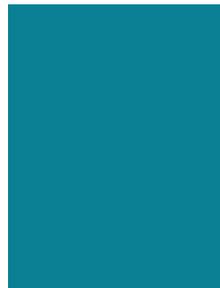


International Design + Deliverability Competition



PORT AUTHORITY BUS TERMINAL

Competition Conditions

March 11, 2016

Dear Competitor:

The Port Authority is pleased to launch this international design and deliverability competition for the conceptual design of a new Port Authority Bus Terminal ("**Bus Terminal**").

By way of background, beginning in 2013, the Port Authority initiated a Midtown Bus Terminal master planning process to address the capacity, aging infrastructure, structural, operational and financial issues at the existing Bus Terminal, with an eye towards creating a development plan for a new Bus Terminal. These issues were reviewed in the context of overall trans-Hudson transportation planning issues, including growing bus ridership.

The Port Authority's master planning process led to the creation of several alternative development proposals for a new bus terminal facility located one block west of the existing terminal, between 11th and 9th Avenue, between 38th St and 40th Street.

At its October 22, 2015 meeting, the full Port Authority Board of Commissioners endorsed the recommendations of the Working Group, and passed a resolution that established this Competition. This resolution can be viewed in its entirety on the Competition website at www.panynj.gov/BusTerminalDesign in the Downloads section.

The Port Authority was instructed to conduct an international design competition soliciting conceptual designs for a new Bus Terminal on the site recommended by the Working Group, one block west of the current structure, between Ninth and Eleventh Avenues; such designs to allow for: (i) sequential construction of key elements (including terminal facilities and bus-staging facilities) as estimates of future capacity needs are refined, (ii) scalability of the terminal complex to meet developing capacity requirements, and (iii) appropriate pedestrian connections to mass transit in the vicinity of the new terminal. It was required that participants in the Bus Terminal design competition be instructed to suggest alternative sites for a new Bus Terminal should their analysis determine that the proposed site west of Ninth Avenue is not optimal.

The resolution also directed Port Authority staff to commission a trans-Hudson commuting capacity study, concurrently with the Competition, to provide insights into long-term trans-Hudson demand and capacity across various modes of transportation, including bus, rail, and ferries. The Port Authority's prior analysis forecasts steady growth in bus ridership over the coming decades; the project concepts developed by the Agency were designed to accommodate that expected increase in demand through a larger modernized facility, but one that utilized an underlying operating concept similar in nature to the existing terminal operations. The Port Authority will provide interim findings from this ongoing capacity study to Finalists during Phase Two of the Competition to help inform their thinking and development of their conceptual designs.

The goal of the Port Authority in conducting this international design and deliverability competition is to select a design concept that can be moved forward for real-world development. The inclusion of a "deliverability" component in the Competition is intended to convey that the Port Authority does not want this to be an architecture competition that is decided solely based on aesthetic or design criteria.

Through this Competition, the Port Authority is seeking to inform its master planning efforts and select a winning deliverable design concept that recommends an optimal location for a new bus terminal facility and most fully meets the following objectives:

- (1) Meets current and projected bus passenger traffic demand with an appropriate level of service, recognizing the role of a new Bus Terminal in the interstate transportation network, addressing both the commuter and long-distance markets and compatibility with other trans-Hudson transportation operations and investments;
- (2) Advances a functional and practical transportation solution, reflecting an effective operation for the passengers and bus carriers that rely on the terminal and its services, including appropriate pedestrian connections to mass transit in the vicinity of the new terminal;
- (3) Minimizes traffic impacts to the surrounding local streets;
- (4) Provides functionality for bus parking and staging;
- (5) Considers the potential for other bus storage facilities in alternate locations;
- (6) Provides a cost effective solution that takes into account both the capital and future operating costs as an element of “deliverability,” given limited financial resources and the history of significant operating losses at the existing facility;
- (7) Permits scalable and modular solutions that may be phased as needs and standards for the Bus Terminal evolve;
- (8) Takes future constructability into account;
- (9) Sustains the Port Authority’s interest in safety and security in terms of design, operations, and site location;
- (10) Utilizes currently-owned Port Authority real estate where possible, minimizing the acquisition of private real estate;
- (11) Encourages attraction of private capital as an element of project “deliverability,” including leveraging the Port Authority’s real estate development rights associated with the Bus Terminal and surrounding area, and potential public-private partnership options as a means of delivering the future project;
- (12) Takes into account the concerns of the local community including construction impacts, requirements for non-Port Authority property, bus operation impacts, and a conceptual design that considers the fabric of the surrounding neighborhood;
- (13) Utilizes sustainable design principles; and
- (14) Embodies the excitement and dynamism of the New York and New Jersey Metropolitan area.

