

**GATEWAY DEVELOPMENT COMMISSION  
BOARD MEETING**

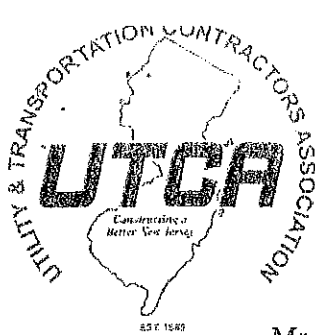
October 11, 2024

Public Comments for October 11, 2024 Board Meeting

*(Received as of October 10, 2024)*

*The public was encouraged to submit public comments via the comment form on  
[www.GatewayProgram.org](http://www.GatewayProgram.org).*

Name	Robert Briant
Organization	Utility & Transportation Association of New Jersey
Comment Topic	Package 3 NJ Surface Alignment
<p>The Utility &amp; Transportation Contractors Association (UTCA), which numbers approximately 1,000 member firms, strongly urges the Gateway Development Corporation to package the NJ Surface Alignment project into two or three contracts. This approach would allow the GDC to meet its goals and timetables to complete this project while allowing for sufficient competition to save the GDC \$10's of millions of dollars from the project cost. As documented in our correspondence to the GDC (attached document) on June 14, 2024, UTCA noted numerous benefits to packaging this work in to two or three contracts. As demonstrated with the New Jersey Turnpike widening program, the Authority broke up the projects which increased competition. The result was that the Authority completed its program under budget and ahead of schedule. In fact, the NJ Turnpike Authority's \$10 billion program was brought in at approximately \$7 billion which allowed the Authority to fund \$3 billion in additional projects.</p> <p>We also wish to note that the GDC held an interested parties meeting on August 9, 2024, to discuss this program. During the meeting, the overwhelming sentiment and most noted comments were from those supporting breaking up the program into several contracts. We ask the the Gateway Development Corporation reconsider the contract packaging of this project.</p>	



# UTILITY and TRANSPORTATION CONTRACTORS ASSOCIATION of NEW JERSEY

ROBERT A. BRIANT, JR.  
CEO

DAVID RIBLE  
EXECUTIVE DIRECTOR

June 14, 2024

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## AFFILIATIONS

American Road & Transportation Builders Association  
Clean Water Construction Coalition

Mr. Kris Kolluri, CEO  
Gateway Development Corporation  
Two Penn Plaza East, 11<sup>th</sup> floor  
Newark, New Jersey 07105

Re: Gateway Development Corporation  
Package 3: NJ Surface Alignment

Dear Mr. Kolluri.

UTCA proposes the GDC bid the Package 3: NJ Surface Alignment as two or three bid packages as follows:

1. Project 1: Retaining Wall
  - a. Access from County Road
2. Project 2: Viaduct & Temporary Road
  - a. Access from Secaucus Road
3. Bridges
  - a. Bid separately the bridge at Secaucus Road (including Utility Relocations and major culvert crossing) and package smaller bridge with Project 1 or Project 2
  - b. The small bridge

This approach offers several compelling benefits that align with the GDC's objectives of efficiency, risk management, and economic impact:

1. Enhanced Risk Management and Schedule Efficiency:
  - a. Dividing the project allows multiple teams to work concurrently on design and construction, significantly reducing overall project risk.
  - b. The firms bidding on the smaller bid packages currently all perform work on the NJTP, NJDOT, PANYNJ, and NJ Transit roadways and facilities and have a proven track record of working collaboratively with each other on adjacent projects or within the same lane closings.
2. Tailored Expertise and Increased Value Engineering:
  - a. Concerns about sharing Value Engineering (VE) alternatives between awarded teams are minimal given the distinct scopes of the proposed project packages.
  - b. Multiple design partners can expedite the schedule, with the risk of coordinating access ways being effectively managed through thoughtful subdivision of packages.
3. Potential for Significant Schedule and Cost Savings:
  - a. Subdividing the project allows for the issuance of early works packages, particularly for complex utility relocations, minimizing delays—a common issue in public projects.
  - b. Increased competition among contractors fosters innovation and cost-efficiency, leading to the best overall value for the GDC. (See Bullet Point No.4 below).
4. Proven Success and Economic Impact:

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- a. The NJ Turnpike Authority's successful \$10 billion widening program is a testament to the benefits of project subdivision, resulting in \$3 billion in cost savings and accelerated delivery.
  - b. Local firms will be leveraged, ensuring economic benefits remain within New Jersey through local spending on equipment, materials, supplies, and workforce.
5. Community Engagement and Long-Term Relationships:
- a. Local firms have established relationships with the communities where the project will be built, fostering trust and smooth project execution.
  - b. Our workforce is primarily NJ-based, contributing to the local economy and paying taxes here, unlike larger firms with a limited local presence.

UTCA believes that subdividing Package 3: NJ Surface Alignment will not only mitigate risks and enhance efficiency but also provide substantial economic benefits to the local community. We welcome the opportunity to further discuss these ideas with your staff and explore how we can collaborate to ensure the successful delivery of this critical infrastructure project.

Regards,

Robert A. Briant  
CEO  
Utility & Transportation Contractors Association

Name	Sophie Cappello
Organization	Regional Plan Association/Build Gateway Now Coalition
Comment Topic	Hudson Tunnel Project
<p>RPA and the Build Gateway Now coalition are thrilled about the continued progress of the Hudson Tunnel Project. We are excited to be close to reaching the point of inevitability for this critical project, and as advocates and experts across industries, the Build Gateway Now coalition will continue to do our part to move it forward. As Phase 1 projects including the HTP and Portal North Bridge proceed on track, the Build Gateway Now coalition looks forward to making sure Phase 2 projects are also getting funding commitments needed to improve the rest of the corridor between New York and New Jersey. Yet we know the unprecedented levels of federal funding for rail projects may not last forever, so the time to act is now. Once a completed Gateway Program is built, we will double capacity, improve air quality and encourage travelers between New York and New Jersey to take the train, leading to a more sustainable future. Thank you to the GDC for your continued leadership and for inviting public comment to be submitted.</p>	

Name	Mike Sidani
Organization	Michael Baker International
Comment Topic	NJ Surface Alignment Package 3 Procurement
<p>Dear Commission,</p> <p>As a member of the consulting industry, we are very interested and looking forward to the release of the NJ Surface Alignment Package 3 procurement solicitation. We understand that GDC is still evaluating whether the solicitation will be one package, or further broken down into smaller packages. The uncertainty of the package size has affected the ability of several of the contractors to decide on their plans to pursue the project, which in turn has affected the consultants' teaming discussions with potential contractors.</p> <p>We are certain that GDC is currently evaluating the various procurement options very carefully. Each option presents their own advantages and disadvantages relative to schedule, risk, scope coordination and contract bidding perspective, among other things. We completely understand that procuring smaller packages would result in a wider field of bidders and would provide competitive bids that are in favor of the GDC. As such, we as a full service consulting firm are also in a favor of breaking Package 3 into multiple smaller packages.</p> <p>We understand that the delivery of Package 3 is constrained by the schedule of the overall program. Regardless of which delivery option the GDC decides to move forward with, we kindly request that GDC allows additional time for the contracting and consulting industry to finalize their teaming arrangements in order to provide the best response to the GDC.</p> <p>Thank you for your consideration and looking forward for the decision and procurement release.</p>	