



**THE PORT AUTHORITY OF NY & NJ**

**PURCHASING SERVICES DIVISION  
ONE MADISON AVENUE, 7<sup>TH</sup> FL.  
NEW YORK, NY 10010**

**REQUEST FOR EXPRESSION OF INTEREST**

**INFORMATION**

**TITLE: OPERATION AND MAINTENANCE SERVICES FOR AUTOMATED  
MONORAIL TRANSIT SYSTEM, NEWARK LIBERTY AIRPORT  
RFEI NO. #22332**

**SUBMIT SEALED RESPONSE BEFORE THE DUE DATE AND TIME TO THE ABOVE ADDRESS**

**DUE DATE: SEPTEMBER 21, 2010**

**TIME: 2:00 PM**

**BUYER NAME: DENNIS KOPIK**

**PHONE NO.: (212) 435- 3931**

**FAX#: (212) 435-3959**

**Email dkopik@panynj.gov**

**BIDDER INFORMATION**

**(TO BE COMPLETED BY THE BIDDER)**

**(PLEASE PRINT)**

\_\_\_\_\_  
(NAME OF BIDDING ENTITY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE AND ZIP CODE)

\_\_\_\_\_  
(REPRESENTATIVE TO CONTACT-NAME & TITLE (TELEPHONE)

\_\_\_\_\_  
(FEDERAL TAX I.D. NO.) (FAX NO.)

\_\_\_ BUSINESS CORPORATION \_\_\_ PARTNERSHIP \_\_\_ INDIVIDUAL

\_\_\_ OTHER (SPECIFY): \_\_\_\_\_

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# **1. INFORMATION FOR RESPONDENTS TO THIS REQUEST FOR EXPRESSIONS OF INTEREST (RFEI)**

## **A. General Information: The Port Authority of New York and New Jersey**

The Port Authority of New York and New Jersey (the "Port Authority" or the "Authority") is an agency 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. It is charged with providing transportation, terminal 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 manages and/or operates all of the region's major commercial airports (Newark Liberty International, John F. Kennedy International, Teterboro, LaGuardia and Stewart International Airports, marine terminals in both New Jersey and New York (Port Newark and Elizabeth, Howland Hook and Brooklyn Piers); and its interstate tunnels and bridges (the Lincoln and Holland Tunnels; the George Washington, Bayonne, and Goethals Bridges; and the Outerbridge Crossing), which are vital "Gateways to the Nation."

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 and Journal Square Transportation Center bus stations. A key link in interstate commuter travel, the agency also operates the Port Authority Trans-Hudson Corporation (PATH), a rapid rail transit system linking Newark, and the Jersey City and Hoboken waterfronts, with midtown and downtown Manhattan.

At Newark Liberty International Airport, the Authority owns and operates the AirTrain System, which opened for service in 1996. The System consists of 18 trains (with six cars per train), Automated People Movers (APM) that provide passenger service between the three airline terminals, four stations featuring parking and/or rental car facilities and a connection to the Northeast Corridor (NEC) Station where passengers can connect to New Jersey Transit and Amtrak Systems. The Port Authority operates the System through a contracted operations and maintenance provider.