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OVERVIEW OF
THE DESIGN +
DELIVERABILITY
COMPETITION

OVERVIEW OF THE DESIGN + DELIVERABILITY COMPETITION

1.1. Invitation to Compete

The Port Authority of New York and New Jersey (the “**Port Authority**”) welcomes your participation in the Port Authority Bus Terminal International Design + Deliverability Competition (the “**Competition**”). The Port Authority is launching this Competition to inform the Port Authority’s master planning efforts and select a conceptual design that most fully meets the Design + Deliverability Objectives for a new Bus Terminal. The Port Authority anticipates awarding a one million dollar honorarium to the winning Finalist.

The Competition’s scope embraces a diverse field of expertise, including architecture and engineering, intermodal transportation operations and planning, construction, land use, and finance. Competitors should therefore assemble a multi-disciplinary design-led team, of both emerging and established talent, with the appropriate skill sets and expertise to embrace the complex challenges of designing a new Bus Terminal in the heart of New York City, and deliver a conceptual design that meets the Design + Deliverability Objectives.

The Port Authority will conduct the Competition in two phases. In Phase One of the Competition, the Port Authority seeks multi-disciplinary design-led teams (each a “**Competitor**” and collectively the “**Competitors**”) to register to compete in the Competition, and submit a Phase One Submission. The Phase One Submissions will be evaluated in accordance with the Phase One Submission Evaluation Criteria. At the conclusion of Phase One, the Port Authority will shortlist Competitors to participate in Phase Two of the Competition (the “**Finalists**”). Neither Competitors’ Phase One nor Phase Two Submissions will be anonymous.

During Phase Two, the Port Authority will issue additional materials to the Finalists. Finalists may use these materials to inform their Phase Two Submission, which must contain a fully deliverable conceptual design and a proposed methodology for delivering the conceptual design.

The Port Authority has commissioned a trans-Hudson Commuting Capacity Study of available strategies for meeting and managing the anticipated increases in trans-Hudson commuter demand over the next thirty years. While the Capacity Study is expected to be completed by June 30, 2016, interim products highlighting work in progress findings are due at the midpoint of this effort. The Port Authority anticipates providing the interim products from the capacity study to Finalists during Phase Two. In addition, the public is invited to submit comments to the Port Authority via an online survey available at www.panynj.gov/BusTerminalDesign. The online survey will be available throughout the Competition. The Agency will provide the survey results and public comments to the Competitors, the Jury that will be selected to judge the Competition, and the Port Authority’s Board of Commissioners.

1.2. Competition Conditions

This document provides pertinent details of the Competition, including the Design + Deliverability Objectives, Competitor eligibility, instructions for registration and submission, and other essential information for Competitors (the “**Competition Conditions**”).

1.3. Summary of the Port Authority’s Master Planning Efforts to Date for a New Bus Terminal

As part of this Competition, the Port Authority intends to share with Competitors the evolution of the Port Authority’s master planning efforts for a new Bus Terminal, so that Competitors can contemplate these efforts when developing their conceptual designs.

To this end, Competitors should review the four (4) appendices to these Competition Conditions. Appendix A provides the Competition’s emerging Design + Deliverability Brief. The purpose of the emerging Design + Deliverability Brief is twofold: (1) to provide Competitors with an overview of the Port Authority Bus Terminal (the “**Bus Terminal**”) and the challenges the facility faces in the present and future; and (2) to describe the master planning process and efforts that the Port Authority has undertaken to date for the Bus Terminal. Competitors should review the emerging Design + Deliverability Brief to expedite their understanding of the various concepts that the Port Authority has considered to date for the design and construction of a new bus terminal. Appendix B contains presentations given to the Port Authority’s Board of Commissioners relating to the master planning efforts. Appendix C highlights the ongoing deliberative process behind the Port Authority’s continuing master planning efforts for the new Bus Terminal which led to the five concepts provided in Appendix A. Appendix D is a list of figures and tables that appear in Appendices A-C.

