

YUMA PROVING GROUND

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SECTION 1.0 – EXECUTIVE SUMMARY

1.1 AUTHORITY: The Enhanced Use Leasing (“EUL”) process is provided for non-excess land under the authority of Title 10, United States Code, and Section 2667, as amended. This authority allows military installations to outlease land and facilities to a private or public entity. Specifically, installations can, among other things enter into long term leases where in-kind consideration is received in exchange for use of the land being leased.

1.2 YUMA PROVING GROUND (YPG): Originally founded in 1952 as the Army’s Desert/Hot Weather climatic test site, Yuma Proving Ground (YPG) has evolved into the most diversified general-purpose test range within the Department of Defense. YPG is a key part of DOD’s Major Range and Test Facility Base (MRTFB), the second largest U.S. military installation (837,000 acres), and a designated Federal Laboratory authorized to execute Cooperative Research and Development Agreements with researchers worldwide. Mission growth has been facilitated by the lack of encroachment due to being surrounded by over 2,000,000 acres of other Federal lands (Bureau of Land Management), lack of endangered species, control of 1,264,643 acres of overlying Restricted Airspace, and clear weather with an average of over 360 days of sunshine each year.

Responsible since 1994 for conduct of all the Army’s extreme natural environmental testing, the YPG Command is organizationally subdivided into three geographic mission areas. The Yuma Test Center responsible for execution of all onsite and Desert/Hot Weather testing, the Cold Regions Test Center (Ft. Greeley, Alaska), and Tropic Regions Testing headquartered at YPG with field testing in Hawaii, the Republic of Panama, and other tropic locations as required.

1.3 YUMA PROVING GROUND (YPG)

1.3.1 VISION: YPG’s large size, larger overlying restricted air space, lack of encroachment, lack of endangered species, and being the best analog to the world’s desert regions will be exploited to the maximum to benefit both the nation’s Research, Development, Test & Evaluation (RDT&E) and military Training/Operational communities.

1.3.2 INSTALLATION: Yuma Proving Ground is located in the Sonoran Desert of Southwestern Arizona within the climatic zone having higher summer temperatures, longer than any other location in the continental United States. YPG is located midway between the major cities of Phoenix and San Diego and extends from 20 to 70 miles north of the city of Yuma, Arizona. Roughly the size of the state of Rhode Island, YPG contains a variety of desert terrains including mountain ranges which combine to offer a unique combination of terrain and temperatures representative of areas the U.S. forces are now engaged in Southwest Asia.

YPG is bisected North-South by U.S. Highway 95. YPG is divided into three primary test areas: the KOFA Range east of the highway, the Cibola Range west of

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the highway, while the Laguna Test Area extends primarily along the highway to provide a buffer and services zone for the two ranges.

The KOFA Range is the world's busiest and longest overland artillery test range extending East-West approximately 50 miles.

The Cibola Range extends north approximately 50 miles from YPG's main administrative complex and airfield. Cibola Range is DOD's primary area for testing rotary wing aircraft armament systems, is becoming host for expanded training activities, and its large size provides adaptability for accommodating a variety of special projects.

The Laguna Test Area, comprising the Southwest corner of YPG and the North-South corridor along Highway 95, contains over 100 miles of unpaved level and hilly cross country vehicle test courses of varying levels of severity, other vehicle testing or support facilities (maintenance, refueling, etc.), the test operations center, support activities, and the primary YPG airfield.

The EUL discussed below is located within the Laguna Test Area in proximity to the existing vehicle test facilities.

1.3.3 MISSION: YPG has international stature. This is underscored by some of the following:

- YPG is the DOD Reliance Lead for Tube Artillery, Rotary Wing Aircraft Armament, and Air Delivery testing.
- YPG is the DOD Reliance Study's Secondary site (to Aberdeen Proving Ground) for Land Vehicle testing and the primary Hot Weather Specialty site for vehicle testing.
- YPG's KOFA Firing Range provides artillery and other munitions test services to all DOD departments, other government agencies, foreign governments, and private industry.
- YPG's large size, restricted airspace, year round clear weather, freedom of encroachment, and heavily instrumented test ranges attract testers of aircraft worldwide.
- The governments of England, Germany, and Japan along with their industry partners, are especially frequent users of YPG and its test capabilities.
- Desert/Hot Weather testing of vehicle systems, soldier equipment, and other material has remained a key mission while the reassignment of the Army's Cold Regions Test Center, Alaska and Tropic Testing resulted in YPG absorbing overall responsibility for all the Army's extreme natural environment test sites. Ongoing test synchronization efforts are intended to streamline the climatic testing process while maximizing acquisition of and access to information on effects of environmental factors on materiel performance.
- YPG is becoming the DA/DOD lead for developing natural and derived (chamber) environmental testing standards.

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- YPG's hot weather, variety of terrains, and large restricted range/air space areas are available to all U.S. government agencies, allied foreign governments, and on a contract basis, private industry.
- YPG maintains a number of working arrangements with government, corporate, and academic research laboratories for specialized support. These include cooperative relationships with the Technological University of the Republic of Panama and the University of Panama which exchange assistance and technology transfer for access to tropic test sites and in-country technical expertise.
- The same advantages that resulted in past growth in test activities are attracting the current growth in use of YPG range areas for training. The Special Warfare Training Center has relocated the free-fall parachute training to YPG. The Army's Golden Knights demonstration jump team and other specialty U.S. and foreign parachutists train at YPG. Relocation of other Army, Marine, and National Guard training activities are in the planning stages and will further diversify YPG's mission. Training activities, like testing, are concentrated within YPG's KOFA and Cibola Ranges.

YPG is the only high technology employer in the Yuma area. YPG and its total workforce of more than 1800 (civilian, military, and contractors) provides more than \$400 million per year to the local economy. Replacement cost of existing YPG infrastructure is estimated at \$1.2 billion while investments in instrumentation and equipment total over \$500 million.

1.3.4 HOT WEATHER TEST COMPLEX SITE/LOCATION: YPG has one critical shortfall within the capabilities to conduct Desert/Hot Weather testing of military vehicles. YPG has over 100 miles of unpaved test courses but has only one paved test course, the Dynamometer Test Course, constructed in the 1950s to conduct low speed (3-10 MPH) full load cooling tests of early military vehicles under hot weather conditions. The course is badly deteriorated by 50 years of use including tens of thousands of miles of track testing for the Abrams Main Battle Tank and other heavy combat vehicles. Additionally, sustained speeds of more than 50 MPH are not possible due to small radius turnarounds at each end of the single straight away.

Having the capability to conduct testing at high over the road speeds, at high temperatures and vehicle weights representative of the conditions in current theatres of operations is critical.

