

# THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

## REQUEST FOR INNOVATION (RFI)

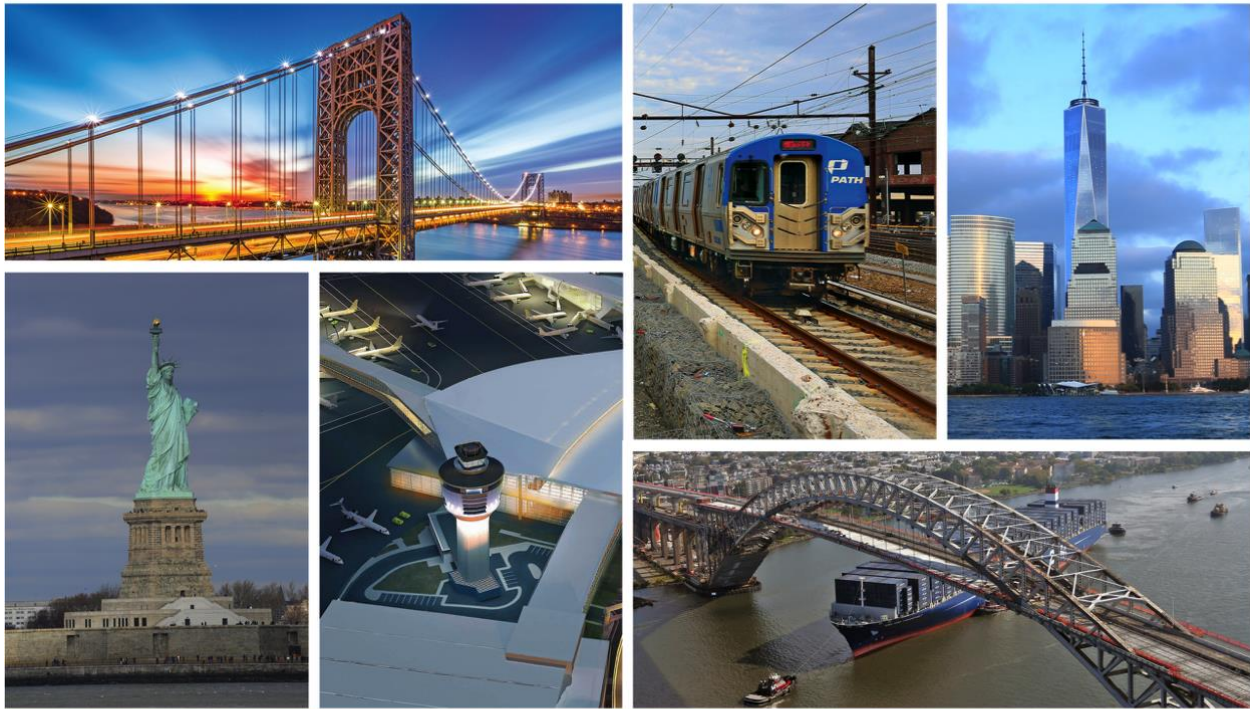
FOR

## AUTONOMOUS VEHICLE SYSTEMS

**Release Date:**  
January 2, 2020

**Response Due Date**  
February 3, 2020

RFI # 60010



**THE PORT AUTHORITY** OF NY & NJ

January 2, 2020

**SUBJECT: REQUEST FOR INNOVATION (RFI) FOR AUTONOMOUS VEHICLE SYSTEMS**

Dear Potential Respondent:

The Port Authority of New York & New Jersey is interested in exploring the potential for Autonomous Vehicle Systems (“**AV System**”) at Port Authority facilities to support the mission of moving people and goods throughout the region. To this end, we are seeking Responses (“**Responses**”) to this Request for Innovation (“**RFI**”) from firms (“**Respondents**”) interested in deploying an AV System and identifying potential applications for their system under given facility conditions. Firms will first respond with details about their AV System (“**Phase 1**”) and Port Authority may then select firms to partner in creating an operations report (“**Phase 2**”) explaining how that AV System would work at a given Port Authority facility under specified conditions.