The Design + Deliverability Objectives described in these Competition Conditions should guide the Competitors’ submissions. The goals or objectives described in Appendix C reflect the goals and objectives of the master planning efforts only. They are not intended to represent any final determination of the Port Authority, other than to the extent that certain items may also be present in the Design + Deliverability Objectives, and should not be addressed in Competitors’ submissions.

1.4. Competition Background

At the March 19, 2015 meeting of the Port Authority’s Board of Commissioners, the Board’s Chairman announced the formation of a working group of the Board (the “**Working Group**”). The focus of the Working Group was to: (1) advance the planning process for the design and construction of a new 21st century bus terminal; (2) examine a broad range of approaches for the new bus terminal; and (3) identify the most promising alternative for consideration by the full Board prior to the end of 2015.

At its October 22, 2015 meeting, the full Board passed a resolution that established this Competition.

The resolution directed the Port Authority to conduct an international design competition soliciting conceptual designs for a new Bus Terminal on the site recommended by the Working Group, one block west of the current structure, between Ninth and Eleventh Avenues; such designs to allow for

(i) sequential construction of key elements (including terminal facilities and bus-staging facilities) as estimates of future capacity needs are refined, (ii) scalability of the terminal complex to meet developing capacity requirements, and (iii) appropriate pedestrian connections to mass transit in the vicinity of the new terminal.

The resolution also required that participants in the bus terminal design competition be instructed to suggest alternative sites for a new Port Authority Bus Terminal should their analysis determine that the proposed site west of Ninth Avenue is not optimal.

This Competition is the next step in the Port Authority's efforts to design and construct a new 21st century bus terminal. Interim findings from the trans-Hudson network Commuting Capacity Study authorized by the Board in the same resolution will be shared with Finalists as an additional planning resource.

1.5. Design + Deliverability Objectives

The Design + Deliverability Objectives are the crux of the Competition. The goal of the Port Authority in conducting this Competition is to develop a design concept that can be moved forward for real-world development. In titling this a "design + deliverability" competition, the Port Authority is not seeking this to be an architecture competition that is decided solely on aesthetic or design criteria. Through this Competition, the Port Authority is seeking to inform its master planning efforts and select a winning deliverable design concept that recommends an optimal location for a new bus terminal facility, and most fully meets the following objectives (the "**Design + Deliverability Objectives**"), which are not listed in order of importance:

- (1) Meets current and projected bus passenger traffic demand with an appropriate level of service, recognizing the role of a new Bus Terminal in the interstate transportation network, addressing both the commuter and long-distance markets and compatibility with other trans-Hudson transportation operations and investments;
- (2) Advances a functional and practical transportation solution, reflecting an effective operation for the passengers and bus carriers that rely on the terminal and its services, including appropriate pedestrian connections to mass transit in the vicinity of the new terminal;
- (3) Minimizes traffic impacts to the surrounding local streets;
- (4) Provides functionality for bus parking and staging;
- (5) Considers the potential for other bus storage facilities in alternate locations;
- (6) Provides a cost effective solution that takes into account both the capital and future operating costs as an element of "deliverability," given limited financial resources and the history of significant operating losses at the existing facility;
- (7) Permits scalable and modular solutions that may be phased as needs and standards for the Bus Terminal evolve;
- (8) Takes future constructability into account;
- (9) Sustains the Port Authority's interest in safety and security in terms of design, operations, and site location;
- (10) Utilizes currently-owned Port Authority real estate where possible, minimizing the acquisition of private real estate;

- (11) Encourages attraction of private capital as an element of project “deliverability,” including leveraging the Port Authority’s real estate development rights associated with the Bus Terminal and surrounding area, and potential public-private partnership options as a means of delivering the future project;
- (12) Takes into account the concerns of the local community including construction impacts, requirements for non-Port Authority property, bus operation impacts, and a conceptual design that considers the fabric of the surrounding neighborhood;
- (13) Utilizes sustainable design principles; and
- (14) Embodies the excitement and dynamism of the New York and New Jersey Metropolitan area.

