topographical surveys, geotechnical investigations, utility surveys, hazardous materials investigations, and truck loadings beyond AASHTO standards.

In addition, the Authority is preparing to acquire additional information to supplement what is currently available. In the case of properties to be acquired, site investigations are subject to access constraints for privately owned properties. All of this information is being compiled as it becomes available and will be included on the Project website.

During the procurement process, the Authority is committed to continue to perform such surveys as are physically possible that would assist Proposers in developing their proposals.

The Authority is interested in respondent's views on mutually acceptable risk-sharing arrangements, taking into account generally accepted principles governing topics such as "undiscovered hazardous materials," "geotechnical conditions," and "generator status".

5.5 Other Design and Technical Issues

5.5.1 Demolition of Existing Bridge

Demolition of the existing bridge will occur as soon as the new Goethals Bridge is open and will be included in the scope of work.

5.5.2 Signing

The Authority will require a minimum amount of signing for proper traffic management including variable message signs, static signs, incident detection, and vehicle monitoring.

The DBFM Company would be responsible for the provision and maintenance of that equipment.

5.5.3 Mass Transit Corridor

As described in Section 3.3.2 of the DEIS, the Project has been designed so as not to preclude the consideration of a potential mass transit corridor. A reserved width of 27' has been allocated. The Authority will provide design criteria for the mass transit corridor and is considering various options for the specification of the transit requirement so as to minimize cost impact on the initial configuration of the bridge with roadway only. The Authority is interested in receiving views and experience from the industry on how best to incorporate this requirement into RFP Documents.

5.5.4 Smart Technology

The Authority is considering optionally pricing a number of additional ITS and smart technology components. As part of this, the Authority would outline requirements for smart technology that includes weigh in motion technology for monitoring overweight vehicles, stress/strain instrumentation, etc.

5.6 Role of the Authority

Throughout the Project, in collaboration with the successful DBFM Company, the Authority will:

- Audit design documents for compliance to code, technical contractual obligations, and scope
- Audit construction for compliance to code and technical contractual obligations
- Perform limited materials testing audits
- Perform Special Inspections as required by code
- Issue a Permit to Occupy or Use – similar to a Certificate of Occupancy
- Review Federally Mandated Biennial Inspection Results for acceptability and concurrence, as required to assure asset is maintained in a state of good repair. Such review will occur prior to submitting inspection results to New York State Department of Transportation and New Jersey Department of Transportation.

None of the above shall relieve the DBFM Company's responsibility for ultimate Quality Control and Quality Assurance of the project.

5.7 Preliminary Cost Estimate

The Authority has developed a preliminary construction cost estimate for the Project assuming a conventional design-bid-build procurement. The estimated construction cost in the DEIS in 2007 Dollars was approximately \$755 million. This cost included ancillary construction activities related to the demolition of the existing Goethals Bridge, local roadway modifications and the replacement of the Travis Branch Railroad Bridge. It did not include the costs of ROW acquisition, special access requirements in the wetlands, wetlands restoration, utility relocations, or engineering and administration. The project agreements will define what scope items will be contracted, shared or performed by the Authority.