This RFI is separate from and unrelated to solicitation documents that may be issued in conjunction with the Newark AirTrain and LaGuardia AirTrain programs.

**I. PHASE 1: AV SYSTEM DETAILS**

Autonomous vehicles generally cover a wide range of solutions. Port Authority is interested in systems that can move the most people safely, quickly, in an economical manner, and under the widest range of possible conditions. To that end, Respondents are asked to:

- A. Submit information as to how their AV System works. This should include but is not limited to capacity (in passengers per hour per direction), vehicles costs, annual operating expenses, special system or infrastructure requirements, safety certifications, operational conditions, and previous deployment history.
- B. Identify potential applications for the Respondent’s AV System at Port Authority facilities. These may be prospective in nature and include projected system capabilities in the future. Respondents should also articulate why the system is well suited to the needs of multi-passenger rides, rather than focus on single-occupancy solutions.

The purpose of the Responses for Phase 1 is to inform Port Authority about the capabilities today and assist in the agency’s planning for the future.

**II. PHASE 2: OPERATIONS REPORT**

Port Authority is targeting 3-5 respondents for selection for Phase 2 to spend time collaborating with Port Authority staff. It is currently contemplated that the collaboration could be for 30 days and write an operations report based on the actual conditions of a given facility. If selected, respondents are under no obligation to participate. Participating firms may be compensated a

stipend upon delivery of their report. Port Authority is not liable for any expenses or incurred costs of any kind beyond this compensation for selected firms.

### **III. BACKGROUND**

#### *The Port Authority of New York & New Jersey*

The Port Authority of New York & New Jersey 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. The Port Authority's facilities include two tunnels, and four bridges between the States of New York and New Jersey, the Hudson Tubes facility, including the Port Authority Trans-Hudson system ("PATH" or the "PATH system), a bus terminal, the Trans-Hudson ferry service, five airports, the World Trade Center, six marine terminals, two waterfront development facilities, four industrial development facilities, a resource recovery facility, and certain regional development facilities. The Port Authority is self-sustaining in that it raises the necessary funds for the improvement, construction, or acquisition of its facilities primarily upon the basis of its own credit. The Port Authority has no power to levy taxes or assessments. Its bonds, notes, and other obligations are not obligations of the two States or of either of them and are not guaranteed by the States or by either of them.

#### *Autonomous Vehicles in the Port Region and Beyond*

In August 6, 2019 The Brooklyn Navy Yard began the first AV System to operate in the Port region. Shuttling passengers in 6 vehicles along a 1.1-mile route in mixed traffic, vehicles safely provide a free mode of transportation from the entrance of the Navy Yard to the ferry terminal. In Las Vegas, the convention center has awarded a contract to build 3 stations and 2 tunnels for the internal transportation of attendees using an AV System. Around the country, pilots continue to be developed in coordination with local transit agencies (Jacksonville), on corporate properties (Denver), and on college campuses (Pittsburgh).

Outside of the United States, systems have been deployed in conjunction with bus rapid transit (Netherlands), at airports (Heathrow, Brussels, Dubai), and as personal rapid transit (South Korea). With an increasing number of deployments, this trend will have major implications for global transportation systems.

### **IV. HOW TO RESPOND TO THIS RFI**

Firms interested in responding to this RFI must email a copy of their Response in a single PDF file to the Port Authority's contact person provided below no later than 2:00 p.m. on February 3, 2020:

Allison Agliardo  
Procurement Department  
The Port Authority of New York & New Jersey  
Four World Trade Center | 21st Floor  
150 Greenwich Street  
New York, NY 10007  
Email: aagliardo@panynj.gov

The Respondent's Response to this RFI should take the form of a letter of no more than 20 pages, and contain the following:

