

# 2019 Port Authority Construction Program

Bidding and Understanding Construction Contracts





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## The Construction Program

The 2019 Construction Program is published in a continuing effort to encourage participation in the Port Authority's procurement of construction services. Issued annually, this document provides a forecast of construction contracts to be bid through a competitive design-bid-build model during the year. The forecast identifies contracts that the Port Authority will publicly advertise, provides a brief description, projects an estimated range of the construction cost, along with a brief description of each project.

The section titled "Bidding and Understanding Port Authority Construction Contracts" is a guide to understanding the Port Authority's contracting procedures for those projects procured under a design-bid-build project delivery model. This section also includes specific information for contractors interested in viewing or obtaining bid documents, completing a vendor registration profile to get on bid lists, and submitting bids, as well as information regarding the M/W/SDBE Program.

The section entitled "Design-Build" provides a general overview of the Port Authority's design-build program. The Port Authority anticipates that certain future Port Authority projects will be delivered using this alternative project delivery model.

The information included in this document is a forecast of the Authority's construction program and is subject to change without prior notice. Current information can be found on the Port Authority's web site at <http://www.panynj.gov/business-opportunities/vendor-information.html> or <http://www.panynj.gov/business-opportunities/construction-contracts.html>.

Questions regarding the Construction Program can be directed to contact persons identified in the Appendices.



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

The Port Authority of New York and New Jersey was established on April 30, 1921.

It was the first bistate agency ever created under a clause of the U.S. Constitution permitting compacts between states with Congressional consent.

This Port Compact created an area of jurisdiction called the Port District, which comprises about 1,500 square miles in both states centering on New York Harbor.

The Compact established a bistate authority to provide transportation, terminal, and other facilities of commerce within the Port District. The States of New York and New Jersey have occasionally authorized the agency to administer specific transportation facilities outside of the Port District.

The Port Authority of New York and New Jersey builds, operates, and maintains many of the most important transportation and trade facilities in the country.

The agency's network of aviation, rail, surface transportation, and seaport facilities moves hundreds of millions of people and goods throughout the region annually and supports more than 550,000 regional jobs, generating more than \$23 billion in annual wages and \$80 billion in annual economic activity.

The Port Authority also owns and manages the 16-acre World Trade Center site, home to the iconic One World Trade Center, the tallest building in the Western Hemisphere.

The Port Authority receives no tax revenue from the States of New York and New Jersey, or from the City of New York.

The Port Authority was created to promote and protect the commerce of the Port District and to undertake port and regional improvements that secure the region's economic well-being.

The Governors of New York and New Jersey appoint six commissioners each to the Port Authority Board of Commissioners. Each appointment is subject to the approval of the respective State Senate.

Commissioners serve as public officials without remuneration for overlapping six-year terms. The Governors retain the right to veto the actions of the Board.

The Executive Director, appointed by the Governor of New York and confirmed by the Board of Commissioners, is responsible for managing the operation of the Port Authority in a manner consistent with the agency's policies, as established by the Board.

The Port Authority works closely with governmental, nonprofit, and private interests to address the diverse needs of the communities surrounding its facilities.

The Port Authority is prepared to respond to the challenges ahead— by operating and maintaining its facilities responsibly and by continuing to find ways to expand and enhance the trade and transportation capacity of the bistate region.

## Bidding and Understanding Port Authority Construction Contracts

### Public Advertisements

The Port Authority's general practice is to advertise publicly for sealed competitive bids for its construction needs. Upon receipt of bids, all solicited or publicly advertised contracts are awarded without favoritism to the lowest qualified, responsive and responsible bidder. The award process includes a determination of whether the submitted bid is in proper form; the bidder has the technical qualifications, requisite experience, integrity, and financial resources to perform the work; and the bidder is a responsible contractor. The Port Authority reserves the right to accept or reject any and all bids and/or to accept any bid or bids that best serve the public interest.

All publicly advertised solicitations are posted on the Port Authority web site at <http://www.panynj.gov/business-opportunities/bid-proposal-advertisements.html>. The site is continually updated, and we suggest that contractors visit the site on a daily basis. Solicitations on the Port Authority web site may also appear in McGraw-Hill's publication Engineering News-Record and in various New York and New Jersey newspapers and web sites, including The New York State Contract Reporter ([www.nyscr.ny.gov](http://www.nyscr.ny.gov)), The Official Web Site for the State of New Jersey ([www.state.nj.us/njbusiness/contracting](http://www.state.nj.us/njbusiness/contracting)), The Star-Ledger (Newark) and The Record (Bergen). Solicitations for Stewart International Airport may appear in local publications in the geographical region of the airport.