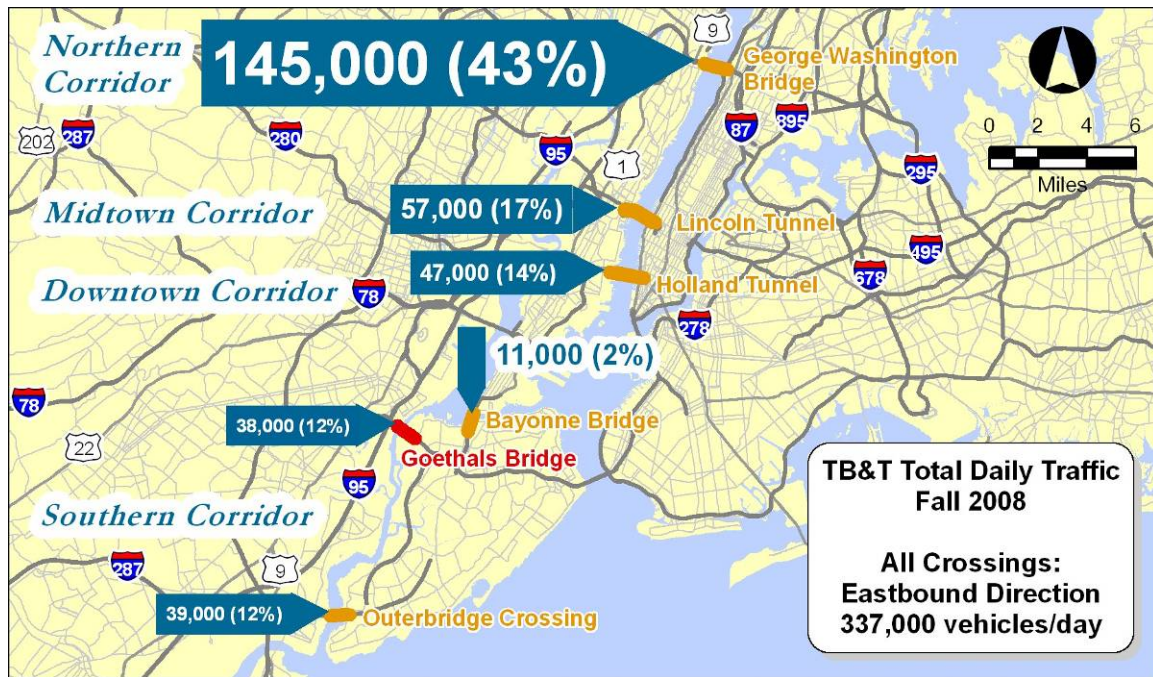
6 OPERATIONS AND MAINTENANCE

6.1 Traffic and Revenues

As previously noted, the Goethals Bridge forms a key link in the regional network of east-west traffic flows. The Authority's tunnel and bridge facilities generated approximately \$975M in combined revenues in 2009, with the three Staten Island Bridges providing approximately 25% of total toll revenues.

Within the same timeframe as the scheduled construction of the Goethals Bridge, the Authority is moving towards installing a new revenue collection system that will include cashless toll collection capabilities.

At present, tolls are collected only in the eastbound direction. Traffic is heaviest during the PM peak, unlike other regional facilities with heaviest AM peak. Goethals Bridge attracts around half of total trips for the Staten Island Bridges (14.2m tolled trips during 2009, generating \$120m in gross revenues).



Current AADT – the total for both directions - on the Goethals Bridge is approximately 75,000. The peak hour traffic flows for 2004 were:

- 1800 vph eastbound, 2800 vph westbound AM
- 3100 vph eastbound, 2000 vph westbound PM
- Trucks account for 10% of the eastbound AM Peak

Future traffic volumes for the Goethals Bridge in 2034 are forecast to be:

- 4000 vph eastbound, 4600 vph westbound AM
- 4700 vph eastbound, 4300 vph westbound PM

6.2 Existing Goethals Bridge Toll Plaza

It is intended that the existing plaza (shown below) will remain in some form when the new bridge is constructed. The Authority anticipates that it will be responsible for any modification to building structure / lane layout at the toll plaza as needed to suit the tie-in to the Project and/or any changes that may arise from the change to cashless tolling technology.



6.3 Requirements for Availability and Safety

The Authority has a commitment to the safety, comfort and availability of its assets. The DBFM contractual structure will align incentives to:

- Maintain the asset to meet specified performance requirements affecting user comfort and safety such as ride quality and skid resistance
- Ensure that lanes are available for use and meet the performance requirements, particularly when the demand is the highest
- Include mechanisms to maximize the long term performance and security of the asset

The Authority is drawing on domestic and international best practices to develop a contract payment mechanism that:

- Fully aligns the DBFM Company with the Authority's aims and objectives
- Is practical, easily measurable and proven in service.

6.4 Port Authority Operational Responsibilities

6.4.1 Tolling

The Authority will retain responsibility for all tolling and customer accounts. The Authority's responsibility includes maintenance of the toll equipment and for the toll pricing structure.