## **B. Overview: EWR AirTrain**

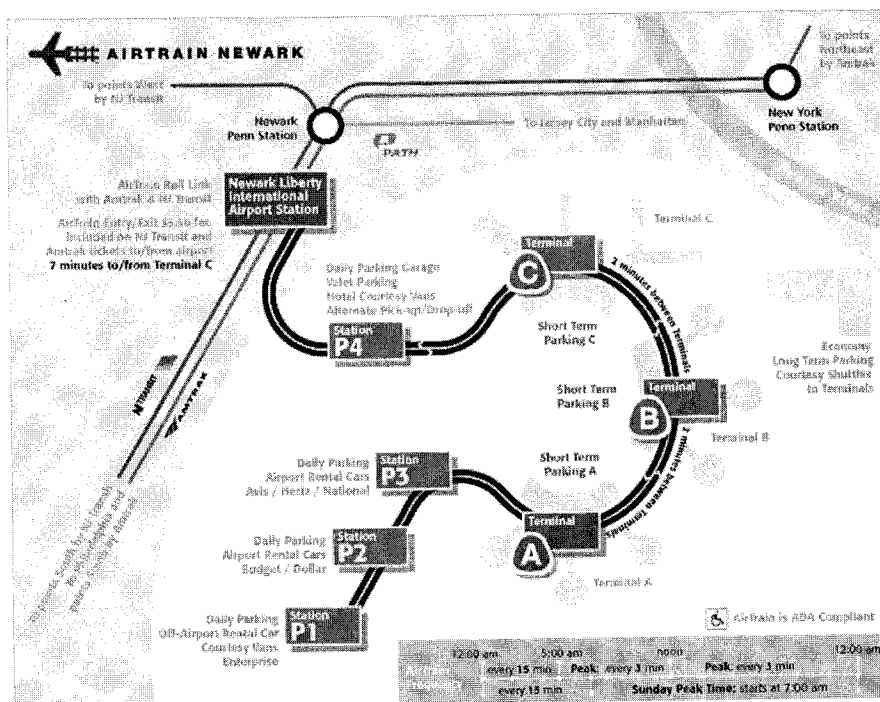
This RFEI is being issued to solicit expressions of interest from providers of operation and maintenance services for automated monorail transit systems to provide operation and maintenance services for the Newark Liberty International Airport AirTrain.

The Port Authority of NY & NJ operates the System through a contracted operations and maintenance provider.

The AirTrain Newark system started service in 1996, operating the “base system” from parking lot P1, through the three terminals, and to parking lot P4. In October 2001, the AirTrain Newark system started operations of an extended system including the “Northeast Corridor extension”, which was a 1-mile extension to the base system extending the AirTrain from parking lot P4 to the North East Corridor RaiLink Train Station. The Newark AirTrain system provides passenger service 24 hours a day, 365 days a year.

Airtrain EWR is an automatic, monorail based transit system. The system operates as a loop operation from the Long Term Parking area of the airport to the Central Terminal area and onto a rail connection with NJ Transit and Amtrak at the RailLink station. The system can also operate in a shuttle configuration to allow for maintenance along the right of way. A schematic of the system is shown in Exhibit 1.

**EXHIBIT 1: AIRTRAIN NEWARK MAP**



The system consists of approximately three miles of dual guideway, all of which is elevated. The guideway is steel box beam monorail, utilizing rotating switch platforms to transition from one guideway lane to the other. There are 26 mainline rotating switches throughout the system. There are eight passenger stations which are all center platform with sets of platform screen doors on each side.

The vehicle fleet consists of 18 monorail train, each consisting of six permanently coupled, articulated cars. The train is equipped with seven bogie traction motors mounted on rubber tires. Each individual car is

equipped with an HVAC system, automated and manual public address system and emergency call system.

The propulsion power distribution on the guideway consists over an inverted (bottom contact) three phase rail system at 600V ac. Redundancy is provided for the AC power supply system in that the system can operate normally with one power substation out of service

The Automatic Train Control (ATC) system is a Thales (previously known as Alcatel) provided SETRAC system which controls train movement on the mainline and on the approach to the Maintenance Control Facility (MCF) – spur tracks. The communication system includes passenger emergency call systems, passenger information systems and public address systems on the trains. Platform signs are provided in door header panels. There is a dual channel radio system for operations and maintenance staff and a SCADA (Supervisory Access And Data Acquisition) system for power supply and distribution, security and safety monitoring. A fiber optic audio and data network provide a communication backbone for the entire system.

### **C. Deadline for Response**

The due date specified on the cover page is the Response Due Date. Closing of due date is 2:00 P.M., Eastern Standard Time (EST) (*OR EASTERN DAYLIGHT SAVINGS TIME AS APPLICABLE*).

The Port Authority assumes no responsibility for delays caused by any delivery service.

### **D. Communications Regarding this RFEI**

All communications concerning this RFEI should be directed to the Buyer listed on the cover page. All questions regarding this RFEI should be submitted in writing to the Buyer at the address or facsimile number listed on the cover page.