Because of possible time constraints and advertisement deadlines, there is no guarantee that ads for Port Authority contracts will be placed in any specific publication. Generally, newspaper ads are found in the "Classified" or "Legal Notices" sections of the papers.

Copies of contracts that are scheduled to be bid publicly are displayed for public viewing when available at the Contract Desk, PANYNJ, 2 Montgomery Street, 1st Floor, Jersey City, NJ 07302. To check for contract availability, please refer to the Port Authority web site.

For contracts involving Stewart International Airport, a copy can be viewed at the facility reception desk located at 1180 First Street, Building 138, New Windsor, NY 12553, (845) 564-7200.

### Pre-Qualification of Bidders and Verification and Validation Process

In some instances, the Port Authority employs a process to pre-qualify prospective bidders for contracts that include any or all of the following criteria:

- Special construction expertise
- Unusual schedule or operational constraints
- Complex staging and/or maintenance of traffic
- Complex coordination (facility, subcontractors, other agencies, tenants, etc.)
- Security contracts

In addition, lists of qualified contractors for specific construction categories are established through a publicly advertised prequalification process. A public advertisement for a Request for Qualifications (RFQ) or Request to Qualify (RTQ) contains qualification requirements as well as general information specific to that contract or type of construction.

### Verification and Validation Process

For construction projects that require a security clearance, the Authority may issue a public advertisement for a Verification and Validation Process (VVP). These are requests for information leading to the establishment of a list of contractors that have met the information security requirements and are eligible to receive the solicitation documents.

#### Process:

Prospective bidders may acquire the RFQ/RTQ/VVP via the Port Authority web site, print it out, complete it, and submit the information requested as directed.

The Port Authority evaluates the information provided and invites qualified (RFQ and RTQ) and verified and validated (VVP) bidders to submit bids. A listing of upcoming RFQs/RTQs/VVPs for both construction and consulting work is currently posted on the Port Authority web site at <http://www.panynj.gov/business-opportunities/bid-proposal-advertisements.html>.

### Federally Funded Contracts

Federally funded contracts have specific requirements that may be in addition to, or in place of the typical Port Authority requirements. Procurement provides oversight and guidance to ensure Port Authority adherence to the federal agency's regulatory and other requirements. These requirements include, but are not limited to, restrictions on the use of Cost Plus Percentage of Cost (CPPC), Sole Sources and Disadvantage Business Enterprise (DBE) Goals. The Port Authority Procurement Department manages the procurement processes from inception to close out of contracts, including change order management, for those contracts procured and awarded directly by the Port Authority.

### Design-Build Program

The Port Authority's Design-Build Program includes those projects that the Port Authority has deemed as best-suited to be delivered through the design-build project delivery method. Design-build is a project delivery method in which the Port Authority procures design and construction services in the same contract from a single legal entity referred to as the design-builder. Unlike the traditional design-bid-build competitive bidding procurement process, the procurement process for design-build will follow a two-step process whereby the





Port Authority will first shortlist the most qualified firms through a competitive Request for Qualifications (RFQ) process, and thereafter issue an RFP to these prequalified firms.

### Vendor Registration

The Port Authority maintains a master list of registered vendors, including prime contractors. To be included on the list of registered vendors, contractors must complete a vendor registration/profile by logging on to the Port Authority web site at <https://www.paprocure.com/irj/portal>. Successful completion of this registration generates a vendor number, which will be the means of identifying a contractor for solicitations and contracts.

### Commitment to Diversity and Inclusion

The Port Authority embraces a workplace where the values of diversity and inclusion support varying perspectives and backgrounds to produce a richer environment. The Port Authority does not tolerate any form of discrimination.

The Port Authority expects all of our Vendors to demonstrate a similar commitment to business practices that support diversity and inclusion. Vendors should demonstrate their commitment by making every effort to provide business opportunities to Port Authority certified minority, women-owned, small, and disadvantaged business enterprises (MWSDBEs), including opportunities to be part of their supply chain, or perform as subcontractors, and/or take actions to have a workforce whose makeup is representative of the communities in which they operate.