1.6 Deliverability

For the purposes of this Competition, “deliverable” means a design that meets the Design + Deliverability Objectives while being feasible and constructible in this urban region. This includes not only the considerations relating to the elements outlined in the Design + Deliverability Objectives above, but also other necessary considerations that will impact costs and schedule, such as completing all necessary operations, financing strategies, community reviews, and obtaining all necessary permits. In Phase Two, Finalists will be asked for a more detailed analysis of the deliverability concerns surrounding the Port Authority Bus Terminal Project and how this analysis informs their conceptual design. Finalists may be asked to consider innovative project delivery and financing strategies, such as the potential for a public-private partnership. The Port Authority anticipates providing additional information to Finalists in Phase Two that relate to real estate, transportation operations, retail operations, and technology and security considerations.

1.7 Competition Sponsor: About the Port Authority

The Port Authority of New York and New Jersey is the Competition Sponsor. The Port 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 Port Authority is charged with providing transportation, terminals, and other facilities of trade and commerce within the Port District. The Port District comprises an area of about 1,500 square miles in both States, centering about New York Harbor. The Port District 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 seventeen counties in the two States.

The Port Authority’s facilities enhance the region’s competitiveness and prosperity by providing transportation services that efficiently move people and goods within the region and facilitate access to the nation and the world. The Port Authority strives to better coordinate terminal, transportation, and other facilities of commerce in the New York-New Jersey metropolitan region surrounding the Port of New York and New Jersey, and does so by identifying and meeting the critical transportation infrastructure needs that support bi-state commerce, as well as trade in both goods and services between the region and the rest of the nation and world.

The Port Authority's facilities include America's busiest airport system, the Port of New York and New Jersey, the PATH rail transit system, six tunnels and bridges connecting New York and New Jersey, and the 16-acre World Trade Center site, which is home to the iconic One World Trade Center, the tallest building in the Western Hemisphere. In addition, the Port Authority operates the Port Authority Bus Terminal in Manhattan, the largest facility of its kind in the world, and the George Washington Bridge Bus Station and Journal Square Transportation Center, serving interstate and intrastate bus services, respectively. Each of these facilities plays a key role in supporting the region's transportation infrastructure and economic livelihood.

For more information about the Port Authority, including the Port Authority's current Annual Report, please visit www.panynj.gov.



COMPETITION RULES AND REQUIREMENTS

COMPETITION RULES AND REQUIREMENTS

2.1 Eligibility

The Port Authority welcomes submissions from Competitors who can demonstrate a record of expertise and accomplishment in the design and planning of large scale, intermodal mass transportation projects within high-density urban environments, with at least one team member having experience working with publicly funded projects in the United States. Competitors may be a single firm with the appropriate expertise, or a joint venture, consortium or partnership between multiple entities (for the purposes of this Competition, the term “entity” includes, but is not limited to, firms, organizations, or individuals). Competitors must demonstrate expertise in the following fields: architecture, engineering, intermodal transportation operations and planning (the “**Key Disciplines**”). Further, at least one entity must be, or employ, a person who has the right to practice as an architect in the country where she or he is qualified or in the country where she or he currently resides or practices. Although not a requirement, Competitors are encouraged to engage experts in fields such as construction, community development, retail development, finance, and real estate and zoning. Furthermore, minority and women-owned firms are encouraged to participate. Port Authority staff, Board of Commissioners, Kohn Pederson Fox, Parsons Brinckerhoff, Skanska, Thornton Tomasetti, Jury members, and Jury member’s respective professional practices or employees and family relations, are ineligible to compete.

2.2 How to Enter the Competition

Each Competitor wishing to enter the Competition must officially register with the Port Authority by completing the Registration Packet located on the Competition website, and sending the completed packet via email to PABTcompetition@panynj.gov. This Registration Packet will require Competitors to make certifications and agree to terms and conditions relating to the Competition. A Competitor’s submission will not be reviewed until the Port Authority is in receipt of the Competitor’s complete Registration Packet. Competitors may register up to and including the Phase One Submission Deadline, but are encouraged to submit their Registration Packet as soon as possible.

2.3 Competition Schedule

Competitors should be mindful of the Competition’s constrained timeframe and deadlines for deliverables. The Port Authority reserves the right to modify the Competition Schedule at any time. The Port Authority will notify Competitors and the public of any changes to the Competition Schedule on the Competition’s website and via addendum.