1. A brief description of the Respondent, its lines of business, organization, mission, affiliates, objectives, location, and years in business. This should include a description of the Respondent's strategy for deploying and supporting their AV Systems.
2. Contact information (name, title, telephone number, email) of the individual who will act as the Respondent's contact for communications with the Port Authority. In addition, at any time after the opening of the Responses to this RFI, the Port Authority may request additional information relating to the Respondent's qualifications and will use this individual as the point of contact for these queries.
3. A signed copy of Attachment A (Agreement on Terms of Discussion) hereof.
4. A description of the Respondent's experience in providing AV Systems. The Response should specifically note:
  - a. A List of Respondent's projects of currently in place or secured for the future.
  - b. A statement of technical expertise related to AV Systems.
  - c. Any other experiences, insights, ideas and approaches to developing, financing, and operating and maintaining AV Systems.
5. A brief summary of business cases where your technology could be implemented. Please utilize examples and, if possible, correlate applicability to Port Authority facilities or modes of transportation.
6. Please describe any obstacles you may have encountered in deploying your AV solution; and describe any obstacles you have identified that should be considered by the Port Authority when contemplating uses for AV technology at its facilities and in the region.

## **V. RESPONDENT QUESTIONS**

Questions from prospective Respondents concerning this RFI must be addressed by email to the Contact Person listed in Section III. Please include in your email's subject line the following: "**AV SYSTEMS– RFI # 60010**". Our responses to questions will be posted on our website in the same location where this RFI resides.

## **VI. MEETINGS WITH RESPONDENTS**

At any time after the receipt of Responses, we may ask a Respondent to attend an informal informational meeting with Port Authority staff to discuss the Respondent's response, and any other matters relating to the potential AV System. The intent of these meetings is to promote an open exchange of information that, as noted, may assist the Port Authority with developing future AV Systems.

## VII. GENERAL

- C. The purpose of this RFI is solely to gather additional information from Respondents and may serve as a preliminary step towards the development of a potential future procurement and/or contract for an AV System.
- D. The Port Authority reserves the right to conduct interviews, issue a solicitation for a proposal, or to perform none of the above.
- E. The Port Authority reserves the unqualified right in its sole and absolute discretion to choose to accept or reject any and all firms responding to this RFI on the basis of an evaluation of the responses to the RFI. The Authority also reserves the unqualified right to request further information from any Respondent.
- F. Neither the information submitted from your firm, nor the submission of your Response to the RFI and any documents or other information supplied by you, nor your participation in Phase 2 and the delivery of a report, nor any correspondence, discussions, meetings or other communications between your organization and the Port Authority, will impose any obligation on the Port Authority. The Port Authority shall have no obligation to any Respondent. The Respondent's costs of participation in or information preparation are not compensable, other than any which may be outlined as part of Phase 2.
- G. 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 a response 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 Port Authority's discretion, be provided only to those Respondents whose submittals may be impacted by such change/addendum.
- H. 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.
- I. 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, if any. 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.
- J. 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.
  - K. This RFI is an inquiry only. No contract or agreement will be entered into as a result of this RFI, other than what may be outlined in Phase 2. There are no guarantees made or implied by the Port Authority that any information provided will result in a public procurement process for the performance of any services contemplated herein, nor that any subsequent procurement will follow the approach described herein. The Port Authority will not preclude firms or organizations that do not respond to this RFI from participating in any possible future procurement for Autonomous Vehicles.

**ATTACHMENT A**

**RFI - AUTONOMOUS VEHICLE SYSTEMS**

**AGREEMENT ON TERMS OF DISCUSSION**

The Port Authority’s receipt or discussion of any information (including information contained in any proposal, vendor qualification(s), 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 therefor (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.

Any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) provided in connection with this procurement is subject to the provisions of the Port Authority Public Records Access Policy adopted by the Port Authority’s Board of Commissioners, which may be found on the Port Authority website at: <http://corpinfo.panynj.gov/documents/Access-to-Port-Authority-Public-Records/>. The foregoing applies to any information, whether or not given at the invitation of the Authority.

\_\_\_\_\_  
(Company)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

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DO NOT RETYPE.**