The proposed project will correct not only the critical shortfall of not being able to conduct sustained higher speed, high temperature testing of current wheeled military vehicles but also provide for the first time the capability to do other higher speed testing, such as braking and evasive maneuvers safely.

- The site for the Hot Weather Test Complex comprises 2,400 acres ± adjacent to the existing Dynamometer Course within the buffer zone for the Cibola Test Range.

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- The site is not excess to YPG needs forming part of the Range buffer zone, located in proximity to other Army test areas, and within the approach-departure zone for YPG's Laguna Army Airfield.
- The site as configured will have separate access for the Selected Developer from the North directly off U.S. Highway 95.
- Utilities such as electrical power and telephone lines are available through arrangements with the providers (both are onsite or adjacent to the site).
- A YPG owned fiber optic data link cable passes through the site with onsite connectivity points.
- The water table within the site is at approximately 400 ft. depth. The Developer will need to drill a well to provide water to the EUL site (authorized from YPG's allocation.)
- The site selected is the optimum within YPG's 800,000+ acres for establishment of a joint use automotive test center. It is level, aiding accuracy of hot weather performance testing, it is located within one of the hottest microclimates within YPG and it is readily accessible from the highway and other existing vehicle test facilities.
- This optimum site was the original selection for establishment of not only the Dynamometer Course but also the drop zones for air (parachute) delivery of materiel.
- This location near the core of YPG's test and test support activities aids ease of oversight of nontransferable security, safety, and environmental protection responsibilities.
- The site's proximity to YPG's two primary fire stations aids response to emergencies.

1.4 BUSINESS OPPORTUNITY: YPG seeks to competitively select a private developer to lease a parcel of land to construct hot weather vehicle testing facilities for its corporate use, including third-party customers. In consideration for this lease, the Army is seeking to fulfill its needs for a comprehensive capability for hot weather testing of all weight categories of Army wheeled vehicles and tracked vehicles. The Army's testing needs, which are more fully described in Section 1.5.3, may be met through a combination of existing facilities (outside the EUL area), improvements to existing facilities, and/or development of new facilities for shared use or exclusive use by the Army. The "Development Plan" and "Achievement of the Army Goals, Concepts, and Objectives" are the highest ranked evaluation factors, as outlined in Sections 1.6 and 3.9; therefore, proposals that meet more of the Army's needs will be evaluated accordingly. (Note: the term "Developer" as used herein can be an automotive manufacturer, component manufacturer, provider of test services, investor, or combination of the above.)

The successful private sector bidder will operate and maintain the facilities within the EUL area for the term of the lease, unless otherwise negotiated in the Business and Leasing Plan. The Selected Developer will also have use, on a scheduled basis, of existing and future Army constructed test courses on YPG. Test facilities at activities subordinate to YPG, such as the track and skid pad at the Cold Regions Test Center, Alaska or Tropic test facilities in Panama or other locations can be available on cost reimbursable basis. To these ends, YPG sees these private sector opportunities as compatible with the YPG

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mission, as an extension of YPG business objectives, and as overall beneficial to the Army wherein improved test facilities are made available to the Army without investment of Army construction funding.

YPG believes there is a sizeable opportunity for YPG and a private sector developer/manufacturer to work together to receive significant benefits for each party. Specifically, the private sector developer gains an ideal site for establishment of an automotive proving ground within the restricted confines of a major military installation, within the climatic zone offering the longest, hottest summer test seasons in the United States, in proximity to an extensive variety of off-road test courses and terrains. The Army gains test capabilities urgently needed to adequately perform high temperature, higher speed testing of all classes of vehicles.

(NOTE: "Army Testing" includes testing of vehicles for U.S. Government agencies, foreign governments, defense contractors/suppliers, and others with defense related beneficial relationships with U.S. Army Yuma Proving Ground or other DOD activities.)

1.5 PROJECT SUMMARY

1.5.1 PROJECT GOAL: The Army is seeking a private sector major automotive/component manufacturer or developer (hereafter "Developer" or "Selected Developer") to participate in the creation of a world class "Hot Weather Test Complex" on Yuma Proving Ground. The combination of YPG's off-road test courses and cross country terrains, existing automotive test capabilities, existing technical support capabilities, plus future upgrades to all, combined with the developer's newly constructed facilities and improvements to existing facilities will provide a multi-capable test facility superior to any existing automotive Desert/Hot Weather test center. Upon selection of a Developer, the Army and the Developer will work together to develop a Business and Leasing Plan (hereafter "Plan") for leasing and development of the property described in Section 1.3.4. The Selected Developer will be expected to thoroughly, creatively, and professionally identify issues, analyze solutions, and determine entrepreneurial processes to ensure the successful implementation of the Plan. The primary goal of the project is to meet the Army's needs (as described in more detail below) for an unequalled capability Desert/Hot Weather facility for on and off-road testing of all types of vehicles from 4x4 Sport Utility Vehicles (SUV) up through heavy multi-axle over the road trucks. Secondary goals are to develop ongoing cooperative research efforts, which will yield improved methodology for Desert/Hot Weather testing of manned and unmanned vehicle systems both on and off-road plus improve climatic durability of related materials, lubricants, and equipment.

1.5.2 PROJECT CONCEPT: The Department of the Army proposes to lease the above-described land to the Developer for a renewable term of 50 years. The Developer will finance, plan, construct, operate, and maintain the facilities to be constructed for the term of the lease. In-kind consideration will be provided to the Army through access to new and/or improved facilities to meet the Army's testing needs as described in 1.5.3. The Developer will be selected competitively (ref. paragraphs 1.6.2, 3.9.2, 3.9.3., 3.9.4, 3.9.5, and 3.9.6). The Selected Developer will

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work with the responsible Army activities (USAYPG and COE-Baltimore District) to prepare the Business and Lease Plan for final Department of Army approval to lease.

1.5.3 IN-KIND CONSIDERATION/ARMY REQUIREMENT: The Army needs the capability to test current and future vehicles at high temperatures and higher over the road speeds. Testing includes sustained speed endurance testing, related safety and performance tests, and the ability to evaluate the agility and durability of advanced vehicles under representative field conditions.

Higher over the road speeds include travel over both paved and unpaved roads through the full Army spectrum of vehicles up to 238,000 lbs.

The Army will consider all proposals that provide the desired capabilities whether it be a single joint use facility for all classes of vehicles, separate facilities, or a combination of joint use new facilities and upgrades to existing facilities.

Since test requirements are different for sustained speed endurance testing versus performance testing all configurations that provide the required capabilities will be given equal consideration. Ovals with minimum of 1-mile straightaways, tri-oval with at least two 1-mile straightaways, or a circle track for endurance testing combined with a 2-mile straightaway for performance testing will be equally considered along with other potential configurations. Longitudinal grading of straightaways will be graded at less than or equal to .1% with a cross slope maximum of 2%. Concept designs must address safety of different speed vehicles and test course overrun.