### Minority, Women, and Small or Disadvantaged Business Enterprise (MWSDBE) Program

The Port Authority, through its Office of Business Diversity and Civil Rights, has a long-standing commitment to assist minority, women-owned, and small business enterprises (MWSBEs) in the New York and New Jersey region and to maximize business opportunities for those firms. Pursuant to current Port Authority policy, the Port Authority designates all construction contracts up to \$2.5 million, to be set aside for SBE, unless technical requirements, the unavailability of a sufficient number of SBEs, emergency, or other circumstances make it advisable not to set aside a particular contract or category of contracts. To be eligible to participate in the prime construction set-aside program, firms must be certified as a Small Business Enterprise and qualified by the Port Authority as well as have their primary business located in either New York or New Jersey. MWSBE firms are categorized and qualified by trade and



contracting capacity (e.g., contracts with estimated total costs less than \$500,000, \$500,000 to \$1.5 million, and greater than \$1.5 million). Fees for obtaining contract documents have been waived for all contracts included in this program. The Port Authority waives bonding requirements for SBE set aside construction solicitations less than \$1 million and may waive bonding as appropriate for contracts greater than \$1 million.

The Port Authority sets MWBE subcontracting goals for prime contracts. In order for Prime Contractor's to receive credit for participation, the subcontractor must be certified with the Port Authority of York & New Jersey. A database of Port Authority certified MBE and WBE firms can be found on the Port Authority web site at <http://www.panynj.gov/business-opportunities/mwsbe-search.cfm>.

Disadvantaged Business Enterprises (DBEs) goals will be included on projects that are anticipated to receive federal funding by a federal grantee that stipulates that the Authority comply with the U.S. Department of Transportation DBE program.

To become certified as a minority-owned, women-owned, or small business enterprise, a firm must submit a certification application and obtain approval from the Port Authority. Additional information about these programs, including a vendor certification application, may be accessed at <http://www.panynjsd.com>

Certified (MWSBE) vendors may request a change to their certification profile by email to [Certhelp@panynj.gov](mailto:Certhelp@panynj.gov) or via regular mail to the Office of Business Diversity and Civil Rights at 2 Montgomery Street, Room 153, 2nd Floor, Jersey City, NJ 07302, Attention: Certification Manager.

### **The Edward J. Malloy Initiative for Construction Skills Pre-Apprenticeship Program**

The Port Authority is a participant in the Edward J. Malloy Initiative for Construction Skills (formerly known as Construction Skills 2000), a cooperative pre-apprenticeship program among New York City schools, unions and public agencies. Construction Skills creates career opportunities in the construction industry for high school graduates by providing a systematic pathway into union-sponsored, skilled trade apprenticeship programs. The Program is applicable only to New York work.

The Port Authority encourages contractors and their subcontractors to maximize the use of apprentices under



the applicable collective bargaining agreements or as contained in the applicable program approved by the New York State Department of Labor. A contractor's plan for utilizing apprentices will be discussed at the pre-construction meeting.

By bidding on an applicable contract, each bidder and each person signing on behalf of any bidder certifies, and in the case of a joint bid, each party thereto certifies as to its own organization, that the bidder participates in an apprenticeship program registered by the New York State Department of Labor. Participation in such an apprenticeship program means that the bidder either (a) is a signatory to a collective bargaining agreement with a labor organization which sponsors an apprenticeship program registered with the New York State Department of Labor; or (b) individually sponsors an apprenticeship program registered by the New York State Department of Labor and, in the case of both (a) and (b) above, such apprenticeship program is in the trade(s) in which the work is to be performed. This requirement does not apply to bidders who will perform all work at a construction site through the use of subcontractors.

In addition, each subcontractor proposed for approval under a contract whose total amount of subcontracts under a specific contract is greater than \$1 million will also be required to certify as to its participation in a New York State registered apprenticeship program.

### **New Jersey Construction Pre-Apprenticeship Training Program**

The Authority is a participant in a cooperative program among New Jersey county vocational schools within Port district, and unions. This program creates career opportunities in the construction industry for high school graduates by providing a systematic pathway into union-sponsored, skilled trade apprenticeship programs. This program is applicable only to New Jersey work.

The Authority encourages contractors and their subcontractors to maximize the use of apprentices under the applicable collective bargaining agreements or as contained in the applicable program approved by the United States Department of Labor. The contractor's plan for utilizing apprentices will be discussed at the pre-construction meeting.

By bidding on an applicable contract, each bidder and each person signing on behalf of any bidder certifies,





and in the case of a joint bid, each party thereto certifies as to its own organization, that the bidder participates in an apprenticeship program registered by the United States Department of Labor. Participation in such an apprenticeship program shall mean that the bidder either (a) is a signatory to a collective bargaining agreement with a labor organization which sponsors an apprenticeship program registered with the United States Department of Labor; (b) individually sponsors an apprenticeship program registered by the United States Department of Labor; or (c) has an application or request for reciprocal approval pending with the United States Department of Labor prior to the date of opening of proposals for an applicable contract and, in the case of (a), (b), and (c) above, such apprenticeship program shall be in the trade(s) in which work is to be performed. This requirement does not apply to bidders who will perform all work at the construction site through the use of subcontractors.