6.4.2 Area-wide traffic management

The Authority will continue to be responsible for area-wide traffic management policies affecting its Staten Island Bridges. It is anticipated that Managed Use Lanes will be in operation only during peak hours, and will not be barrier separated. The Authority will be responsible for Managed Use Lane policies applied to the Project, but the application will be the responsibility of the DBFM Company.

All closures for periodic maintenance will need to be coordinated through the Authority to manage impacts on Authority Facilities as well as with New Jersey Department of Transportation, New York State Department of Transportation, New Jersey Turnpike. In the event of a major incident, traffic will either be routed towards or away from the Goethals.

6.4.3 Security

The Authority will continue to have responsibility for security matters related to the Project. The DBFM Company would be required to provide and maintain certain equipment and facilities to be defined in the subsequent project agreement, as required to enable the Authority to effectively provide this function.

6.5 Operations and Maintenance Open Issues

The Authority is currently considering its approach related to operations and maintenance issues, and is soliciting feedback from the Industry. Examples of the areas under consideration include:

- Sharing of certain maintenance resources
- The responsibility for and scope of components such as variable message signing and CCTV
- Incident response protocols and repair of damage to the bridge from traffic incidents
- Snow removal and ice control
- Operational safety
- Weigh in motion – overloaded truck detection
- Interfaces between the Authority and the DBFM Company

The Authority will continue to maintain the Outerbridge Crossing and the Bayonne Bridge, as well as Goethals Bridge Administration/ Maintenance Building. As a result, the existing Goethals Bridge Maintenance Building will still be utilized to a certain extent. This sharing agreement will be explored further in development of the subsequent solicitation documents and through feedback from potential DBFM Companies.

There is no ITS network currently in place for the Staten Island Bridges. The Authority is exploring what components will be required as part of the project agreement. The Authority may develop a specification allowing for provision of ITS equipment by the DBFM Company as an option and is interested in industry comment on this possibility.

7 PROJECT CONTRACTING AND FINANCIAL OVERVIEW

7.1 Contractual Structure

The Authority anticipates a contractual structure under which a single entity, the DBFM Company, would be responsible for designing, building, financing and maintaining the Project for 30-40 years.

Consistent with the Authority's bond resolutions, debt limitations, and accounting policies, the contractual structure with the DBFM Company would consist of two principal agreements as described below:

The Design/Build/Maintain (DBM) Agreement

- Under the DBM agreement, the DBFM Company would design and build the Project for a guaranteed fixed price ("Construction Lump Sum"), under an established construction schedule. The DBFM Company would also agree to maintain the Project for the term of approximately 30-40 years for a guaranteed fixed price ("Maintenance Lump Sum").
- The Authority would be obligated to pay the Construction Lump Sum as progress payments during the construction of the Project solely from and to the extent that funding is provided by the DBFM Company under the Private Placement Financing Agreement.
- The Authority would be obligated to pay the Maintenance Lump Sum upon acceptance of the Project solely from and to the extent that funding is provided by the DBFM Company under the Private Placement Financing Agreement.
- It is anticipated that the payment stream to the DBFM Company will be directly linked to the availability of the Project. In the event that DBFM Company fails to meet or defaults on its design, construction or maintenance obligations, it would pay damages to the Authority to cover the Authority's costs, including debt service under the Private Placement Financing Agreement which would be offset accordingly, .