The Competition Schedule is as follows:

Competition Launch	March 11, 2016
Registration and Phase One Submission Deadline	April 12, 2016
Finalists Announced	April/May 2016
Phase Two Launch	April/May 2016
Site Visit	May 2016
Phase Two Submission Deadline	July/August 2016

2.4 Identification of Competitor Representative

Each Competitor must designate one (1) individual to be their authorized representative for contact with the Port Authority during the Competition (the “**Competitor Representative**” or “**Representative**”). Unless the Competitor notifies the Port Authority otherwise in writing, the Port Authority will deem the Representative identified by the Competitor in the Competitor’s Registration Packet to be the Competitor’s Representative. If at any time, a Competitor wishes to change their Representative, the Competitor must notify the Port Authority of the change, by email, to PABTcompetition@panynj.gov, with the name, address, and other contact information of the new Representative. Competitors are responsible for ensuring that the contact information for their Representative remains current during the Competition. If a Competitor fails to update its Representative’s contact information with the Port Authority, such failure may result in the Competitor not receiving important communications. The Port Authority will not be responsible for this failure.

2.5 Phase One Submission Requirements

For Phase One, each Competitor will be required to submit the following: (the “**Phase One Submission Requirements**”):

- (A) **Cover Letter:** The cover letter should briefly introduce the Competitor and summarize the content of its Phase One Submission.
- (B) **Copy of the Competitor’s Registration Packet**
- (C) **Organization Chart:** The Competitor must submit a graphic depiction of the Competitor’s organizational structure. The chart should identify the entities employing the personnel and their reporting relationships. The chart may be provided on 11” x 17” paper. The Competitor must submit a narrative of no more than three (3) single-sided pages (8.5” x 11”) describing all the functional relationships among the entities identified in the Organization Chart.
- (D) **Statement of Competitor Organization:** The Competitor must submit a statement signed by an authorized representative, stating whether the Competitor is a single entity or joint venture. While legal joint ventures are not required, if a Competitor is a joint venture or a consortium of entities, the Competitor must submit a copy of any written

agreement, or understanding which exists between the Competitor’s member entities. If the Competitor is a joint venture comprised of multiple entities, and the Competitor becomes a Finalist, then the Competitor as a Finalist must be composed of the entities as originally submitted in Phase One, although additional entities may be added with the prior written permission of the Port Authority. A Competitor may not substitute a member without the prior written permission of the Port Authority.

- (E) **Entity Profiles:** Each entity that comprises the Competitor must provide a general description of that entity, including, but not limited to, its legal form of organization, owners, general and limited partners, as appropriate, senior management, parent companies or subsidiaries, year established, number of employees, and office locations.
- (F) **Resumes:** Each entity that comprises the Competitor must provide the resumes of all staff that will be dedicated to developing the Competitor’s Phase Two Submission. The Competitor should also depict these individuals and their roles in the Competitor’s Organization Chart, noting their roles and titles. Resumes are limited to two (2) pages per person and may be double-sided.
- (G) **Competitor Composition Narrative:** Competitors must submit a written narrative that describes the Competitor’s overall composition, including the names and the specific roles and responsibilities of the Competitor’s members. Competitors should discuss past collaborative efforts among team members, if applicable. The narrative must present: (1) why the entities comprising the Competitor were brought together to enter this Competition; and (2) how the Competitor will leverage its composite expertise to accomplish the Design + Deliverability Objectives.

For each Key Discipline, Competitors should submit the following information:

- (1) A description of which member entities will be fulfilling each Key Discipline
- (2) Professional licenses held by member entities relating to each Key Discipline
- (3) Relevant projects (up to three (3) per member entity) or experience that demonstrate their approach to challenges similar to those surrounding the new Bus Terminal. The description of each project may be organized at the discretion of the Competitor, but should at a minimum communicate the project’s design objectives, approach, results, project significance, and key features.

For each project example, the member entity must provide the following information:

- (1) Client name, email address and, contact number
- (2) Location of the project
- (3) Date of project completion, or if still under design or construction, date of projected completion
- (4) Anticipated, and final budget
- (5) Aspects of the design or design approach that are relevant or showcase equivalent challenges of redeveloping the Bus Terminal
- (6) Illustrative examples of each project, including images, illustrations, sketches, schematic design, or other explanatory information. The Competitor may submit up to three high-resolution images of the representative projects.
- (7) A list of awards, publications, notices, peer recognition, or any other documentation of design excellence for the projects.