Each subcontractor proposed for approval under the Contract whose total amount of subcontracts under this contract is greater than \$1 million and each bidder (except as set forth in the certification below) will be required to certify as to its participation in a United States Department of Labor registered apprenticeship program prior to acceptance by the Authority of the successful bidder's proposal.

For information on reciprocity of apprenticeship programs between the United States Department of Labor and other states' Departments of Labor, visit the United States Department of Labor Office of Apprenticeship web site at [www.doleta.gov/oa/regulations.cfm](http://www.doleta.gov/oa/regulations.cfm) or send email to [Regs.Apprenticeship@dol.gov](mailto:Regs.Apprenticeship@dol.gov).

### Subcontracting Opportunities

Port Authority policy is to enter into contracts with "prime" contractors to ensure undivided responsibility for their work. Any subcontracting that takes place is the complete responsibility of the prime contractor. After bids have been opened, the Port Authority will furnish the names and bid amounts of each bidder in the form of preliminary bid results available on the Port Authority web site at <http://www.panynj.gov/business-opportunities/preliminary-bid-results.html>.

The Port Authority also sets good faith M/WBE subcontracting goals for most of its contracts that are valued in excess of \$500,000. A database of Port Authority certified MWBE firms can be found on the Port Authority web site at <http://www.panynj.gov/business-opportunities/mwsbe-search.cfm>. Under the





Performance Evaluation for Construction Contractors/Construction Managers Policy, the Port Authority will consider less than satisfactory ratings for work performed by a subcontractor within 3 years of the submission of a request for subcontractor approval in decisions as to whether to approve a firm being proposed for use as a subcontractor.

### Viewing and Obtaining Bid Packages

Contract documents that have been advertised publicly may be available online and are physically available for viewing at the Contract Desk, PANYNJ, 2 Montgomery Street, 1st Floor, Jersey City, NJ 07302. A valid ID is required to gain access to the building. To ensure availability, please check the Port Authority web site before coming in to view or pick up contract documents. There is a fee for receipt of construction contract documents. Payment made to the Port Authority must be by company check or money order payable to The Port Authority of New York and New Jersey.

If checks or money orders for documents are mailed, they should be addressed to Contract Desk, PANYNJ, 2 Montgomery Street, 1st Floor, Jersey City, NJ 07302, and the description and contract number of the desired contract should be clearly indicated. Documents available online must be paid for in accordance with stated online instructions. Contract documents will not be shipped to post office boxes; all mailing addresses must contain a street address. For contracts where the bid documents contain information that is protected under the Information Security Handbook, certain requirements must be met. For more information, please see the Information Security Handbook at <http://www.panynj.gov/business-opportunities/pdf/Corporate-Information-Security-Handbook.pdf> as well as security information requirements for solicitations at <http://www.panynj.gov/business-opportunities/pdf/Security-Information-Requirements.pdf>. For set-asides and prequalified contracts, eligible bidders will be contacted separately when documents become available.

### Submitting Bids

Generally, sealed bids for all Port Authority construction contracts are received by The Port Authority of NY & NJ, Attn: Bid/Proposal Custodian, Procurement Department, 4 World Trade Center, 150 Greenwich Street, 21st Floor, New York, NY 10007, on the bid date and at the time specified in the document, usually 2:30 p.m. All bids are then publicly opened and read. Contractors are invited to attend these formal bid openings. The Port



Authority also posts all bid results on the Port Authority web site at <http://www.panynj.gov/business-opportunities/preliminary-bid-results.html>, usually the same day as the opening.

The specifics for bidding each Port Authority contract (e.g. date, time, place of bid opening, and the name of the contact person for inquiries) are contained in the solicitation package in the advertisement and in the contract book. The name and return address of the contracting firm as well as the contract number should be indicated clearly on the outside of the envelope.

All bids must be sealed. Whenever practical, it is recommended that contractors have their bids hand-delivered several days in advance of the bid date. Use of "express" mail delivery packaging is not recommended, as the packaging obscures the nature of the contents and may delay delivery of a bid. Due to the increase in security at 4 World Trade Center, 150 Greenwich Street, 21st Floor, New York, NY 10007, all contractors hand-delivering bids are encouraged to arrive early to obtain access to the Procurement Department to ensure that their bids are received on time. It is the responsibility of the bidder to ensure that a bid is delivered in a timely manner. Prospective bidders are strongly urged to resolve all questions concerning their proposals with the contact person listed in the Contract Booklet prior to submitting their bids, as any exceptions or qualifications made to Port Authority contracts are deemed to render the proposal non-responsive. Non-responsive proposals are not considered to be bids.