The capabilities listed below are to be provided as consideration to the Army in exchange for the long term lease of the site.

A. Higher Paved Road Test Speeds. The Army requires a paved high speed track approximately 4.5 miles in length with turn radius of at least 1600 ft. to minimize lateral forces on test vehicles. The track must be at least 27 feet in width and sustain 75 passes per day.

The Army will also consider proposals that separate testing of lighter, faster vehicles from heavier, slower vehicles (and tracked vehicles) by upgrading the existing Dynamometer Course (repaving plus construction of wider radius banked turns). This would include upgrading the adjacent paved Evasive Maneuver Area to offload the Army's heavier vehicles from the skid pad (below).

B. Unpaved road speeds. The Army requires a high speed gravel track approximately 4.5 miles in length with at least a 30 foot width for sustained 75 passes per day. Experience from current operations indicates that crews operate at the maximum possible over the road speeds regardless of paved or unpaved roads. For planning purposes 90 MPH would be considered the highest practical burst speed for operation on unpaved roads with sustained speeds on the order of 70 MPH.

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Construction of a new unpaved road course or upgrading (expanding) the existing Gravel Loop unpaved road course is an acceptable option to the need for higher speeds on unpaved roads for testing the Army's tracked and wheeled vehicles.

Additional Army requirements, beyond provision of high sustained over the road test speeds, include:

- C. Construction, at no cost to the government, of a paved lateral acceleration (skid) pad. The pad shall be:
- a. 800 ft. by 800 ft. sloped for even runoff of water used for wet down tests.
 - b. Paved to Federal Highway/Industry Standards for use by vehicles to 25,000 lb. axle loads.
 - c. It is desirable to have this located adjacent to one of the straightaways so that high speed approaches can be made from either direction. If built as a separate facility approach speed capability to 80 MPH must be provided.
- NOTE: An acceptable alternative is the availability of separate skid pads; one for joint use by light to medium weight vehicles, the other for the Army's heavier wheeled vehicles. If this option is chosen the capability for testing heavy vehicles can be integrated into improvements to the existing Dynamometer Course. Since the heavy vehicles will also be slower, a 200 ft. width by 1000 ft. long test area is acceptable.
- D. Pavement, at no cost to the government, of the existing 2¼ mile long x 30 ft. wide Dynamometer Course. The resultant must be suitable for long term sustained use by the Army's heaviest wheeled vehicles and tracked vehicles.
- E. Security Fencing/Control of Access. The Selected Developer will fence the entire EUL area to ensure product security. The Selected Developer will be responsible for controlling operations within this area including retaining control over all visitors, both U.S. and foreign. Current security regulations require that foreign visitors to U.S. military installations have a full time, approved escort. That will be the case for any movements outside the indicated area except for transit from the main entry at the North end of the lease hold to and from U.S. Highway 95. The Selected Developer may gain access to a larger area by establishing a joint use area with YPG and constructing suitable security fencing around the "Proposed Joint Use Area Boundary" indicated. Travel by foreign nations outside these expanded boundaries would still be subject to the above requirements for escort.
- F. Time Requirement. Due to high temperatures being experienced in areas the Army is currently operating in, the Army needs the above test capabilities available as soon as possible. Capability must be available within 24 months of lease award (18 months highly desirable).

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- G. Additional credit will be granted during the evaluation process for providing test capabilities beyond the above requirements (ref. para 3.9.2) and for providing the above requirements sooner.

1.5.4 BUSINESS AND LEASE PLAN: The Selected Developer will provide a plan detailing the development scope for constructing new and improving existing facilities; development of joint operations and scheduling procedures; and other matters agreed upon by the Selected Developer and the Army. The plan will include sections on adherence to applicable Army Safety, Security, and Environmental Protection guidelines. Upon completion of the Plan and final approval by the Army, a lease and other transfer documents will be negotiated by Army Corps of Engineers and the Selected Developer to implement the Plan, or portions thereof. The decision to implement the Plan will be made by the Army at its discretion. If potential development opportunities are identified during the planning process that cannot be accommodated under the leasing authority, the Selected Developer and Army will, if feasible, discuss implementation through alternative authorities.

In no event will the Army be responsible for the payment of any fees or have any liability to the Selected Developer for the Plan or work product generated in developing the Plan should the plan not be acceptable. It should be noted, the following objectives have been set for this project:

- To expand and enhance the Desert/Hot Weather Test and other related capabilities of the Army at minimum cost to the Army.
- To provide facilities capable of meeting current and anticipated future requirements for testing, and operation of, advanced manned and unmanned vehicle systems under extreme climatic conditions.
- To establish and maintain a long term mutually beneficial relationship with the Selected Developer, which is adaptable to the rapid pace of integration of new technologies into ground vehicles and related subsystems.
- To successfully integrate development activities with cultural resources and environmental policy management requirements in support of the mission of YPG and the Total Army.
- To employ the best commercial practices to the benefit of both the Army and the Developer.

The Army believes that these goals, concepts, and objectives can best be achieved by working with the Selected Developer to develop the Plan for construction and operation of a Hot Weather Test Complex on YPG. The valuable climatic, terrain, and other assets of YPG make this initiative a valuable opportunity for a world-class Developer to participate in this EUL opportunity.

1.5.5 DEVELOPMENT PROCESS: Upon selection of the Developer, the Army (YPG) and the Selected Developer will work cooperatively to develop a Business and Lease Plan that will be implemented through a lease for a selected site within YPG. The Selected Developer will be responsible for drafting the Plan. The

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Army and its advisors will review this Plan. It should be noted that Department of the Army has final approval of the Plan.

1.5.6 YPG PARTICIPATION: YPG will participate in the project in the following ways:

- YPG has made a specific tract of land available for lease in exchange for construction of specific test courses/capabilities needed for Hot Weather testing of military vehicles. The Selected Developer and the Army will cooperatively create a Business and Leasing Plan which defines the detailed design and schedule for completion of these facilities, defines the design and projected construction schedule for other test facilities or capabilities contained in the selected bid, and identifies areas of mutual interest for future development.
- YPG will work with the Selected Developer to detail the Operating Protocols/Procedures for joint use operations.
- YPG will work with the Selected Developer to establish Safety, Security, and Environmental Protection Plans.
- YPG will work with the Selected Developer to establish policies and procedures for use of specialized test facilities, such as environmental chambers, where significant labor, materials, or other costs are involved beyond the simple exchange of use of test courses.
- YPG will work with the Selected Developer to create a joint operations security plan which ensures the product and/or information security of each party to include third party clients sponsored by either party.