The Competitor should submit highlights of previous work performed by each additional entity, if any (those representing fields other than the Key Disciplines).

- (H) **Statement of Design Concept Approach:** The Competitor must submit a narrative statement (no more than twenty (20) single-sided pages, exclusive of any illustrations and images) aligned with the Design + Deliverability Objectives, describing:
- (1) The Competitor’s understanding of the Design + Deliverability Objectives, and the Competitor’s approach to accomplishing these objectives through their conceptual design submitted in Phase Two;
 - (2) The Competitor’s design philosophy and how that design philosophy would be applied to the development of a robust, deliverable conceptual design in Phase Two; and
 - (3) The Competitor’s analysis of either:
 - a. the proposed site for the Bus Terminal west of Ninth Avenue, or
 - b. an alternative site
 at which the Competitor proposes designing a new Bus Terminal.
- Competitors may provide illustrations and images as appropriate to communicate their design approach. Competitors may elaborate upon their approach to sustainable design and integration of technological components. Competitors’ conceptual designs should generally consider all applicable laws, rules, regulations and codes.
- (I) **Press Statement:** The Competitor should provide a 300-word description of the Competitor’s team for the Port Authority’s use for press purposes. This statement should include each Competitor team member’s website address (if one exists). The Competitor must provide a media contact person, as the Port Authority may require additional information.

2.6 Phase One Submission Format

Competitors should organize their Phase One Submission using the following tab labels and titles:

List of Phase One Submittal Requirements	
2.4 (A)	Cover Letter
2.4 (B)	Copy of Competitor’s Registration Form
2.4 (C)	Organization Chart
2.4 (D)	Statement of Competitor Organization
2.4 (E)	Entity Profiles
2.4 (F)	Resumes
2.4 (G)	Competitor Composition Narrative
2.4 (H)	Statement of Design Concept Approach
2.4 (I)	Press Statement

The Competitor must submit its Phase One Submission in the following format:

- One (1) unbound Phase One Submission copy conspicuously marked "ORIGINAL"
- One (1) Phase One Submission electronic copy on a USB flash drive marked "ORIGINAL"
- Twenty (20) bound copies of the Phase One Submission (three-ring binders)
- Twenty (20) Phase One Submission electronic copies on USB flash drives

Electronic copies of the Competitor's Phase One Submission should be in a format that does not prevent the Port Authority from cutting and pasting content. Competitors should include the Competitor team members' corporate logos (.JPEG or similar format), up to three high-resolution images of each of the entities' representative projects, and any images provided as part of the Competitor's design approach must be included separately as high-resolution images, on the Competitors "ORIGINAL" electronic submission (USB). Hard copies of Phase One Submissions must be printed on 8" x 11" paper (unless otherwise specified herein) in 12-point font, single-spaced, and employ margins of one inch or more.

The Port Authority may disregard any materials submitted in a Competitor's Phase One Submission that is not specifically identified as a Phase One Submission Requirement in Section 2.5.

2.7 Phase Two

Phase Two of the Competition will commence after the Port Authority announces the Finalists. Finalists will be required to demonstrate compliance with Port Authority information security requirements prior to being provided access to Phase Two information. Shortly after the commencement of Phase Two, the Port Authority will release to the Finalists detailed Phase Two Submission requirements, which may include additional information, reports and documents, to be considered in the preparation of the Finalists' Phase Two Submissions.

2.8 Deadline for Phase One Submissions

The Port Authority must receive Phase One Submissions no later than 2:00 P.M. EDT on Tuesday, April 12, 2016. The Port Authority may not evaluate any Phase One Submission received after that time. The Port Authority assumes no responsibility for delays caused by any delivery services.