### Bonds

Contracts over \$1 million often require that a contractor submit a bid bond (or a certified check in the amount of the bid bond) with the bid and also may require that a contractor provide a performance and payment bond if required to do so by the Port Authority. If a performance and payment bond is required, the Port Authority will pay its premium.

Bid bond requirements may be waived for Minority, Woman-owned and Small Business Enterprise (MWSBE) contracts.

The Port Authority reserves the right to require submission of financial statements and the furnishing of performance and payments bonds for contracts under \$1 million in circumstances to be determined by the



Chief Engineer and/or the Chief Procurement Officer.

For Minority, Woman-owned and Small Business Enterprise (MWSBE) contracts, payment and performance bond requirements may be waived, based on the bidder's financial condition, and/or other factors.

Contracts that are or may be anticipated to receive federally funds typically require a bid bond and a separate payment and performance bond.

### Contractor Responsibility and Integrity

The Port Authority's policy is to award construction contracts only to "responsible" contractors. The contract documents require that each bidder make certain certifications, for example, that it has never been indicted, convicted, suspended, debarred, or terminated by any governmental agency; never failed to pay taxes; and never been the subject of a criminal investigation or a civil anti-trust investigation by any governmental agency. If the bidder cannot make such certification, the bidder is required to furnish with its bid a signed statement that sets forth the reasons therefore.

The inability to make such certification does not in and of itself disqualify a bidder. In each instance, the Port Authority evaluates the reasons provided by the bidders. Failure to disclose such information is viewed as bearing on the bidder's responsibility and integrity. As part of the review of an apparent low bidder's qualifications prior to award, the Port Authority reviews the contract documents submitted with the bid and performs a search of various databases to determine if there is any information regarding the low bidder which may adversely affect the bidder's responsibility and integrity. If adverse information is obtained, the bidder is given a further opportunity to explain the adverse information or the reasons why such information was not disclosed as part of the bid information. Should the Port Authority's evaluation conclude that the information adversely affects the responsibility of the apparent low bidder, a hearing is held where the bidder is given an opportunity to demonstrate to hearing officers designated by the Port Authority that it is a "responsible" contractor. A determination is then made whether or not to award the contract to the bidder.





### Code of Ethics for Port Authority Vendors

When they work with the Port Authority, Vendors are also working in the public interest. Accordingly, the Port Authority has adopted a Code of Ethics for Port Authority Vendors (the "Code"). If the Port Authority enters into an agreement with a vendor, or renews, extends or amends an existing agreement, it is on the understanding that the vendor has read and agreed to abide by the Code, and the Code is hereby made a part of any such agreement. The Code of Ethics can be found on the Port Authority's website at <https://www.panynj.gov/business-opportunities/become-vendor.html>

### Performance Evaluation for Construction Contractor Source Selection

Contractors are advised that the Authority has adopted a policy to the effect that Performance Evaluations will be prepared for all contractors, subcontractors and construction management firms on all Port Authority construction projects, and that such less than satisfactory Performance Evaluations will, for a three year look-back period, be considered by the Authority as a factor in the award of future contracts and as a factor in approvals of subcontractors. The full text of the Performance Evaluation for Construction Contractors/Construction Managers Policy is available at <https://www.panynj.gov/business-opportunities/become-vendor.html>

### Types of Compensation Provisions

Port Authority construction contracts typically contain four types of compensation provisions: Lump Sum, Unit Price, Combination Lump Sum and Unit Price and Net Cost.

**These compensation provisions are as follows:**

- Lump Sum compensation provisions are used when the contract work can be specifically quantified and scoped. The successful bidder is paid the lump sum amount for all work performed.
- Unit Price compensation provisions are used when the actual quantities of work items cannot be determined until the work is actually performed. Bidders are typically presented a list of items along with reasonably accurate estimated quantities and descriptions of each work item and are asked to supply "unit" prices for each item. Estimated quantities are given solely for the purpose of computing an "Estimated Total Contract Price" and may not represent the actual quantities encountered. Compensation to the successful bidder is based on the actual quantities of work performed, whether greater or less than the estimated quantities.





- Combination Lump Sum and Unit Price compensation provisions are used when some of the work under the contract can be accurately estimated and some of the work cannot be determined exactly until it is performed. The aforementioned definitions apply to these items. In combination contracts, the terms “Classified Work” and “Unclassified Work” are synonymous with “Unit Price” and “Lump Sum” work items, respectively.