1.6 EVALUATION CRITERIA: Applications will be evaluated on the basis of the following criteria which are listed in order of importance. A complete explanation of the criteria can be found at Section 3.9.

1.6.1 EXECUTIVE SUMMARY: Describes and provides documentation of the applicant's legal organizational structure, key people, insurance coverage, and past history. This section is meant to familiarize the Army with the applicant's organization, not to summarize the remaining sections of the proposal. The Executive Summary is not scored.

1.6.2 DEVELOPMENT PLAN: Considers the scope of development planned for the site to include:

- Site plan for overall development of the lease area to include offices, maintenance shops, and other support and/or test facilities. Plan should include paved access roads and parking areas in addition to test areas. This can be phased into plans for the first 2, 5, and 10 years with the 2 year goals being most important. This should include facilities or capabilities the Developer needs to establish but for which the size and/or location of the EUL is inadequate. Examples would be interest in constructing a high-speed track larger than possible within the footprint of the EUL and the resultant need to construct part of the track beyond

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the EUL's current boundaries, construction of a paved hill course elsewhere on YPG, or establishment of ultra rugged "Rubicon-like" off-road courses.

- Conceptual design of test courses proposed for meeting the Developer's and the Army's testing needs plus construction schedule from lease award to availability of these courses for Army use. Design drawings of sufficient detail are required so that capability to meet maximum gross and individual axle weights can be verified by third party consultants.
- Outline designs and/or listing of other test courses and facilities planned for the site including weight restrictions, if any.
- Other data, designs, or information relative to establishment of a world class "Hot Weather Test Complex" on the site.
- Interest in future joint R&D projects to improve testing methodology and/or other areas of potential joint interest.
- Plan, if any, to purchase basic installation and/or utility services from or through YPG.
- Plan, if any, to purchase test and/or test support services from or through YPG.
- Any other considerations offered related to meeting the Army's objectives.

1.6.3 ACHIEVEMENT OF ARMY GOALS, CONCEPTS AND

OBJECTIVES: Considers the extent to which the applicant's approach indicates an understanding of the Army's goals, concepts and objectives, as described in Section 1.5 of this NOL, and a realistic approach to accomplishing them.

1.6.4 CAPABILITY/QUALIFICATIONS: Considers the extent of the applicant's corporate and key personnel capability and qualifications to accomplish the project, to include design, construction, operation, and maintenance of Hot Weather Test facilities. One area of consideration within this category will be the applicant's overall approach to the longer term management of the project. The Developer's plan to maintain the facilities at full serviceability for the duration of the lease is of critical interest.

1.6.5 RELEVANT EXPERIENCE INCLUDING PAST AND PRESENT

PERFORMANCE: Considers the extent of the applicants' corporate and key personnel experience in successfully developing major construction projects especially in the design, construction, operations, and maintenance of automotive test facilities. The evaluation team may consider information about other projects performed by the Developer and identified through any and all means (relevancy and recency), including but not limited to customer surveys and comments from Government agencies.

1.6.6 FINANCIAL: Considers the extent of the applicant's ability to finance large, complex projects such as this, especially under a leasing arrangement.

2.0 ENHANCED USE LEASING DESCRIPTION AND PERFORMANCE REQUIREMENTS

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2.1 SUMMARY OF LEASING PROCESS: Following selection of the Developer, the Army and the Selected Developer will work together to produce a Business and Leasing Plan (Plan) for YPG. The Army will issue a conditional Notice of Lease award to the Selected Developer. The Army will work with the Selected Developer in preparing a lease and other documents required to implement the Plan. An initial sample outline for contents of the Plan is as follows:

- A further description of the Army's goals, concepts and objectives for the leasing arrangement and methods for meeting them.
- Sources of capital, including debt and equity, for the project.
- Overall leasing and development schedule.
- Roles and responsibilities of the Army, YPG, and the Selected Developer, including a description of any anticipated partnership or joint ventures by the Selected Developer.
- Development plans and timelines, including facility drawings, site plans, etc.
- Documents required to comply with the National Environment Policy Act and other applicable laws.
- A detailed description of any opportunities identified during the planning process that cannot be accommodated by the current lease authority, and, if feasible, a plan for proceeding under an alternative authority.

The Selected Developer will prepare draft portions of the Plan for review by the Army and its advisors.

At the end of the planning stage, the Plan and supporting documents will be submitted to Headquarters, Department of the Army (HQDA) for approval. If approved, the Army will execute lease arrangements and proceed with the project.

In the unlikely event that the Army and the Selected Developer cannot agree on a Plan, implementing lease or other required documents, or if the Plan is not accepted by HQDA, the Army, at its option, may render this application process null and void, and direct the Selected Developer to cease all work on the project. This can occur without giving rise to any right or claim by the Selected Developer. Should this occur, the Army maintains the right, at no cost, to make full use of the Plan and to proceed to negotiate and work with other developers on this or similar projects.

2.2 LEASE PAYMENT PROVISIONS: NOT APPLICABLE. The Army receives in-kind consideration for at least the value of the land through the Developer's construction, and long term maintenance of those test courses available for use by the Army. The Army will have priority use of existing and future Army constructed test courses and will develop a sharing arrangement with the Developer for those courses designated for joint use. Procedures assuring both parties access to all test courses will be established during Plan preparation.

2.3 UTILITIES AND SUPPORT SERVICES: The Developer will be responsible for coordination of all utilities and support services used in the operation and management of the site.

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2.4 PROPERTY MAINTENANCE/MANAGEMENT: The ability to properly maintain and manage the proposed project is critical to the development's long-term viability. The Developer, as a part of the Plan, shall work with the Army to develop a property maintenance/management program that meets all project goals. The Developer will have responsibility for all property maintenance and management of all improvements constructed throughout the life of the lease. Test courses outside the EUL area constructed or improved for primary or exclusive use by the Army will be maintained by the Army.

2.5 ENVIRONMENTAL CONSIDERATIONS: YPG has produced and will make available the "Environmental Assessment for the Hot Weather Test Complex, dtd 29 May 2002".

2.6 DISPUTES: Any dispute concerning a question of fact or procedure arising under this application, which is not disposed of by agreement, shall be decided by the Army, who shall mail or otherwise furnish a written copy of the decision to the applicant.

3.0 APPLICATION SUBMISSION

3.1 PROVISIONS: Developers are required to comply with the following instructions while developing their proposal. Where instructions conflict and no order of precedence is specified, the most stringent requirement applies. A reference to, or direction to comply with, a particular paragraph shall include, as appropriate, all subparagraphs thereunder. Oral explanations or instructions given before the signing of the Lease will not be binding. Any written information concerning the application given to any prospective Developer will be furnished promptly to all other prospective Developers. If the information is necessary in submitting applications or if the lack of it would be prejudicial to any other prospective Developer, the information shall be furnished as an amendment to the application. By submitting an application, applicant agrees to provide non-discrimination and Civil Rights assurances if applicable.