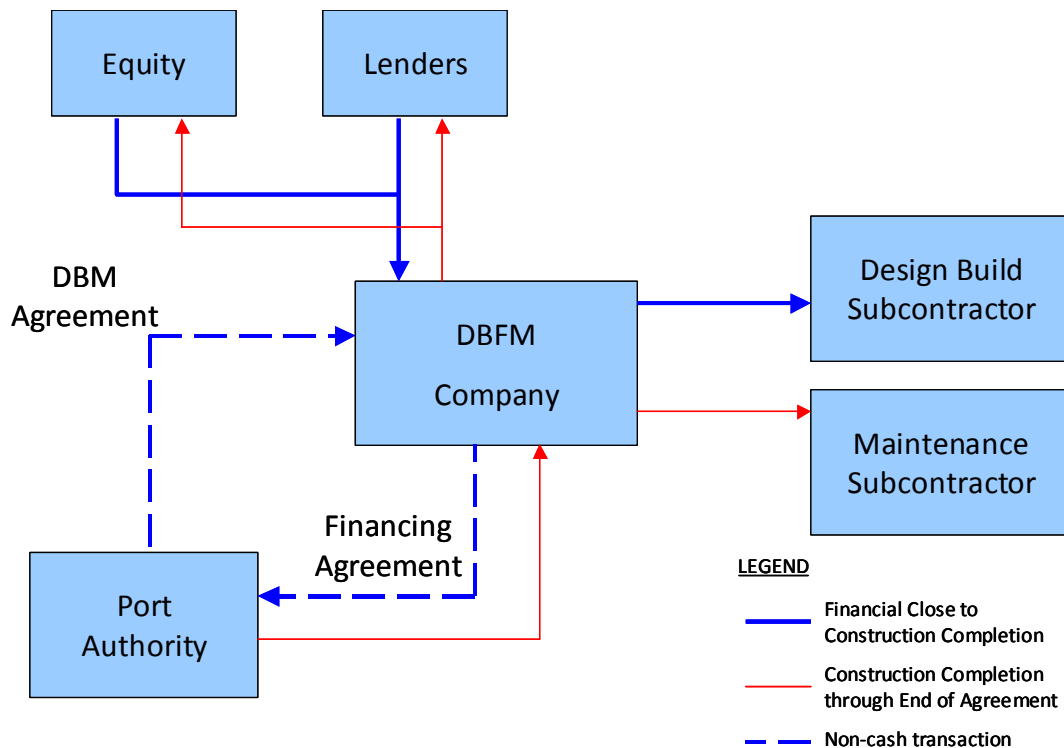
The Private Placement Financing Agreement

- Under the Private Placement Financing Agreement the DBFM Company would agree to lend to the Authority an amount equal to the sum of the Construction Lump Sum and the Maintenance Lump Sum (collectively, the "Authority Principal Loan Amount"). The DBFM Company would be responsible for funding this loan from a combination of equity and debt, which can include Federal credit assistance and loan programs.
- The Authority Principal Loan Amount would be drawn down by the Authority to meet the payment schedule under the DBM Agreement. Interest during the construction period of the Project would be capitalized. Interest would accrue at an interest rate, to be reset on an annual basis and adjusted for CPI and/or other escalation factors, during the term of the financing. The Authority Principal Loan Amount would be

amortized on a schedule to be determined at financial close and commencing on the acceptance of the Project.

- The Private Placement Financing Agreement shall be a special obligation of the Authority, payable in the same manner, to the same extent and from the same sources as Versatile Structure Obligations, Variable Rate Master Notes and Commercial Paper Obligations, as described below.
- Payments under the Private Placement Financing Agreement shall be payable from the proceeds of obligations of the Authority issued for such purposes, including Consolidated Bonds issued in whole or in part for such purposes, or from Net Revenues (as defined below) deposited to the Consolidated Bond Reserve Fund, and in the event such proceeds or Net Revenues are insufficient therefore, from other moneys of the Port Authority legally available for such payments when due. Once authorized by action of the Authority's Board of Commissioners and expiration of the applicable gubernatorial review period, payments under the Private Placement Financing Agreement will not be subject to annual appropriation by the Legislature of either state.
- The term "Net Revenues" shall mean, solely for purposes of the Private Placement Financing Agreement, the revenues of the Authority pledged under the Consolidated Bond Resolution and remaining after (i) payment or provision for payment of debt service on the Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution. (A copy of the Bond Resolution is available in the Official Statement dated March 31, 2010, page IV-15). To request a copy of the Official Statement email Laurie Spencer at ispencer@panynj.gov.
- The principal and interest on the project financing shall not be payable from the General Reserve Fund and the payment thereof shall be subject in all respects to (i) the payment of debt service on Consolidated Bonds as required by the applicable provision of the Consolidated Bond Resolution, and (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes.