- Net Cost compensation provisions are used when it is not certain that specific items of work will be required, but it is expected that some work may be required and there is no way to determine if the work will be required until after work has begun. There is no way to sufficiently determine the character or extent of the work until it is actually performed. Net Cost work is generally paid for on a cost-plus basis. \*

If “Extra Work” is ordered to be performed under any Port Authority contract, it can be paid for by using any of the aforementioned compensation methods.

Additional compensation provisions, other than what is described above, may be developed on a case-by-case basis to be program/project specific.

*\*Federally funded contracts prohibit the use of Net Cost, unless otherwise specified in the Solicitation Document.*

### Payment Policies and Procedures

Once a month the Port Authority (upon receipt of certification from the contractor that it has paid at least the prevailing wage rate and required supplements), will estimate and certify for payment the approximate value of work performed. As an aid to the contractor and to facilitate its performance, the Port Authority will, within 15 days after such certification, advance the contractor via electronic funds transfer the sums so certified, minus a stipulated contractual retainer and all prior advances and payments made to the contractor and/or on its behalf, for the work performed.

Contracts prepared under the M/W/SBE Set-Aside Program may contain provisions to pay the contractor twice a month to further assist smaller firms in meeting their payrolls.



Sales to the Port Authority or PATH, governmental instrumentalities of the States of New York and New Jersey, may be exempt from either state or municipal taxes in these two states. Port Authority and PATH are also exempt from federal taxation, including most excise taxes. Unless otherwise instructed in the bid documents, you must certify that no such taxes are included in your prices, thus substantiating the exempt sale.

### Insurance Provided by the Port Authority

Except for certain specific exceptions (e.g., asbestos abatement work, professional services, etc.) to reduce the cost of capital projects' construction contracts, the Port Authority procures, maintains in force, and pays the premiums on Owners Controlled Insurance Program policy, which includes the following coverages:

- Public liability insurance on which the contractor and the subcontractors are insured, with current coverage limits of \$50 million per occurrence.
- Workers' compensation and employer's liability insurance fulfilling the contractor's and the subcontractor's obligations under the applicable State Workers' Compensation Law for those employees that the contractors and the subcontractors employ.
- A policy of builder's risk insurance, covering the improvements or other work to be performed by the contractor and the subcontractors, with coverage limits of \$50 million per occurrence, subject to a number of exclusions and deductibles.

*These descriptions of the insurance coverage provided by the Port Authority are summarized solely to provide contractors with a glimpse of the coverage furnished. Contractors are advised to review the particular details of any insurance that the Port Authority may provide in the specific contract booklet for the contract being bid. (Exclusive to Capital Projects)*



### Complaints of Fraud, Waste, or Abuse

The Port Authority/PATH Office of Inspector General (OIG) is charged with the responsibility of receiving and investigating complaints regarding wrongdoing, fraud, waste, abuse of authority, and conflicts of interest by Commissioners, employees, and those doing business with the Port Authority/PATH, including contractors, vendors, and consultants. Complaints regarding any of the foregoing alleged misconduct should be directed to the OIG at: (973) 565-4340; by fax at (973) 565-4307; by email at [inspectorgeneral@panynj.gov](mailto:inspectorgeneral@panynj.gov); by mail at The Port Authority of NY & NJ-OIG, P. O. Box 2019, Hoboken, New Jersey, 07030; or at the OIG's website at <http://www.panynj.gov/inspector-general/fraud-complaint-form.cfm>

### The Port Authority's False Claims Policy

The Port Authority/PATH is a public agency committed to safeguarding the public's money. To do that, we need help in stopping false claims. To help us to identify a financial fraud affecting the Port Authority/PATH, we are prepared to recognize and reward the help received in detecting wrongdoing by sharing any financial recovery that the Port Authority/PATH achieves. Information about potential false claims should be reported to the Port Authority/PATH OIG as indicated above.



## ***Appendix I:***

### ***Publicly Advertised Contracts***

Each contract is accompanied by a brief description of the project scope. In addition, a contact person and telephone number is provided for each facility. To assure that your company does not miss any of these advertised bids, please add the following link to your “favorites” (bookmark) and visit the site each week.

<http://www.panynj.gov/business-opportunities/bid-proposal-advertisements.html>

You can register your company by visiting [www.paprocare.com](http://www.paprocare.com). If you have any questions, please call David Gutierrez, CPPO, Manager, Construction Procurements & Integrity Programs at (212) 435-4640 / [dgutierr@panynj.gov](mailto:dgutierr@panynj.gov).