2.9 Delivery Instructions for Phase One Submissions

Each Competitor is responsible for the proper and timely delivery of their Phase One Submission. All Phase One Submissions must be delivered in a sealed package. The package must state in bold letters conspicuously on the cover of the package "**Port Authority Bus Terminal International Design + Deliverability Competition.**"

Address your Phase One Submission to:

The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street, 21st Floor
New York, NY 10007
Attention: Bid Custodian

Competitors must not address their submission to any other name. Please note: at this address, submissions will only be accepted via the United States Postal Service, UPS, or hand delivery. Submissions will only be accepted Monday through Friday, excluding Port Authority holidays, between the hours of 8:00 a.m. and 5:00 p.m., via (1) regular mail, (2) express delivery service (e.g. UPS), or (3) hand delivery. There is no parking available at 4 World Trade Center/150 Greenwich Street, and parking in the surrounding area is extremely limited. Express carrier deliveries by commercial vehicles will only be made via vendors approved by Silverstein Properties, the World Trade Center Property Manager, through the Vehicle Security Center (VSC). Presently, UPS is the only delivery vendor with approved recurring delivery times. UPS makes deliveries to 4 World Trade Center around 9:30 a.m. each day. Competitors should plan their submission accordingly. If a submission is to be hand-delivered, Competitors should note that the Port Authority will only permit access to those individuals who possess proper identification (e.g. photo identification). The Port Authority will turn away any individuals without proper identification and will not accept their packages. The Port Authority will not accept any submission via email or fax. The Port Authority assumes no responsibility for delays, including, but not limited to, delays caused by any delivery services, building access procedures, or security requirements.

2.10 Phase One Submission Evaluation Criteria

Phase One Submissions will be evaluated based on the following evaluation criteria, listed in their order of importance:

(1) Statement of Design Concept Approach

The Statement of Design Approach will be evaluated based on the following considerations:

- a. The Competitor's demonstrated understanding of the Design + Deliverability Objectives, and the Competitor's presentation of a clear, thorough, workable approach to meet these objectives through the Competitor's Phase Two Submission
- b. The Competitor's design philosophy, and how that design philosophy would be applied to the development of a robust, deliverable conceptual design in Phase Two
- c. The Competitor's preliminary analysis of either the site west of Ninth Avenue, or an alternate site, at which the Competitor proposes designing a new Bus Terminal

(2) Competitor Team Composition

The composition of the Competitor will be evaluated based on the following:

- a. Detailed explanation of: (1) why the firms comprising the Competitor were brought together to enter this Competition, with a particular emphasis on member entities' past experience; and (2) how the Competitor will leverage its composite expertise to accomplish the Design + Deliverability Objectives
- b. Team Experience
 - i. Demonstrated excellence in each of the Competitor team member's respective disciplines
 - ii. Relevance of Competitor's composite experience to the Competitor's proposed design concept approach and emerging design concept
 - iii. Clear demonstration of the approach and experience of the member entities, as evidenced by past projects that have presented challenges equivalent, or similar, to those that will be faced in designing a new Bus Terminal

2.11 The Jury

The Port Authority intends to convene a diverse range of esteemed experts from multiple disciplines to serve on the Competition's Jury.

2.12 Competition Results

At the conclusion of Phase One, the Port Authority will announce the names of the Finalists. It is the Port Authority's intent to shortlist up to five Competitors to participate in Phase Two of the Competition. The Port Authority will notify the Finalists, and will post the names of the Finalists on the Competition website.

At the conclusion of Phase Two, the Jury will evaluate Finalists' Phase Two Submissions, and will recommend a winning design concept to the Port Authority's Board of Commissioners.

2.13 Honorarium

The Port Authority anticipates awarding a one million dollar honorarium to the winner of the Competition. The Port Authority reserves the right, however, to award additional honoraria to Finalists whose Phase Two Submissions the Jury finds meritorious and the Port Authority Board approves. Finalist(s) must pass an integrity and responsibility review and cooperate with the Port Authority and its Office of Inspector General in order to be eligible for any honoraria.

2.14 Post-Competition Commitment

The honorarium described above is the sole compensation available through this Competition. The Port Authority may contract with the winning Finalist, including one or more of its member entities, or another Competitor, to provide services including, but not limited to, further development of their conceptual design, or participating in an advisory capacity to the Port Authority as the Port Authority refines the requirements and scope for the design and construction of a new 21st century Bus Terminal. In addition to the potential for contracted services as described herein, the winner or its member entities and all other Competitors will not be precluded from participating in a future procurement related to the design and construction of a new Bus Terminal.

2.15 Costs Assumed by the Competitor

The Port Authority is not liable for any costs incurred by a Competitor in the preparation, submittal, or presentation of its submission, or in any other aspect of the Competitor's participation in this Competition.