The graphic below depicts the basic structure as detailed above.



7.2 Performance Guarantees

The Authority recognizes that the DBFM structure offers inherent performance security and has flexibility to develop requirements that reflect this. The Authority will seek adequate performance guarantees (potentially including Letter of Credit, Parent Company Guarantee and/or Surety) from the DBFM Company to ensure that work will be completed in the event of delays, nonperformance, or default in the event of failure by the lenders to step in. The Authority hopes to use this RFI process to gain industry feedback on the optimal form of guarantee to be provided.

7.3 Potential for Federal Financing

The Authority recognizes that access by the DBFM Company to Federal credit assistance or loan programs such as Private Activity Bonds or the Transportation Infrastructure Finance and Innovation Act (TIFIA) will likely be a key to lowering the cost of financing on the Project. The Authority has submitted a Letter of Interest for the Project, noting that the procurement may be structured as DBFM. To date, the Authority has secured no commitment of TIFIA funding.

Additionally, the Authority is currently working to gain access to Private Activity Bonds for the Project in case such financing may be needed by the DBFM Company.

8 PROJECT PROCUREMENT

8.1 Procurement Process

The Authority intends to pre-qualify potential proposers through a Request for Qualification ("RFQ"). The RFQ will be followed by a Request for Proposals ("RFP"). Only those entities pre-qualified by the Authority will receive an RFP. The anticipated procurement schedule is as follows:

Procurement Activity	Schedule
<u>RFQ Phase</u>	
Issue RFQ	August 2010
SOQ Due Date	October 2010
Complete Prequalification	November 2010
<u>RFP Phase</u>	
Issue RFP	2011 Q-1
Proposal Due Date	2011 Q-3
Best Value Proposer Selected	2011 Q-3 - Q-4

8.2 Request for Qualification Overview

The objective of the RFQ phase is to pre-qualify Proposers that can demonstrate they have the financial ability and the qualifications and experience necessary to complete the Project. RFQ evaluation criteria for the lead construction contractor, lead designer and lead maintenance contractor would include the following:

	Construction Contractor(s)	Design Firm	Maintenance Contractor
Firm's financial statements	√	√	√
Committed guarantor's (if any) financial statements	√		√
Demonstrable successful firm and lead staff experience of similar project type and scale	√	√	√
Letters of support documenting capability to provide performance security / guarantee	√		√

Areas that are likely to be assessed include the following for the equity investors:

- Financial statements
- Experience in developing and investing equity in transportation projects involving significant capital improvements
- Lead equity investment references in projects of similar type / scale (required for lead equity investor)
- Significant capacity for new investment
- Certification that investment policies are consistent with the likely requirements of the Project, including allowing for the anticipated level of single-project exposure and for investments in projects with construction risk; availability payment revenue stream; and investments held through / beyond duration of construction

8.3 RFP Process Overview

The RFP will be issued to all pre-qualified proposers and will include a complete project agreement. In addition, as part of the Final RFP process, the Authority will issue any changes to RFP Documents by formal addendum to all proposers.

The proposers will be required to make management, technical and financial submissions that are compliant with, and demonstrate full acceptance of project agreement terms. The Authority expects the financial proposals to be backed by a fully committed financing plan. A Proposal Bond or Letter of Credit may be required.

The intent of the Authority is to use a Best Value selection. The Authority will review proposals on a pass/fail basis for compliance with the mandatory requirements as well as scoring proposals against criteria that will be listed in order of importance in the RFP, as appropriate. The Authority is considering employing an upset limit on proposed cost.

9 CONDITIONS FOR THE SUBMISSION OF INFORMATION

9.1 Inquiry Only – No Contract

This RFI is an inquiry only and no contract or agreement will be entered into as a result of this process.

Neither the Authority nor any other agency guarantees that the Project will advance to public procurement stage, or that the subsequent procurement, if any, will follow the approach described herein.