## 2019 - 4th Quarter Projects

### JFK Redevelopment Vision

<b>Contact:</b>	Zaria Demarchi	<b>Est. Range</b>
<b>Phone No:</b>	(718) 244-3676	(\$1000's)
<b>Contract No:</b>	JFK-174.316	20,000 to 40,000
<b>Title:</b>	Early Action Traffic Systems (EATS) Via Work Order	
<b>Description:</b>	Provides for Early Action Traffic Systems (EATS) to support the implementation of a transportation management plan for the JFK Redevelopment Program. This may include but is not limited to the installation of Intelligent Transportation System (ITS) devices and related appurtenances at various landside locations at and around JFK to mitigate and respond to traffic impacts and support transportation management related to Redevelopment construction activities.	

### John F. Kennedy International Airport

<b>Contact:</b>	Litung Lee	<b>Est. Range</b>
<b>Phone No:</b>	(718) 244-4525	(\$1000's)
<b>Contract No:</b>	JFK-174.023	5,000 to 10,000
<b>Title:</b>	Installation of Ground Based Augmentation Systems for Airports	
<b>Description:</b>	Provides for Ground Based Augmentation System (GBAS) is a navigational aid that will replace instrument landing systems at the airport.	
<b>Contact:</b>	Litung Lee	<b>Est. Range</b>
<b>Phone No:</b>	(718) 244-4525	(\$1000's)
<b>Contract No:</b>	JFK-184.042	5,000 to 10,000
<b>Title:</b>	Rehabilitation of Taxiways CE and W	
<b>Description:</b>	Provides for the rehabilitation of Taxiways CE and W north of Taxiway C including shoulder and erosion pavements, lighting signage, markings, and drainage.	

## 2019 - 4th Quarter Projects

### Teterboro Airport

<b>Contact:</b>	Meghan Sheehan	<b>Est. Range</b>
<b>Phone No:</b>	(973) 961-6234	<b>(\$1000's)</b>

<b>Contract No:</b>	TEB-144.061	5,000 to 10,000
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<b>Title:</b>	Storm Drainage System Rehabilitation - Phase II
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<b>Description:</b>	Provides for addressing storm drainage deficiencies associated with the Industrial Avenue Culvert, the east and west riser ditches and various drainage trunk lines.
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<b>Contact:</b>	Meghan Sheehan	<b>Est. Range</b>
<b>Phone No:</b>	(973) 961-6234	<b>(\$1000's)</b>

<b>Contract No:</b>	TEB-144.063	10,000 to 20,000
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<b>Title:</b>	Rehabilitation of Runway 6-24
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<b>Description:</b>	Provides for milling and overlay of Runway 6-24.
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### Port Authority Trans-Hudson

<b>Contact:</b>	Atul Ragoowansi	<b>Est. Range</b>
<b>Phone No:</b>	(201) 595-4038	<b>(\$1000's)</b>

<b>Contract No:</b>	PAT-024.186	5,000 to 10,000
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<b>Title:</b>	SCADA Programmable Logic Controller and Interface Equipment Replacement
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<b>Description:</b>	Provides for a new Program Logic Control (PLC) System that is compatible with PATH's Supervisory Control and Data acquisition System at 6 substations in New Jersey. Decommission, removal and disposal of existing PLC system at all these locations.
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<b>Contact:</b>	Phillip Camilleri	<b>Est. Range</b>
<b>Phone No:</b>	(201) 216-6036	<b>(\$1000's)</b>

<b>Contract No:</b>	PAT-774.178	20,000 to 40,000
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<b>Title:</b>	Replacement of Open Track Areas - Track G, H & P
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<b>Description:</b>	Provides for a new resilient interlocking between tracks G and H. In addition, provides for replacement of damaged portions of tracks G, H, and P in addition to the Harrison Car Maintenance Facility east yard tracks
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## 2019 - 4th Quarter Projects

### Port Authority Trans-Hudson

<b>Contact:</b>	Michael Guthy	<b>Est. Range</b>
<b>Phone No:</b>	(201) 216-6895	(\$1000's)

<b>Contract No:</b>	PAT-024.207	1,000 to 5,000
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<b>Title:</b>	Rehabilitation of Bridge Structures East and West of Newark Penn Station
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<b>Description:</b>	Provide to the repair of bridges located immediately East and West of Newark Penn Station carry the PATH high rail. The Scope of work consist of replacing the bridges bearings and replacing concrete spalling to the bridge abutment.
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<b>Contact:</b>	Michael Guthy	<b>Est. Range</b>
<b>Phone No:</b>	(201) 216-6895	(\$1000's)

