Information presented in this briefing relates to future procurements and is for indicative, illustrative, and contemplative purposes only.
Agenda

Project Impact & GDC Recent Milestones
Upcoming Construction
Ongoing Procurements
Contract Packaging Schedule
Manhattan Tunnel
DBE Opportunities
Insurance and Bonding
Feedback and Questions
Why a new tunnel is needed

- 4 year shutdown of one tube = $16 Billion Loss to GDP.
- $22 Billion Loss in Regional Property Values.
- 2 million additional tons of Co2 from car congestion.

Source: https://rpa.org/work/reports/a-preventable-crisis
Economic, Social and Environmental Impacts of the HTP

➢ Create over **72,000 direct, indirect, and induced jobs** over the Project’s construction period

Source: Chapter 7. Socioeconomic Conditions, Hudson Tunnel Project Draft Environmental Impact Statement (DEIS), July 2017

➢ Generating **$19 billion in economic activity** over the Project’s construction period

Source: Chapter 7. Socioeconomic Conditions,” Hudson Tunnel Project Draft Environmental Impact Statement (DEIS)”, July 2017

➢ Stops consistent delays and provides 21st century reliability to **200,000 passengers** at the busiest point of the Northeast Corridor.

➢ Utilize **U.S. suppliers and manufacturers** through the Buy America/Build America requirements.

➢ Apply federal provisions regarding participation by **DBE's**.
$700M allocated for Gateway rail tunnel in 2024 federal budget

The New York Times

Hudson Tunnel Project to Get $6.9 Billion in Largest U.S. Transit Grant

Largest federal transportation grant ever awarded to critical NY-NJ tunnel project

Gateway project moves to 'doing phase' with deal to pay for rail tunnel's NY entrance

Hudson River Rail Tunnel Project Set for Record $6.9B Federal Grant

Hudson Tunnel Project gets billions from feds to move Gateway project forward

NYC's Gateway Tunnel Project Secures $6.9 Billion Federal Grant
Recent HTP Milestones

✓ HTP Entering into Engineering enables GDC to receive $6.88B in CIG grant funding
✓ $25 million RAISE grant for Tonnelle Avenue awarded to GDC
✓ Received $292 million for Hudson Yards Concrete Casing Section 3 (HYCC-3)
✓ CIG $$ in President’s proposed FY2024 budget
✓ GDC assumed role of Permanent Project Sponsor
✓ States' Funding Plan in Place
✓ Procurement process for Project Delivery Partner
✓ Ongoing procurements for Hudson River Ground Stabilization and Palisades Tunnel
✓ Preparing to launch Early Work in both NY/NJ
Construction on the Hudson River Tunnel starting on both sides of the River in 2023: Tonnelle Avenue and HYCC-3
Ongoing Procurements

Hudson River Ground Stabilization

Fortifying and stabilizing the river bottom on the New York side of the Hudson River.

**Procurement Methodology:** Design-Build
- **RFQ:** Released May 31\(^{st}\), 2023
- **RFP:** August 2023

Palisades Tunnel

Tunnel portion through the Palisades to the construction shaft in Hoboken, New Jersey.

**Procurement Methodology:** Design-Bid-Build
- **RFQ:** Published May 31\(^{st}\), 2023
- **RFP:** October 2023
<table>
<thead>
<tr>
<th>Package Name</th>
<th>Years</th>
<th>Start/End Dates</th>
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<tbody>
<tr>
<td>PACKAGE 0. HYCC3 (Amtrak / Related)</td>
<td>2022-2028</td>
<td>FALL/22 - FALL/25</td>
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<td>HUDSON RIVER GROUND STABILIZATION (Design Build)</td>
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<td>SPRING/23 - WINTER/27</td>
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<td>PACKAGE A. PALISADES TUNNEL (Design Build)</td>
<td>2023-2025</td>
<td>SPRING/23 - SPRING/27</td>
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<td>PACKAGE B. MANHATTAN TUNNEL (Design Build)</td>
<td>2023-2029</td>
<td>SPRING/23 - SUMMER/29</td>
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<td>SPRING/23 - SPRING/29</td>
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<td>PACKAGE 3. NJ SURFACE ALIGNMENT (TBD)</td>
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<td>PACKAGE 4. NJ TONNELLE AVE. (Design Bid Build)</td>
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<td>PACKAGE 5. NORTH RIVER TUNNEL (TBD)</td>
<td>2023-2028</td>
<td>WINTER/29 - SPRING/38</td>
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Hudson Tunnel Project
Alignment Overview

For Indicative, Illustrative, Contemplative Purposes Only
Panelists

Jim Morrison, Chief Technical Officer – GDC

Drew Bazil, Assistant Vice President / Project Manager - GTHP

Anthony Gardner, Senior Director of Procurement – GDC

Fraser Roberts, CEO - Intech
Manhattan Tunnel Package
Package 1B
Manhattan Tunnels
Design Build Package

1. 12th Ave Shaft and Temporary Shaft SOE
2. Ground Stabilization
3. Manhattan Bulkhead / 12th Ave SEM Tunnels / Underpin NYCDEP Sewer
4. W. 30th Street SEM Tunnels / Temp Relocation NYCDEP Sewer / Cast-in-Place Tunnel Liner
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Key Elements of Work

1. Shaft support of excavation and material removal (2 locations)
2. Ground stabilization execution along entire tunnel alignment
3. Mined tunnels by Sequential Excavation Method (SEM)
4. Tunneling through Manhattan Bulkhead and removal of obstructions
5. Underpinning of DEP sewer (12th Ave) and potential temporary bypass DEP sewer (W. 30th Street)
6. Cast-in-place concrete tunnel liner (W. 30th Street)
7. Rigorous Maintenance Protection of Traffic (MPT) plan
8. Coordination with multiple agencies
Schedule Criticality

• 12th Avenue Shaft and SEM Tunnels from Bulkhead to 12th Avenue Shaft to be completed by mid-2027 (critical prior to Hudson River Tunnel boring activities (Package 1C) scheduled to commence from NJ in early 2027.)