9.2 Changes to this RFI

At any time, in its sole discretion, the Port Authority may by written addenda to this RFI, modify, amend, cancel and/or reissue this RFI. If an addendum is issued prior to the date information is due, it will be made available on the following website <http://www.panynj.gov/business-opportunities/bid-proposal-advertisements.html>.

If an addendum is issued after Information has been received, it may, at the Authority's discretion, be provided only to those proposers whose submittals may be impacted by such change/addendum.

9.3 Information Preparation Costs

The Port Authority shall not be liable for any costs incurred by the respondent in the preparation, submittal, presentation, or revision of its Information, or in any other aspect of the respondent's pre-information submittal activity. No respondent is entitled to any compensation except under an Agreement for performance of services signed by an authorized representative of the Port Authority and the respondent.

9.4 Disclosure of Information Contents / Use of Ideas and Materials

Information submitted in response to this RFI is not generally considered confidential or proprietary. All information contained in the Information is subject to the "Agreement on Terms of Discussion" attached hereto as Appendix B.

9.5 Ownership of Submitted Materials

All materials submitted in response to or in connection with this RFI shall become the property of the Port Authority.

9.6 References

The Port Authority may consult any reference familiar with the respondent regarding its current or prior operations and projects, financial resources, reputation, performance, or other matters. Submission of Information shall constitute permission by the respondent for the Port Authority to make such inquiries and authorization to third parties to respond thereto.

9.7 Rights of the Port Authority

The Port Authority reserves all its rights at law and equity with respect to this RFI including, but not limited to, the unqualified right, at any time and in its sole discretion, to change or modify this RFI, to reject any and all Information, to waive defects or irregularities in Information received, to seek clarification of Information, to request additional Information, to request any or all respondents to make a presentation, to undertake discussions and modifications with one or more respondents, who, at any time, subsequent to the deadline for submissions to this RFI, may express an interest in the subject matter hereof.

No respondent shall have any rights against the Port Authority 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. The Port Authority makes no representations, warranties, or guarantees that the information contained herein, or in any addenda hereto, is accurate, complete, or timely or that such information accurately represents the conditions that would be encountered during the performance of any subsequent contract issued from a separate RFP. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each respondent, by submitting its Information, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefore in any manner whatsoever.

9.8 No Personal Liability

Neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee thereof shall be charged personally with any liability by a respondent or another or held liable to a respondent or another under any term or provision of this RFI or any statements made herein or because of the submission or attempted submission of information or other response hereto or otherwise.

9.9 Organizational Conflicts of Interest

Respondents are advised that the following entities and individuals are precluded from submitting a response to this RFI and from participating on a Qualifying Organization's team, unless otherwise authorized by the Authority:

- (a) Any consultant firm that has been contracted by the Authority to provide expert professional services in connection with the Project, including, but not limited to, Jeffrey Parker & Associates, Halcrow, Inc. and HNTB corporation;
- (b) Any entity that is a parent, affiliate, or subsidiary of any of the foregoing entities, or that is under common ownership, control or management with any of the foregoing entities; and
- (c) Any employee or former employee of any of the foregoing entities who was involved with the Project while serving as an employee of such entity.

APPENDIX A - QUESTIONNAIRE

Respondents meeting the requirements set forth in this RFI are invited to return the following questionnaire together with a short cover letter. Total page count for the questionnaire should not exceed 20 pages, exclusive of the Eligibility and Experience responses (items 1 – 3). The Authority is not interested in receiving detailed corporate or team experience and capability at this stage. Please follow the format below.

Eligibility and Experience:

1. Provide a concise description of the name and principal business of the organization. If already teamed with other organizations that have assisted in the preparation of this RFI, please provide brief details, and an organization chart showing as applicable:

- ☐ Lead Construction Contractor and/or Equity Investor
- ☐ Operations/Maintenance Contractor and/or Designer (Optional)

(Limit to 2 pages)

2. Provide examples of comparable bridge projects which your firm has played a significant role within the timeframe specified on the relevant form. (Refer to the attached forms in Appendix C).