Additional provisions the Developer should note include:

- The information provided by applicant may be used by the Army to conduct a comprehensive background and credit check.
- The Selected Developer will provide the facilities and services to the Army as agreed upon in the Plan.
- The Developer may joint venture with another Developer(s). A joint venture (team arrangement) shall meet the following requirements:
 - ♦ All applications submitted by joint ventures must include an original of the executed joint venture agreement.
 - ♦ Parties to the joint venture must sign the proposed Lease or Leases, as agreed to in the Plan. In the case of corporations that are joint venture entities, the corporation secretary must certify that the corporation is authorized to participate in the joint venture, by so certifying in the joint venture agreement and by submitting a separate certification to the Army prior to Lease award. The joint venture must also provide a certificate, which identifies a single point of contact, i.e., a principal

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representative (by name) of the joint venture for purposes of resolution of lease matters and payment issues.

- Alvarez & Marsal Real Estate Advisory Services LLC (A&M REAS) is serving as an advisor to the Army and YPG on this project. As such, A&M has recused itself from the competition. All Developers must certify they are not using nor have they used A&M REAS to assist in the preparation of any proposal related to this project (conflict of interest certification is included in the Appendix A).
- The Selected Developer will be aware of, and agree to the payment of, a transaction fee to be split between A&M REAS and the U.S. Army Corps of Engineers, as a requirement of executing the ground lease at the time of the lease signing. The transaction fee will be calculated as a percentage of project value, the total fee not to exceed \$800,000. The final fee will be negotiated as part of the Business and Leasing Plan.

3.2 CANCELLATION OF AVAILABILITY BY THE GOVERNMENT: The Government is sponsoring this leasing transaction solely for the purpose of achieving the goals established in the enabling legislation. While the Government intends to enter into a lease with the Selected Developer, it is under no obligation to do so, and reserves the right to cancel this availability and reject all application submissions. The Government reserves the right to suspend or modify all aspects of this process and to waive informalities and minor irregularities in offers received where it is in the best interest of the Government to do so.

3.3 HOLD HARMLESS: By participating in the application process, Developers agree to hold the United States, its officers, employees, and advisors harmless from all claims, liabilities, and costs related to all aspects of this application. Under no circumstances shall the Government be liable for any real estate brokerage commissions, finder's fees, or other forms of compensation related in any way to activities undertaken by any person as a result of the submission of the NOL proposal.

3.4 AMENDMENTS TO APPLICATION PACKAGE: This application package may be amended by formal amendment document, letter, or facsimile. If this application is amended, then all terms and conditions, which are not modified, remain unchanged. Developers shall acknowledge receipt of any amendments to this application by the date and time specified in the amendment(s). Acknowledgment shall be made by signing and returning the amendment(s), or sending a letter or telegraphic acknowledgment.

3.5 INDUSTRY FORUM NOTICE TO APPLICANTS: An Industry Forum will be held to discuss the approach to this transaction. The conference will be held at Yuma Proving Ground, which is approximately 20 miles north of the City of Yuma, time and place to be announced. There will be a group visit to the proposed EUL site, which is approximately 25 miles north of Yuma. Presentations will include information on the community, Yuma Proving Ground, and the proposed project.

3.6 NOTICE OF ORAL PRESENTATIONS: Developers should note that they might be required to present their proposals orally to YPG and its advisors if they are

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included in the competitive range. If any oral presentation is required, it shall be limited to 60 minutes. During your oral presentation, be prepared to provide information concerning any aspect of the written proposal submitted. At the conclusion of your oral presentation, plan on approximately 30-45 additional minutes to respond to questions. Developers should be prepared to provide a pictorial representation of the project concept through the use of renderings, sketches, photomontages, or other type of graphic media. The visual media will be used for illustrative purposes only and is not expected to be an exact or detailed representation of the project concept. The Army will provide an overhead projector, LCD data projector, and laptop with CD-ROM and Floppy disc compatibles. If you decide to use media other than what is provided, you must provide and set up the equipment yourself. Bring ten (10) complete sets of all overheads and any other handouts to your oral presentation. The time and date for this presentation will be scheduled individually with the potential Developers after the written proposals have been submitted and evaluated.

3.7 SUBMISSION OF APPLICATIONS: Developer applications are due at 5:00 PM Eastern Time on the date specified. The information below must appear in the lower left corner of Lease Application envelope.

Sealed Application for Lease of Real Property

Must be received NLT:

Time: 5:00 p.m. (EST)

Date: June 16, 2006

Project Name: Yuma Proving Ground Hot Weather Test Complex

Seven signed originals of Developer applications, plus one electronic copy and modifications shall be submitted in sealed envelopes or packages addressed to the following:

U.S. Army Corps of Engineers (USACE)
Baltimore District
ATTN: Robert Penn, Real Estate Division

If hand delivered, to Office Location:

10 South Howard Street, Room 7620
Baltimore, MD 21201

If mailed, to Mailing Address:

10 South Howard Street, Room 7620
Baltimore, MD 21201

In addition, the sealed envelopes or packages should be labeled with the Developer's name, address, contact person and time specified for the receipt.

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Electronic, telegraphic, or facsimile offers and modifications will not be considered without express written authorization of USACE.

Any application received after the time and date specified above will be rejected and returned to the applicant unopened.

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3.8 SUBMITTAL ORGANIZATION: The Developers’ proposals shall consist of a single original document and six copies with the sections below clearly labeled. The sections constitute the factors that will be evaluated and are listed in order of evaluation importance excluding Section I, which will not be evaluated.

Application Submittal			
Section	Description of Factor	Number of Submittals	Page Limit¹ (8.5. x 11”)
I	Executive Summary	7 originals and one electronic copy ² to USACE	5 pages
II	Development Plan	7 originals and one electronic copy ² to USACE	30 pages (see Note 3)
III	Achievement of Army Goals, Objectives and Concepts	7 originals and one electronic copy ² to USACE	10 pages
VI	Relevant Experience/Past and Present Performance	7 originals and one electronic copy ² to USACE	5 pages
V	Capability/Qualifications	7 originals and one electronic copy ² to USACE	5 pages
VI	Financial	7 originals and one electronic copy ² to USACE	5 pages
	TOTAL		60 pages

<p>NOTES:</p> <ol style="list-style-type: none"> Any pages of narrative exceeding the limits set above will be destroyed and not evaluated. Supporting data such as mandatory forms, resumes, organizational charts, financial statements, <i>pro formas</i>, cost estimates, engineering calculations, photos, and drawings do not count against the page limits indicated above. All sections should be submitted on the same disk/CD ROM except Section II – Development Plan with drawings may be submitted as a separate CD-ROM. Site plans and design drawings of specific test courses and/or facilities do not count within the 30 page limit. Detail designs are required for facilities proposed to meet the “Army’s Testing Needs”. All sections of the Application will be provided in a ten (10) font size or greater.
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Developers shall mark all information that is proprietary and not releasable to the public as proprietary.