• Construction at Hudson River Park (Manhattan Bulkhead) to be completed within a limited time, consistent with the FEIS.

• Interface with HYCC-3 (Package 0) tunnel in Hudson Yards.

• Completion of work is critical to provide future tunnel and shaft fit-out contractor access to Lot 1 construction site.
Potential and Contemplated Stipend Program

• GDC intends to utilize a stipend program for this procurement.

• Staff will present the program structure to the GDC Board of Commissioners for a potential program.

• Additional details to be included in RFQ to be issued August 2023.
RFQ Overview and Potential and Contemplated Evaluation Criteria

- Design-Build, best value procurement
- Request For Qualifications (RFQ) process to shortlist qualified bidders. Maximum 5 bidders to be shortlisted.
- Evaluation criteria to qualify for shortlist includes: (criteria used to score and rate responses)
  - Legal Standing (pass/fail)
  - Financial Strength (pass/fail)
  - Backlog and Capacity (pass/fail)
  - Vendor Responsibility (pass/fail)
  - Key Personnel (quality)
  - Respondent Experience and Past Performance (quality)
  - Organization & Management Approach (quality)
  - Technical Understanding (quality)
RFP Potential and Contemplated Evaluation Criteria Factors

Overall RFP weighting - Technical (60%) vs. Price (40%)

Technical Factors:

Overall Project Objectives:  
- Safety  
- Schedule Certainty  
- Technical Reliability  
- Price Certainty  
- Key Personnel  
- Project Understanding

Specific Project Approach Criteria:  
- Methodology and approach for Manhattan Bulkhead penetration  
- Methodology for SEM excavation  
- Implementation and Staging Plan  
- Redundancy to Assure Schedule Certainty  
- Sustainability in Construction
Federal Compliance and Goal Setting

- Federally compliant procurements, subject to all USDOT DBE regulations as defined under 49 CFR Part 26.
- Establish achievable project-specific goals for DBE participation, expressed as a percentage of the total contract price.
- As part of the procurement process, require demonstration as to how proposers will meet this participation.
- Require primes to show past performance of DBE goal achievement and compliance with DBE program.
- Goals expressed as a percentage of the total contract price.
- Take all reasonable steps to eliminate obstacles to DBE participation, including unnecessary and unjustified bundling of contract requirements that may preclude DBE and small business participation in procurements as prime contractors or subcontractors.
Potential Subcontracting Opportunities to Support Prime Contractor

- Scheduling
- Project Controls
- Safety Monitoring
- Inspections
- QA/QC
- Contract Administration
- Third Party Coordination

- Support GDC Outreach Efforts
- Compliance (environmental, DBE, etc.)
- Expediting
- Trucking
- Disposal of Material
- Traffic control
- Cleanup
DBE Outreach

• **Three roundtables** in February and May 2022, and in February 2023 led by Chairman Payne Jr and with the participation of US DOT, GDC co-Chair and CEO, the Port Authority of New York and New Jersey, New Jersey Transit, and the New York Building Congress and multiple DBE representatives.

• 6/14 **Infrastructure Opportunities Matchmaking Conference, NJ MBDA, National Association of Minority Contractors (NAMC), and New York Building Congress (NYBC)**
  ➢ Participation by GDC Senior Director of Procurement, Deputy Chief Program Officer and Director of Government and Community Affairs.

• **2023 NYS Regional MWBE Opportunities Expo Series, Empire State Development**
  ➢ Fireside chat on how GDC is building reliable, resilient, and innovative infrastructure for future economic growth, with the participation of GDC Senior Director of Procurement and Deputy Chief Program Officer.

• **29th Competitive Edge Conference 2023: Bridging the Gap from Equity to Equality**
  ➢ Panel participation by GDC Senior Director of Procurement.
Insurance and Bonding
Insurance and Bonding
Potential and Contemplated for Feedback Purposes

- Utilize Contractor Controlled Insurance Program (CCIP) including:
  - Builders Risk with option for GDC to procure (limit based on Probable Maximum Loss)
  - CCIP including Commercial General Liability, Workers Compensation, Employers Liability, and Excess Liability ($300,000,000 per occurrence, $300,000,000 aggregate)
  - Contractors Pollution Liability ($50,000,000)
  - Automobile Liability ($10,000,000)
  - Contractors’ Equipment (limit acceptable to GDC)
  - Aircraft/Watercraft Liability, if applicable ($10,000,000)
  - Marine Cargo, if applicable (replacement cost)
  - Project Specific Professional Liability ($25,000,000)

- FTA requires 100% performance and payment bonds for the Manhattan Tunnels package
  - Solicit alternative Performance Security options (e.g., Low Penalty Bond, Letters of Credit, Parental Company Guarantee) from Contractors, subject to acceptance by GDC and FTA
Feedback and Questions
Thank you