3. Describe your experience with undertaking infrastructure projects in markets with strong labor, permitting and regulatory requirements such as New York City and Northern New Jersey area or other major metropolitan markets. (Limit to 1 page)

Commercial

4. As described in Section 7.1 of this RFI, the Authority is working to develop a contractual approach that will function similarly to an availability payment-based concession model, given the Authority's existing bond resolutions, debt policy and accounting practices. The Authority welcomes comments or questions, if any, that you might have.

5. The Authority is seeking feedback on the appropriate type of performance and payment security to be required. Please indicate the types you believe appropriate and rationale.

6. Identify important factors that the Authority should consider (besides its own budget) in determining the ideal length of DBFM period, provisionally between 30 – 40 years?

7. At this time the Authority anticipates the Project will not be federalized unless there is TIFIA participation. How essential do you expect TIFIA credit assistance or a similar future program to be to the Project's financing and overall delivery costs and/or do you believe the costs of federalizing the Project could outweigh the benefits of TIFIA financing?

8. The Authority anticipates that equity investors and major subcontractors will be required to be exclusive to each Proposer team. However, in the interest of facilitating fair competition, are there any types of entities that you believe the Authority should preclude from forming an exclusive relationship with a given Proposer team, and if so, why?
9. Considering the time periods between bid submission, contract execution and financial close, what do you consider to be the longest acceptable periods for bid validity and committed financing to be required?
10. Are there specific risks typically borne by the public sector that you would consider taking on or sharing with the Authority? The Authority is particularly interested to hear of your experiences in assuming ROW acquisition, geotechnical and hazmat risks and responsibilities. Are there specific risks you would not consider taking on? Are there any permit concerns?
11. Does the proposed construction schedule seem reasonable? If no, why?
12. The Authority is considering which maintenance and non-toll collection related operational activities might be included within the scope of this contractual structure. Which O&M activities do you believe should be included within the DBFM contract in order for your team to accept responsibility for the long-term condition and handback of the physical asset and to enable the most efficient and effective interfaces with the Authority?

Technical

13. Given the public awareness, environmental process, and preliminary design to-date, where do you consider that there may be significant opportunity to employ innovative design, construction methods, maintenance regimes and/or materials to acquire efficiencies in cost and schedule?
14. The Authority wishes to encourage innovation and fair competition, and is interested to understand industry's experiences with how an Alternative Technical Concept process has been structured under similar procurements elsewhere.
15. What are the most important decisions the Authority could make to encourage innovation and efficiency without compromising safety and without raising or changing environmental considerations that may affect documents already achieved (i.e. EIS, FEIS), and/or risking unexpected service life issues at handback?
16. How should the Authority best express requirements for design life, service life, handback and residual life?
17. What are the most important additional surveys and investigations the Authority should consider initiating prior to the start of a procurement process (e.g., geotechnical, utility, environmental)? The Authority is also interested to hear your experiences of how

best it can ensure that specific needs of individual proposers are taken into account in any surveys it procures.

18. The Authority has committed to a solution that would not preclude the implementation of a mass transit element to the Goethals Bridge at a later date. The Authority would be interested to hear experiences of how such requirements have been met.

19. If the requirement to install mass transit element were to arise during the contract period, how could this be handled?

20. The Authority is considering a number of signing and smart technology components associated with the Project. Provide your experience with signing and smart technology on similar projects.

21. The Authority intends to implement systems and processes to more effectively monitor and control overweight vehicles on its facilities. Provide your experience with such systems and processes on similar projects.

Other

22. Do you have any observations to make on the intended procurement schedule?

23. Do you have any comments on the procurement process based on your experience with other procurements for DBFOM/DBFM projects, what are key lessons learned or case studies that the Authority should consider to help ensure a successful outcome ?

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

APPENDIX B - AGREEMENT ON TERMS OF DISCUSSION

The Port Authority's receipt or discussion of any information (including information contained in any proposal, vendor qualification, 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 therefore (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. The foregoing applies to any information, whether or not given at the invitation of the Authority.