3.9 REQUIRED FACTOR SUBMISSION INFORMATION: Each section in your submission must include a description of your approach to the following factors. These factors comprise the minimum compliance with YPG goals and must be submitted in order for applications to be considered complete. It is the desire of YPG that applicants attempt to exceed these minimum requirements where possible. The Army reserves the right to evaluate and select applicants based upon an overall best value determination.

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3.9.1 SECTION I – EXECUTIVE SUMMARY:

- The name, address, telephone, e-mail, and fax numbers of each principal, partner, and/or co-venturer participating on your team and the name of the representative authorized to act on behalf of the team.
- Identification of any affiliation or other relationship between any of the members of the team responding to this application and any development company, parent company, or subsidiary.
- A description of your status (whether a corporation, a nonprofit or charitable institution, a partnership, a limited liability company, a business association, or a joint venture indicating jurisdiction under whose law you are organized and operating, and a brief history of your organization and its principals.
- Date and location of establishment and the date of incorporation under the present name.
- Explanation of types of products or services your firm provides and how they relate to this application.
- Indication of whether you ever maintained or currently maintain errors and omissions insurance and, if so, the amount of the coverage, deductible, and the carrier of the insurance.

3.9.2 DEVELOPMENT PLAN: This is by far the most important factor. The underlying objective of the Hot Weather Test Complex (HWTC) EUL is to gain for the Army the most overall increase in capabilities for testing current and future military vehicles. These vehicles will be both manned and unmanned. Given the continued evolution of YPG's missions and the potential integration of Developmental Testing with Operational Testing plus eventual joint testing/training with advanced vehicle systems, the facilities constructed will need to be accessed by a variety of Army systems and systems operators.

Given their expense and mission complexity, military vehicle test programs are generally conducted with few prototypes. Testing would be distributed among current and future YPG constructed test courses plus those provided by the Developer.

Interactions with and confirmatory visits to manufacturers and commercial test providers proving grounds have resulted in the prediction that collective Army use of the facilities constructed within the EUL site would rarely, if ever, approach 10% of vehicle density normally seen at non-government automotive proving grounds. Consequently, the Army will be a constant user of the constructed facilities but not the predominant user.

The Development Plan should focus on the quality, variety, collective capability, and schedule of availability of facilities the bidder plans to construct. The details of how the selected bidder will interact with the

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Army for joint use of test facilities will evolve later during preparation of the Business and Lease Plan after down select.

Gaining the needed Army test capabilities along with operational safety as testing is conducted simultaneously on faster, lighter vehicles and heavier, slower military vehicles are both critical. The Army's needs can be integrated into other configurations or separated facilities to optimize safety, operating efficiency, and meeting corporate and/or industry standards as long as Army access is assured and the vehicle weight/speed requirements are met.

The Army's needs include paved and gravel (unpaved) high speed test capabilities. Developers will be expected to include proposed methods for establishing high speed testing over unpaved roads. This can be through modification of existing capabilities at YPG or construction of a new gravel test course. This unpaved testing capability does not have to be within the area of the EUL.

Proposals for expanded facilities that extend beyond the footprint of the basic EUL will be considered.

Factor A – Quality, scope, and predicted availability of the proposed overall facility planned for the site including a capability-by capability schedule phased by 2, 5, and 10 year goals with the 2 year plan being by far the most critical. Include overall site plans, planned infrastructure (offices, support shops, paved roads, ...), plus narrative descriptions and at least line drawings of planned test facilities beyond that needed to meet the Army's needs.

The Development Plan should include other data, designs, or information relative to joint establishment of a world class "Hot Weather Test Complex" on site but not repetitive of information to be included under Section 3.9.3 "Achievement of Army Goals, Objectives, and Concepts".

The Development Plan must also outline methods proposed to provide utilities for construction onsite and for long-term operations at the site.

Factor B – Quality of the detail design for meeting Army needs onsite. Proposals must provide sufficient detail so that the Army, aided by independent subject matter experts, can evaluate the capability each provides to the Army. The government will accept conceptual drawings, high-level schematic designs, layouts, and renderings for the competitive evaluation.

Bidders have to accept the risk of providing too little substantive information.

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Proposals should, as a minimum, consider construction methodology, schedule, sources of materials (e.g. any proposed onsite borrow pits), cut and fill methodology, water (run off) diversion plan, disposal of site residue, and other project information. Operational safety is a primary concern. Narrative will explain design's capability to conduct simultaneous testing of higher speed, light vehicles with heavier, slower vehicles without compromising testing objectives of either party.

Factor C (Extra credit) – Additional Test Capabilities. Eighty-five (85) percent of the Army's wheeled vehicles weigh 80,000 lb. or less. Included in this category are everything from SUV derivatives/HMMWV's to the STRYKER family of vehicles and high agility future vehicles. These are the vehicles which will see infusion of new technologies to improve their speed and go anywhere mobility. Additional credit will be granted for provision of capabilities beyond the basic Army requirements of para 1.5.3. for these vehicles.

The additional credit will be appropriated 25% each for providing additional capabilities for 20,000 lb., 40,000 lb., 60,000 lb., and 80,000 lb. vehicles with 100% credit if all proposed additional facilities are 80,000 lb. vehicle capable.

Factor D (Extra credit) – Availability. The requirements of para 1.5.3 are to be available onsite for Army use NLT 2 years from lease signing. Additional credit will be granted for provision of these, and other, test capabilities sooner than two years.

Factor E (Extra credit) – Vehicle Shock and Vibration Surfaces. Availability of military standard shock and vibration surfaces is highly desirable.

These surfaces would be constructed in proximity to the Dynamometer Course to become part of the mission profiles for endurance testing. The surfaces would be of concrete and/or natural stone, 300 feet long, one lane wide, and capable of withstanding repeated use by heavy vehicles.

Profiles and materials in general conformance to U.S. Army Test and Evaluation Command Dynamic Test Procedure TP-RT-M-DY-03-02A, dtd 3 Sept 2003, paragraphs 4.1 to 4.5 (Two inch Washboard, Radial Washboard, Six inch Washboard, Cobblestone, and Embedded Rock). Descriptive details posted to web site.

NOTE: Consideration will be given to other surfaces and/or locations constructed to meet the developer's needs if these surfaces provide equivalent inputs and can be used by Army heavy vehicles.

3.9.3 ACHIEVEMENT OF ARMY GOALS, OBJECTIVES AND CONCEPTS: This is the second most important element of the evaluation.

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Section 3.9.2 “Development Plan” describes what the Developer intends to construct within the EUL site. This section provides the opportunity for developers to demonstrate their commitment to a long-term mutually beneficial relationship with the Army. Any special projects, capabilities enhancements, or corporate initiatives that complement those of the Army should be discussed here.

Proposals to expand the Developer-Army relationship or to introduce innovations in testing which will be available to the Army should be discussed here as well as intentions, if any, to purchase services from the Army.

NOTE: Purchases of utilities, support services, or technical services are not a requirement of the relationship and will not add nor subtract from evaluation scores. However, for planning purposes it is important for the Army to know the Developer’s intentions.

3.9.4 RELEVANT EXPERIENCE/PAST AND PRESENT PERFORMANCE:

3.9.4.1 RELEVANT PROJECT EXPERIENCE: Provide the following information on projects for which you (or team member) acted as prime developer. Identified projects must demonstrate an ability to perform a project of this type, magnitude, and complexity.

A. Directly Related Experience

List and describe automotive test facilities previously constructed and/or currently operated including Developer’s specific roles if multi-partner efforts are involved.

B. Alternative Experience

1) Performance on Major Development Projects.

- List of the major projects that you successfully completed or you have currently in progress covering the past ten (10) years. In the case of joint ventures, any principal member’s projects over the past ten (10) years. Automotive related test facility projects are of primary interest.
- For each project listed above please provide the following:
 - ◆ The name, address, type, cost (design and construction), and complexity of each project;
 - ◆ No more than three (3) photos of each project (each photo not exceeding 8-1/2” by 11” in size) if available;

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- ◆ A description of how the project achieved an acceptable level of quality in the project planning, creation, design, and construction;
- ◆ Your role and services provided for each project;
- ◆ If constructed for third party user, the name, address, telephone, e-mail, and fax numbers of a point of contact at the client or other stakeholder for each project (this individual must be familiar with the project and the role of the applicant played in the project and will be able to respond to the Army inquiries); and,
- ◆ Any other pertinent information to sufficiently describe each project.

2) Performance as an automotive test facility operator and/or provider of automotive test services

- Description and scope of activities to include facilities, workforce, capabilities, and services provided.
- Explanation as to how the above will be transformed to the role of facility developer.

3) Other project design, construction, and operations experience.

3.9.5 CAPABILITY/QUALIFICATIONS: Project initiation, establishing compatible working relationships, expedited construction of the necessary facilities, and the Developer's transition to operations on and within the culture of Yuma Proving Ground are critical to long term success. This is the period during which personal relationships between the Developer's staff, including those employees who will be responsible for startup test operations, will develop with Army personnel.

This element introduces the Developer's team who will work with Army personnel to jointly create the Business and Lease Plan, who will design the proposed facilities and ensure their integration onto YPG, who will oversee construction and the Developer-government interactions which will occur during this period, and finally the start-up test operations staff.

3.9.5.1 STAFFING PLAN: Please provide the following:

- Describe your organizational approach to executing your responsibilities, providing the overall project coordination, and responding to the Army during all phases of the project. Include an organizational chart and staffing plan that demonstrates your capability of carrying out all functions required for this project from preliminary selection through development of the Business and Lease Plan, construction, and

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initial start up of test operations. If applicable, present a timetable for hiring any additional staff.

- Discuss the extent to which you are planning to commit staff and other resources to the project and development of the Business and Leasing Plan to include the Safety, Environmental Protection, Security subtasks.
- Identify areas where consultants or subcontractors will be used.

3.9.5.2 QUALIFICATIONS OF KEY PERSONNEL: Please provide the following:

- Identify your key personnel and their respective roles during development of the Plan and follow-on design, construction, and follow-up activities. Key personnel are those persons considered critical to the accomplishment of the required project. Indicate the extent to which your key personnel have worked together as a team on projects of this magnitude or greater.
- Provide a resume for each of your key personnel. Key personnel are those who are considered critical to the accomplishment of the Plan and follow-on activities. Resumes, which are limited to one-page, must include a description of the individual's duties and responsibilities, education, knowledge, skills, expertise, and other qualifications.
- Attach a statement to the resume for each of your key personnel defining the extent of their availability and corporate commitment. The resume for each person must clearly indicate whether the person is or is not currently your employee and, if not so employed, what kind of commitment or offer of employment your firm has been made to assure availability of this person during the development of the Plan or follow-on activities.

3.9.6 FINANCIAL: (NOTE: All financial data clearly marked as proprietary will be held in confidence)

General Comment: This section provides Developers the opportunity to present evaluators with information on their ability to finance costs related to the project from lease approval through construction, operation, and long term maintenance. Typical information provided for past EUL projects included:

- If audited financial statements have been prepared by an independent Certified Public Accountant or by an independent licensed public account for the last three (3) years for your corporation or limited partnership, please provide these.
- If audited financial statements have not been performed for your corporation or partnership, or if you are an individual, provide a

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complete and current personal financial statement for you and all partners/officers.

- Provide the names, addresses, telephone numbers, and e-mail of at least two commercial or institutional credit references from which you have previously obtained financing. Attach a letter authorizing each credit reference to respond to inquiries from the Army.
- Provide a description and/or documentation demonstrating the Developer's strategy to obtain financing for this project including anticipated operating and maintenance costs and why this strategy offers the best value to the government. Discuss your capability to secure operating capital for the project as well as your capability to secure performance bonds (or other types of security) for the envisioned YPG Hot Weather Test Complex.

3.10 SOURCE SELECTION EVALUATION PROCESS: An evaluation team will evaluate each application. The team will determine the overall value of each application to the Army and the potential for meeting the goals of the leasing arrangement, in accordance with the evaluation factors previously stated. Therefore, applications should contain all information Developers deem is needed by the Army to make a selection. Applications will be evaluated on their own merit, independently and objectively. While the government does not intend to meet with Developers regarding revisions to their applications prior to any oral presentations, the Army may contact Developers to clarify certain aspects of their application or to correct clerical errors. The information submitted in your written proposal will be reviewed by the evaluation team prior to any oral presentation. This will allow the team members time to become familiar with your firm's experience, project approach, financial capabilities, and to generate questions that may be posed in anticipation of any oral presentation. The Army reserves the right to include all or short-list Developers into a competitive range before or after any oral presentations.

After the final evaluation of the applications, the Army will select the applicant whose application offers the **best overall value**. Selection will be based on an integrated assessment of the factors set forth in Section 3.0. Upon selection, the Army and the Developer will commence work, as outlined in this Lease Proposal, with the intent to enter into a leasing arrangement.

4.0 EVALUATION CRITERIA

4.1 APPLICATION EVALUATION PROCESS: Each individual evaluation factor will be rated as indicated below. The evaluation will assign one of the following ratings to each factor:

- **Exceptional Plus (E+):** The Developer has addressed substantially all of the elements in this factor in a manner that demonstrates superior added value above a satisfactory response for substantially all of the elements.
- **Exceptional (E):** The Developer has addressed many of the elements of this factor in a manner that demonstrates superior added value above a satisfactory response and has addressed substantially all of the remaining elements in this

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factor in a manner that demonstrates high added value above a satisfactory response.

- **Acceptable Plus (A+):** The Developer has addressed many of the elements of this factor in a manner that demonstrates some added value above a satisfactory response and has addressed substantially all of the remaining elements in this factor in a manner that demonstrates a satisfactory response.
- **Acceptable (A):** The Developer has addressed substantially all of the elements in this factor in a satisfactory manner.
- **Unacceptable (U):** The Developer has failed to address substantially all of the elements of this factor in a satisfactory manner or has simply failed to address substantially all of the elements in this factor.
- **Neutral:** The rating will only be used to evaluate a Developer in the past performance evaluation factor. The Developer did not have a sufficient history that could be evaluated in a level of detail that allowed the evaluation team to draw a conclusion about the Developer's past performance.

4.2 In addition, the evaluators will assign an overall rating to each proposal as indicated below:

- **Exceptional Plus (E+):** The Developer has addressed substantially all of the elements in this factor in a manner that demonstrates superior added value above a satisfactory response.
- **Exceptional (E):** The Developer has addressed many of the factors in a manner that demonstrates superior added value above a satisfactory response and has addressed substantially all of the remaining factors in a manner that demonstrates high added value above a satisfactory response.
- **Acceptable Plus (A+):** The Developer has addressed many of the factors in a manner that demonstrates some added value above a satisfactory response and has addressed substantially all of the remaining factors in a manner that demonstrates a satisfactory response.
- **Acceptable (A):** The Developer has addressed substantially all of the factors in a satisfactory manner.
- **Unacceptable (U):** The Developer has failed to address substantially all of the factors in a satisfactory manner or has simply failed to address substantially all of the factors.

4.3 The evaluators will justify the evaluation factor rating by drawing upon the strengths, weaknesses, and risks identified for each of the evaluation factors. In addition to the ratings above, a risk rating will be assigned to each of the individual factors. The purpose of this rating is to assess the level of risk associated with each

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Developer. The evaluators will assign one of the following ratings to each of the individual factors.

- **Low Risk:** Any weaknesses identified by the evaluators have little potential to cause disruption to the planning and implementation phases. Normal contractor/government effort and monitoring will probably minimize any difficulties.
- **Moderate Risk:** These are weaknesses identified by the evaluators that can potentially cause disruption to the planning and implementation phases. Special contractor/government emphasis and close monitoring will probably minimize any difficulties.
- **High Risk:** These are weaknesses identified by the evaluators that have the potential to cause significant disruption to the planning and implementation phases even with special contractor/government emphasis and close monitoring.

The evaluators will document the weaknesses and their potential impact on disruption to the planning and implementation phases of the installation specific projects to justify the contractor selection rating. Orals will be evaluated on the same basis as the written proposals and blended into the final evaluation.

5.0 INSPECTION OF SITE

The proposed EUL site is within the controlled access area of Yuma Proving Ground and within restricted airspace.

The preliminary operations concept for the Hot Weather Test Complex has the selected Manufacturer/Operator/Developer controlling access via a separate gate from Highway 95 with perimeter fencing. The Manufacturer/Operator/Developer would be responsible for clearing non-government visitors into the area and be responsible for the actions of those visitors on YPG inside or outside the EUL area. The web page will include a selection of detailed maps of the proposed EUL site and surrounding area to include the Dynamometer Course Area and the unpaved vehicle test courses. Additional maps will be available at the Industry Forum. The Industry Forum will include a group visit to the proposed EUL site. Visitors to the site will be limited to three per attending corporate entity. Arrangements for separate site visits for prospective bidders can be made by contacting YPG at (928) 328-2304.

Those intending to participate in any site visit will request entry into the YPG restricted area as follows:

Ten days prior to arrival a visit request shall be submitted to:

Commander
Yuma Proving Ground 301 "C" Street
ATTN: CSTE-DTC-YP-CD-S
Yuma, AZ 85365-9498

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Pass & ID/Visitor Control: (928) 328-7373 DSN: 899-7373, Fax (928) 328-7373.

Visit Request which include Non-US citizens MUST be faxed to:

(928) 328-2459 or DSN: 899-2459

The information required for each employee is:

- (1) Employee's full name
- (2) Social Security number
- (3) Date & Place of Birth
- (4) Naturalization number (if applicable) or Passport Number (if Foreign Visitor)
- (5) Citizenship
- (6) Alien Registration numbers shall be provided for each employee who is not a US Citizen
- (7) Date(s) of visit: From _____ To _____
- (8) Purpose of Visit: Site Visit, Hot Weather Test Complex
- (9) YPG Point of Contact: **NOTE:** "To be provided after initial contact"

Visit Request MUST be on Company Letterhead and signed by the Corporate Security Officer or the responsible Company Officer at least one level above those participating in the site visit.

6.0 POINTS OF CONTACT

Rod Chavez
U.S. Army Corps of Engineers, Baltimore District
Attn: CENAB-RE-S
10 South Howard Street
Baltimore, MD 21203
Tel: 410-962-4925
Fax: 410-962-4922
E-mail: roderick.chavez@nabo2.usace.army.mil

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6.1 INFORMATION AND CLARIFICATIONS: Questions, clarifications, inquires on leasing issues, title general information requests can be directed to the following:

Office	Name	Address	Phone & Fax
U.S. Army Corps of Engineers, Baltimore District ATTN: Real Estate Division	Robert Penn	10 South Howard Street Baltimore MD 21201 Mailing Address: 10 South Howard Street Baltimore MD 21201 Email: Bob.penn@nab02.usace.army.mil	P 410-962-3000 F 410-962-4922
U.S. Army Corps of Engineers, Baltimore District ATTN: Real Estate Division	Rod Chavez	10 South Howard Street Baltimore MD 21201 Mailing Address: 10 South Howard Street Baltimore MD 21201 Email: roderick.chavez@nab02.usace.army.mil	P 410-962-4925 F 410-962-4922

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APPENDIX A

CONFLICT OF INTEREST CERTIFICATION

The Developer hereby certifies that Alvarez & Marsal Real Estate Advisory Service did not assist in the development of this proposal for the Yuma Proving Ground EUL project.

Name: _____

Company: _____

Date: _____

Signature: _____

This form should be signed by the person authorized to represent the significant parties comprising the project team and should be included in the Developer's proposal.