

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER
150 GREENWICH STREET, 21ST FLOOR
NEW YORK, NY 10007

Date: October 1, 2019

ADDENDUM #2

To prospective Respondents to Request for Information (RFI) 58339: Journal Square Transportation Center, Redevelopment Opportunities

Response Due Date: October 11, 2019, no later than 2:00 PM EST

The following questions were received from prospective respondents to the RFI. The questions and the corresponding Port Authority answers are provided for your information and use, as appropriate.

	Question/Request	Answer
1	Will there be prevailing wage requirements during construction?	The Port Authority of New York and New Jersey (Port Authority) anticipates the inclusion of prevailing wage requirements in any agreement involving construction at the Journal Square Transportation Center (JSTC).
2	What are the remaining lease terms for existing retail tenants at Journal Square Transportation Center (JSTC) and does the Port Authority have any termination options?	Remaining lease terms vary. All retail tenant leases at JSTC include provisions enabling the Port Authority to terminate existing leases prior to the long-term redevelopment contemplated by this RFI.
3	Is there funding allocated in the Port Authority capital plan for the redevelopment of JSTC?	Currently, there is no funding in the Port Authority's ten-year capital plan to support redevelopment at JSTC. The Port Authority is seeking to leverage private capital investment to help fund such redevelopment, including but not limited to PATH station improvements.
4	Has the Port Authority prepared cost estimates for the improvements it would like to make at the station, such as platform extensions?	The Port Authority has yet to prepare cost estimates for potential improvements because the full scope of work has not been determined.
5	Does PATH intend to keep its offices at the JSTC site?	Please refer to Section 4.D (Required Port Authority/PATH Spaces, pg. 17) of the RFI.

6	Does the Port Authority foresee any commitments to local stakeholders that would need to be reflected in any potential redevelopment?	The Port Authority/PATH is focused on community engagement and working with local stakeholders and elected officials. There will be an ongoing dialogue with the local community to understand their needs and concerns. Respondents recommending any large-scale reorientation of JSTC should be prepared to work with various stakeholders, including but not limited to New Jersey Transit, Jersey City, Hudson County, and the Port Authority, to ensure feasibility of alternative bus and pedestrian movements.
7	Will the Gensler plan from 2009 be the guiding document?	The Gensler study, as referenced on page 40 of the RFI, was prepared in response to Jersey City-led planning efforts in the area at that time. The Study was then updated in 2013. The original and updated documents were included in the RFI because they captured the importance of integrating transportation with commercial and retail development, which is still a priority for the JSTC.
8	Jersey City recently issued a procurement on expanding public transit in underserved areas of Jersey City. How does this RFI intersect with that procurement and Jersey City's goals around improving access?	The Port Authority continues to have discussions with relevant stakeholders (e.g. Jersey City, New Jersey Transit, and Hudson County) on bus operations in and around the JSTC facility. These discussions should inform potential updates to the area's public transit systems.
9	What is the role of the RFI? And, if a respondent does not submit to the RFI, is it possible to submit to a future Request for Qualifications (RFQ) or RFP?	As elaborated in Section 2 (Executive Summary & Purposed of this Request for Information) of the RFI, responses to the RFI will help gauge market interest in the redevelopment of the JSTC, and the Port Authority may use this information to inform the next steps of this project. As stated in Section G of page 22 of the RFI, "The Port Authority will not preclude firms or organizations that do not respond to this RFI from participating in any possible future procurement for the redevelopment of the JSTC."
10	Will RFI response submissions be made public?	As stated in Section 2 (Executive Summary & Purpose of this Request for Information) of the RFI, "Responses to this RFI will become the property of the Port Authority upon submission, and the Port Authority agrees not to use the submissions for commercial purposes or to disclose information provided therein publicly or to any other Respondents without permission, subject in all cases

		to the Port Authority's obligations under freedom of information requirements.
11	Would the Port Authority prefer a sale-leaseback or long-term ground lease transaction structure for the potential redevelopment of JSTC?	The Port Authority is open to different transaction structures; however, the Port Authority values long-term cash flow streams, which are used to bond against infrastructure projects.
12	We are very interested in the opportunity at the Journal Square Transportation Center and are talking to a few developers that may be interested in leading a team for this project. But would the Port Authority would be open to responses directly from individual design and engineering consulting firms for the RFI stage?	The Port Authority welcomes responses from <i>any</i> firms that have the capacity and knowledge to respond to the questions and topics raised in the RFI.

This communication should be initialed by you and annexed to your response upon submission. In case any Respondent fails to conform to these instructions, its response nevertheless shall be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

LUKE BASSIS
DEPUTY DIRECTOR

RESPONDENT'S NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO JAMES SUMMERVILLE:

jsummerville@panynj.gov, 212-435-4642