<b>Contract No:</b>	PAT-653	1,000 to 5,000
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<b>Title:</b>	NY & NJ Facilities - Building & Site Improvements Via Work Order
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<b>Description:</b>	Provides for miscellaneous facility improvements including repair, rehabilitation, removal and construction of interior and exterior building systems, site improvements and related work at PATH facilities and sites in NY & NJ.
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### Port Authority Bus Terminal

<b>Contact:</b>	Andrew Giordano	<b>Est. Range</b>
<b>Phone No:</b>	(201) 435-2229	(\$1000's)

<b>Contract No:</b>	BT-254.186	5,000 to 10,000
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<b>Title:</b>	PABT - Parking Level Truss #1 Strand Installation
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<b>Description:</b>	Provides for installation of a supplemental post-tensioning system through the interior of the bottom chord of Truss #1
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***Appendix II:***  
***M/WBE Set Aside Program***

Each contract is accompanied by a brief description of the project scope. In addition, a contact person and telephone number is provided for each facility.

Please be aware that bids for these contracts will be rejected if the bidders are not Port Authority certified Minority, Women or Small Business Enterprises.



## 2019 - 4th Quarter Projects

### John F. Kennedy International Airport

Contact:	Saleem Syed	Est. Range
Phone No:	(718) 244-4503	(\$1000's)

Contract No:	JFK-1079	1,000 to 5,000
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Title:	JFK - Fuel Infrastructure Repairs via Work Order
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Description:	Provides for the Fuel Farm Foam Piping Repairs via Work Order.
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Contact:	Saleem Syed	Est. Range
Phone No:	(718) 244-4503	(\$1000's)

Contract No:	JFK-1080	1,000 to 5,000
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Title:	JFK- Electrical Infrastructure Repairs Via Work Order
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Description:	Provides for installation and repair of the Electrical 5kV Substation Switchgear breakers, protective relays, CT's, PT's, and associated conduit/ductbanks.
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### LaGuardia Airport

Contact:	Robert Armocida	Est. Range
Phone No:	(718) 533-3519	(\$1000's)

Contract No:	LGA-124.263	1,000 to 5,000
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Title:	Support for Ground Based Augmentation Systems
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Description:	Provides for the installation of civil infrastructure consisting of foundations and structural supports for GBAS equipment, conduits and cables for GBAS equipment, power conduits and wiring for airside obstruction lights, building space and electrical support for GBAS equipment, and communication for GBAS state of operation to the Airport Control Tower. Separate purchase agreement will be procured for GBAS design, equipment, and installation at LaGuardia Airport.
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## 2019 - 4th Quarter Projects

### Newark Redevelopment

<b>Contact:</b>	Craig Fraser	<b>Est. Range</b>
<b>Phone No:</b>	(973) 961-6884	<b>(\$1000's)</b>
<b>Contract No:</b>	EWR-154.382	1,000 to 5,000
<b>Title:</b>	Abatement and Demolition of Building 331	
<b>Description:</b>	Provides for abatement and demolition of Building 331. Work also includes paving, utilities, fencing and all traffic appurtenances required to convert the site to a parking lot as part of the Terminal One Redevelopment program.	

### George Washington Bridge

<b>Contact:</b>	Raheel Shabih	<b>Est. Range</b>
<b>Phone No:</b>	(212) 435-2188	<b>(\$1000's)</b>
<b>Contract No:</b>	GWB-244.030	1,000 to 5,000
<b>Title:</b>	GWB - Main Toll House Roof Replacement	
<b>Description:</b>	Provides for Main Toll House Roof Replacement.	

<b>Contact:</b>	Raheel Shabih	<b>Est. Range</b>
<b>Phone No:</b>	(212) 435-2188	<b>(\$1000's)</b>
<b>Contract No:</b>	GWB-244.703	500 to 1,000
<b>Title:</b>	GWB - Replacement of Halon Fire Suppression System	
<b>Description:</b>	Provides for Replacement of Halon Fire Suppression System.	

## 2019 - 4th Quarter Projects

### Lincoln Tunnel

Contact:	Ka-kei Chan	Est. Range
Phone No:	(212) 435-2208	(\$1000's)

Contract No:	LT-536	250 to 500
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Title:	LT - Priority Repairs Bus Ramp W99 South Railing Post Repair
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Description:	Provides for steel repairs at bus ramp W#99 over Dyer Ave and West 40th Street.
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Contact:	Ka-kei Chan	Est. Range
Phone No:	(212) 435-2208	(\$1000's)

Contract No:	LT-924.184	1,000 to 5,000
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Title:	LT - Priority Repairs Phase I
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Description:	Provides for existing miscellaneous steel and concrete repairs.
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