2.16 Return of Submissions

The Port Authority will not return Competitors' submissions, and Competitors will not have access to their submission at any time. Therefore, it is important that Competitors photograph or retain at least a copy of the submission materials. Once received, the submissions become the property of the Port Authority.

2.17 Copyright and Use

All Competitor submissions shall become the sole property of the Port Authority. The Port Authority shall own the entire copyright in all submissions, in whole or in part, for use in any way, including but not limited to the final design of the Bus Terminal. Finalists will be required to assign their copyright and other intellectual property ownership interests in their submission to the Port Authority. The assignment form is included with the Registration Packet.

2.18 Language of the Competition

English is the official language of the Competition; all materials submitted must be in English.

2.19 Rights of the Port Authority

The Port Authority reserves the right to disqualify any Competitor that the Port Authority determines, in its sole discretion, has violated these Competition Conditions, made a misrepresentation in any submission, failed to respond to or cooperate with any request, including from the Port Authority's Office of Inspector General, or otherwise participated in any action that impacts the integrity of the Competition. Note that the Port Authority's Inspector General will monitor the Competition, and (1) ensure it proceeds with integrity, (2) assist with integrity and responsibility reviews of the Competitors, and (3) ensure compliance with the Port Authority's confidential and security information guidelines.

The Port Authority reserves the right to select multiple winners, to declare a tie between Finalists, or to announce no winner. The Port Authority also retains the right to modify or cancel this Competition in its entirety at any time.

2.20 Amendments to the Competition Conditions and Addenda

The Port Authority may amend these Competition Conditions and any Competition documents, at any time prior to both the Phase One and Phase Two Submission Deadlines. The Port Authority will notify all registered Competitors of any amendments, and may post the updated documents on the Competition website. If the Port Authority issues any addenda during

Phase One or Phase Two of the Competition, these addenda will form part of the Competition Conditions. Accordingly, all Competitors will be deemed to have acknowledged these addenda when submitting their Phase One or Phase Two Submissions.

2.21 Media

Competitors, or members of the press and the public, who have media-related questions should contact the Port Authority's Media Relations Department at 212-435-7777.

2.22 Questions and Communication

All questions and communications regarding this Competition should be emailed to PABTcompetition@panynj.gov. Email is the preferred method of communication. Telephone inquiries should be addressed to the Competition's hotline: 212-435-4670. This number is staffed only during business hours (9:00 am-5:00 pm EST, Monday through Friday).

The Competitor, its employees or agents, may not contact any Port Authority staff, consultants, member of the Port Authority's Board of Commissioners or Jury member on matters pertaining to this Competition, except as provided in this document, or as may be requested by the Port Authority to facilitate the Competition. Any unauthorized communication may automatically disqualify the Competitor from the Competition. These communication protocols remain in effect throughout the Competition, from the commencement date of the Competition up to and including the date on which the Port Authority publicly announces the results of the Competition.

The Port Authority will respond to Competitors' questions via a Question & Answer Log. The Question & Answer Log will be updated and available for review and download on the Competition website at www.panynj.gov/BusTerminalDesign.

2.23 Port Authority Disclaimers

The purpose of the documents included as Appendices A, B, C, and D of these Competition Conditions is to provide information that is in the Port Authority's possession to Competitors in connection with this Competition. The Port Authority takes no position, and makes no representation, warranty or guarantee as to, and is not responsible for, the accuracy, completeness, or pertinence of these documents, and, in addition, will not be responsible for any conclusions drawn from these by any Competitor. Further, with respect to Appendix A and Appendix C, the information provided in these documents is intended to show the ongoing deliberative process behind the Port Authority's continuing master planning efforts for the new Bus Terminal. Nothing contained in Appendix A or Appendix C is intended to represent any final determination of the Port Authority.

In addition, neither the Commissioners of the Port Authority, nor any of them, nor any officer, agent or employee of the Port Authority may be: (i) charged personally with any liability by a Competitor or potential Competitor or another or held liable to a Competitor or another under any term or provision of this Competition; or (ii) any statements made in this Competition; or (iii) because of the submission or attempted submission of any document or response related to the Competition. Each Competitor, by submitting a submission in response to this Competition, expressly waives any right it may have to bring a claim against any Commissioner, officer, agent or employee of the Port Authority for any such liability.

In participating in this Competition, each Competitor acknowledges these disclaimers.

THE PORT AUTHORITY OF NY & NJ

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