Notwithstanding the above, and without assuming any legal obligation, the Port Authority will employ reasonable efforts, subject to the provisions of the Authority's Freedom of Information Policy and Procedure adopted by the Port Authority's Board of Commissioners on November 20, 2008, which may be found on the Authority website at http://www.panynj.gov/AboutthePortAuthority/ContactInformation/foi_policy.html, not to disclose to any competitor of the undersigned, information submitted which are trade secrets or is maintained for the regulation or supervision of commercial enterprise which, if disclosed, would cause substantial injury to the competitive position of the enterprise, and which information is identified by the respondent as proprietary, which may be disclosed by the undersigned to the Port Authority as part of or in connection with the submission of information.

(Company)

(Signature)

(Title)

(Date)

**ORIGINAL AND PHOTOCOPIES OF THIS PAGE ONLY.
DO NOT RETYPE.**

FORM A – COMPANY EXPERIENCE AS LEAD CONTRACTOR ON BRIDGE PROJECTS OF SIMILAR SIZE, COMPLEXITY AND SCALE

NAME OF COMPANY / SUBSIDIARY	PROJECT NAME AND LOCATION (1) & (2)	PROJECT COST (3)	PROCUREMENT DELIVERY METHOD USED BY OWNER (4)	START/END DATES AND % OF WORKS COMPLETED BY MAY 31, 2010	LEVEL OF COMPANY'S PARTICIPATION (5)	ROLE OF COMPANY FOR THE PROJECT (6)	CONTACT INFORMATION FOR PROJECT'S PUBLIC SECTOR SPONSOR/OWNER (7)

Guidelines:

The Authority is interested generally in the following:

- (1) Only list bridge projects on which the company worked within the past fifteen (15) years
- (2) Attach to this form a maximum one-page narrative description for each project listed in this column
- (3) The construction cost budgeted or, if the project is complete, the total construction cost of the completed project. Use United States Dollars (identify conversion rates of amounts in other currencies).
- (4) Specify which method the public owner used to procure and deliver the project: Design-Bid-Build, Design-Build, Design-Build-Finance-Operate-Maintain, etc.
- (5) Show company's participation in terms of money and percentage of the work.
- (6) Provide a brief summary of the role the company played in the listed project (scope of work) – construction and other functions.
- (7) Include public entity name, address, and website url, primary contact, active phone number and, if available, email address.

FORM B – EQUITY INVESTOR’S NEW-BUILD TRANSPORTATION PROJECT DEVELOPMENT AND INVESTMENT TRACK RECORD

COMPANY NAME	PROJECT NAME AND LOCATION (1), (2)	PROJECT SIZE (3), (4)	DEBT AMOUNT & GEARING (3), (5)	START DATES AND % OF WORKS COMPLETED BY MAY 31, 2010	LEVEL OF COMPANY’S PARTICIPATION (6)	TYPE OF PAYMENT MECHANISM (7)	CONTACT INFORMATION FOR PROJECT’S PUBLIC SECTOR SPONSOR/OWNER (8)

Guidelines:

The Authority is interested generally in the following:

- (1)

Only list transportation infrastructure projects involving both new capital works and private financing (debt and equity) of more than \$250 USD million closed within the past ten (10) years, in which the company was an original investor (i.e. did not acquire shares via a secondary market transaction) and participated in the project development/bidding process.
- (2)

Attach to this form a maximum one-page narrative description for each project listed in this column, including a funding plan.
- (3)

In thousands United States Dollars (identify conversion rates of amounts in other currencies).
- (4)

Project size means the total amount of the project financed under private finance / project finance scheme (i.e., without public finance or capital grants).
- (5)

Include in brackets the percentage of gearing and type of debt (bonds unwrapped or wrapped, bank loans, etc.).
- (6)

Show company’s equity investment as a shareholder. The equity investment may take the form of either (A) shareholders’ equity or (B) shareholder subordinated debt. Please indicate separately the United States Dollar amount and percentage to which the company’s equity investment bears to the total of all shareholders’ equity investments for the listed project.
- (7)

Specify the type of payment mechanism used (availability payment, shadow toll, real toll or combinations of these mechanisms).
- (8)

Include address, active phone number and, if available, email.