### **E. Proposer Qualifications And Experience**

1. The Respondent shall indicate the continuous satisfactory experience immediately prior to the date hereof in the operations and maintenance of automated monorail transit systems. The respondent shall note the scope of services, size of staff, and the term of the engagement and degree of risk shared with the Owner. The Respondent shall also specify the technology in use on the transit system and the operating environment.

2. The Respondent shall indicate its gross revenues for the last fiscal or calendar year from the type of services described herein, along with the year the information is being provided for.
3. Any additional information not specifically listed above which shows any other relevant experience of the Respondent.
4. Complete ATTACHMENT B "RESPONDENT REFERENCE FORM".

## 2. SCOPE OF WORK

The Port Authority is seeking a Contractor to be responsible for the operations and maintenance of the EWR AirTrain system including all equipment and subsystems that comprise the system.

The Contractor will be responsible to directly operate and maintain the System with its own personnel. The Contractor is not expected to provide security personnel. The Contractor shall perform the operation and maintenance duties including Central Control operations, scheduling and running trains, initiating and supervising train movement, effecting the addition to or removal of trains from service, effecting vehicle and passenger emergency procedures, supervising and effecting the removal of disabled vehicles from the System, data collection, analysis, and reporting, conducting service availability monitoring, performing cleaning and preventive, corrective, and major maintenance on System components, and replacement of parts for the APM. The Contractor is also responsible to maintain and update all necessary operations and maintenance plans, procedures and system related documents, including system design documents, standard operating procedures, maintenance plans and procedures, quality control, configuration control and system safety program plans and emergency response plans.

The AirTrain operations will run 24 hours a day, 7 days a week. The anticipated levels of service are:

- Midnight to 5:00 am (3 trains shuttle mode)
- 5:00 am to 11:00 am (9 trains full loop)
- 11:00 am to 8:00 pm (12 trains full loop)
- 8:00 pm to 12:00midnight (9 trains full loop)

The full loop mode runs from P1 station to the RailLink station and back in a counterclockwise direction, making all station stops in between. Shuttle services run a single trains between intermediate stations on the system, such as a train from P1 station to Terminal A and back to P1, a second train from Terminal A to Terminal C and back to Terminal A, and a third train from Terminal C to the RailLink Station and back to Terminal C. Shuttle service is run to allow for maintenance of the right of way of the system, on the side of the guideway not being used for the shuttle service.

The maintenance services to be provided include furnishing all labor and material necessary to accomplish the inspection, cleaning, painting, adjustment, preventative maintenance lubrications, repair, testing, replacement parts, spare equipment, consumables and expendable and repair of spare equipment for the System. The maintenance would include all inspections, testing, preventive and corrective maintenance. The subsystems to be maintained include but are not limited to the physical infrastructure, rolling stock, train control and communication, and power distribution systems as outlined below.

#### Physical Infrastructure

The physical infrastructure for the AirTrain consists of: Substations, Switch Operating Panels, APM Rooms, Spur Tracks, Car Wash, a two-story Maintenance and Control Facility (MCF) and the guideway structure and running surface and emergency walkway.

#### Substations

There are seven Substations located throughout the length of the system.

#### Substation Number Location of Substation

1. Ground level of Station P4
2. Landside between airport Terminals B & C
3. Brewster Road at entrance to parking lot P6
4. Ground floor of Maintenance Control Facility
5. Ground level Station P2
6. Along AirTrain Northeast Corridor Extension
7. Ground level RailLink Station

#### Switch Operating Panels (SOP)

There are eight Switch Operating Panels(SOP) located throughout the length of the system

#### Location of SOPs:

1. SOP1-2 Directly below Switch 1-2 Platform-north of Station P1
2. SOP 3 Directly below Switch 3 Platform-south of Station P3
3. SOP 4 Directly below Switch 4 Platform-south of Terminal A
4. SOP 5-6 Directly below Switch 5-6 Platform-between Terminals A & B
5. SOP 7-8 Directly below Switch 7-8 Platform-between Terminals B & C
6. SOP 9-10 Directly below Switch 9-10 Platform-south of Station P4
7. SOP EIP North of Station P4
8. SOP 11-12 Directly below Switch 11-12-south of RailLink Station

#### APM Rooms

There are eight APM Rooms located throughout the length of the system. The rooms house the train control and communication equipment.

#### APM Room Locations: