

Gateway Development Commission

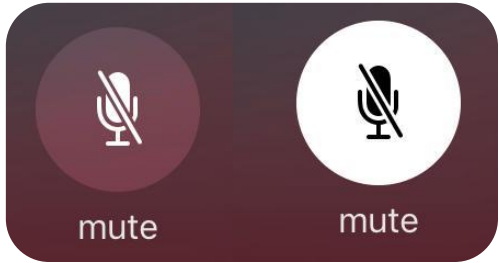
Proposed 2024-2026 DBE Goal and Methodology

December 1, 2023

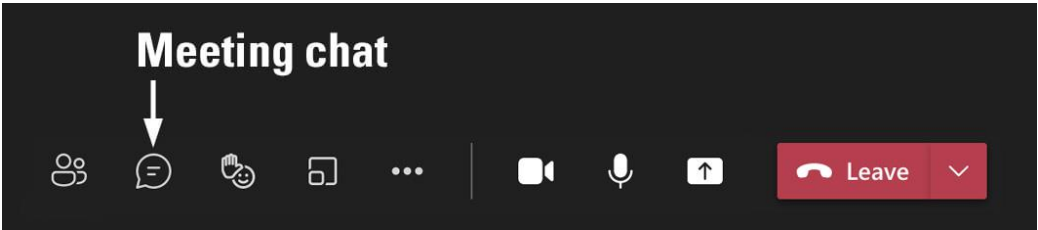
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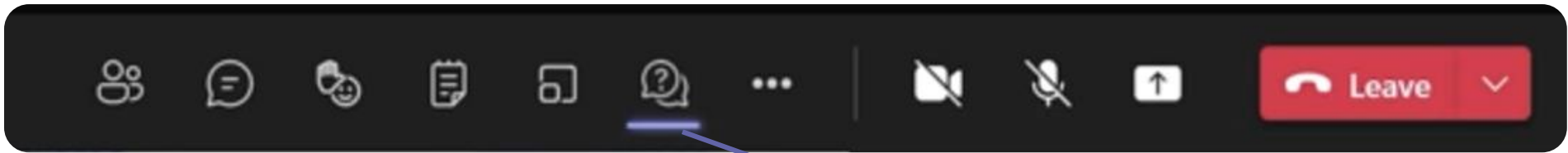
Webinar Guidelines



Microphone is not active



Feel free to introduce yourself using the chat box



Please send comments **only** via this Q&A button



Agenda

Overview of the Hudson Tunnel Project

Proposed FFY 2024-2026 DBE Goal and Methodology

Public Comments

Next Steps



Robert Hickman,
Chief Administrative Officer

The background features a light green field with various abstract line art elements in a darker green. At the top, there are several horizontal rows of stepped, block-like lines resembling a city skyline. Below these, there are wavy, undulating lines that flow across the page. In the lower half, there are more horizontal lines, some of which are double-lined, and a series of small, sharp, triangular peaks. The overall aesthetic is modern and architectural.

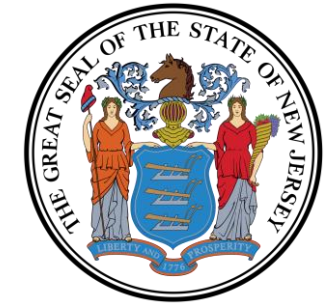
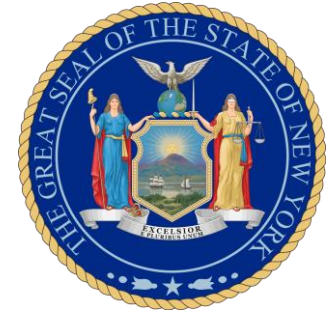
Hudson Tunnel Project

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**GATEWAY DEVELOPMENT
COMMISSION**

Gateway Development Commission (GDC) – What is it?

- Bi-State entity in charge of delivering the most urgent infrastructure project in the nation
 - 7 Member Commission
 - 3 New York – 3 New Jersey – 1 Amtrak
 - Oversees the development of the Gateway Program
- GDC now serves as Project Sponsor for Hudson Tunnel Project
- New leadership joined in Summer 2022 to rapidly advance the project and secure necessary federal funding
- Built technical, legal and financial capacity with rapidly growing staff, multimillion dollar budget commitments from the States of New York, New Jersey and Amtrak.



The Hudson Tunnel Project will increase resiliency, reliability, and redundancy across the Northeast Corridor

Hudson Tunnel Project (HTP) includes:

1. Early works: completion of a concrete casing on the West Side of Manhattan to preserve right-of-way for the tunnel into Penn Station; and Tonnelle Avenue portal
2. Construction of a new two-track tunnel, 4.5 miles in each direction, under the Hudson River, linking to the existing NEC
3. Rehabilitation of the existing 113-year-old two-track North River Tunnel

Economic, Social and Environmental Impacts of the HTP

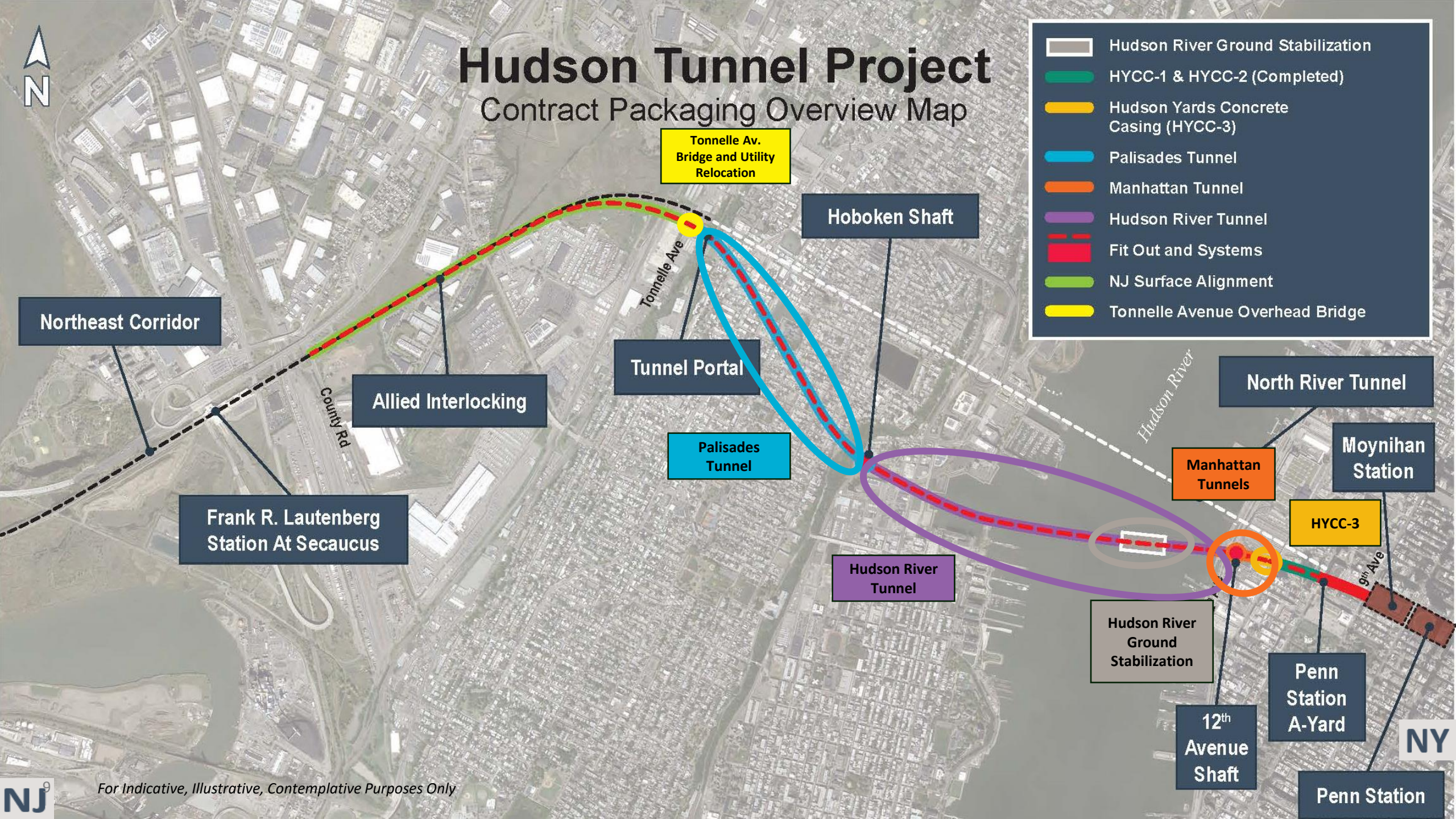
- Create over **72,000 direct, indirect, and induced jobs** over the Project's construction period
- Generate **\$19 billion in economic activity** over the Project's construction period
- Stimulate the economy by directly spending over an average of **\$80 million/month** on materials & labor over the Project's construction period
- 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 from around the country** through the Buy America/Build America requirements
- Apply federal provisions regarding participation by **DBEs**



Hudson Tunnel Project

Contract Packaging Overview Map

- Hudson River Ground Stabilization
- HYCC-1 & HYCC-2 (Completed)
- Hudson Yards Concrete Casing (HYCC-3)
- Palisades Tunnel
- Manhattan Tunnel
- Hudson River Tunnel
- Fit Out and Systems
- NJ Surface Alignment
- Tonnelle Avenue Overhead Bridge





Tracey Mitchell
Special Interim GDC DBE Liaison Officer (“DBELO”)

Proposed FFY 2024-2026 DBE Goal and Methodology

GDC's overall DBE goal is based on the following 7 packages anticipated to be awarded between October 1, 2023, and September 30, 2026.

- Delivery Partner – 20.05%
- Package EA1 – Hudson River Ground Stabilization – 10%
- Package 1A – Palisades Tunnel – TBD
- Package 1B – Manhattan Tunnel - TBD
- Package 1C – Hudson River Tunnel - TBD
- Package 2 – Tunnel & Systems Fit-Out - TBD
- Package 3 – New Jersey Surface Alignment - TBD

Proposed FFY 2024-2026 DBE Goal and Methodology (cont'd)

There are 5 prescribed methodologies, established by USDOT, to establish the 3-year Overall DBE Goal.

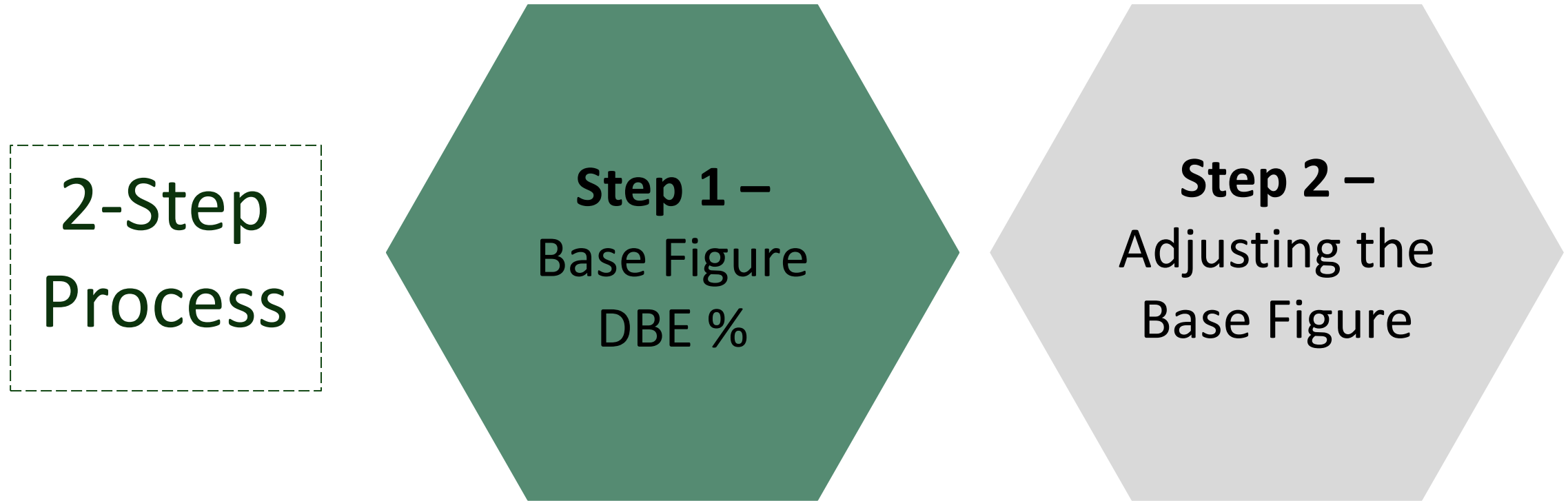
1. DBE Directories and Census Bureau Data
2. Bidders List
3. Disparity Study
4. Goal of another US DOT Recipient
5. Alternative Method: Geographic Market Conditions relative to completing an availability study of DBEs to perform on the project

Proposed FFY 2024-2026 DBE Goal and Methodology (cont'd)

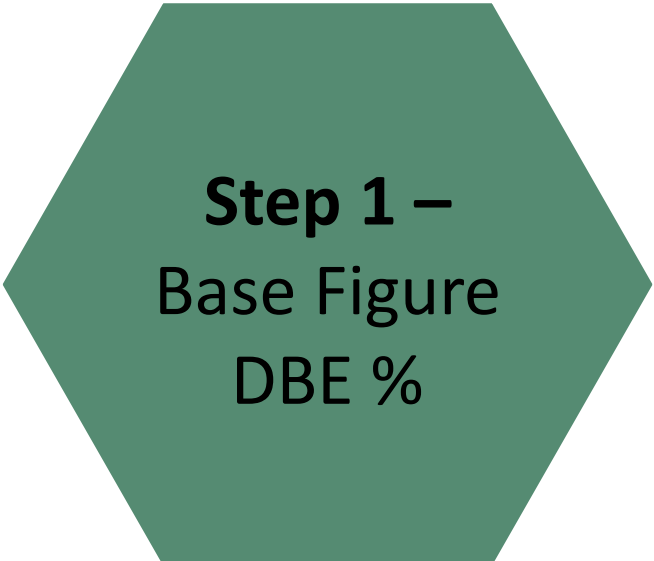
GDC analyzed all methodologies and chose the “DBE Directories and Census Bureau Data” methodology as:

- GDC does not have a bidders list
- GDC has not completed a disparity study
- The overall DBE goal of another recipient is not comparable to that of the Hudson Tunnel Project, and
- GDC has not conducted a DBE Availability Study, as an alternative method to establish the DBE goal

Proposed FFY 2024-2026 DBE Goal and Methodology (cont'd)



Step 1 – Establishing the Base Figure



Step 1 – Base Figure DBE %

- Define the 7 packages to be awarded in FFY 2024-2026
- Define scopes of work by NAICS*
- Identify the FTA dollars per NAICS
- Identify DBEs from NY, NJ, and PANYNJ DBE Directories by NAICS
- Identify non-DBE availability from 2021 County Business Census Bureau by NAICS
- Calculate the factors using a dollar-weighted calculation to determine percentage Base Figure

* North American Industry Classification System (NAICS)

Step 1 – Establishing the Base Figure

Anticipated Project Awards based on FTA Share – FFY 2024-2026

Total FTA Dollars anticipated: \$4,269,454,114

Sample NAICS codes:

NAICS Descriptions	Code Numbers
Highway, Street and Bridge Construction	237310
Other Heavy and Civil Engineering Construction	237990
Structural Steel and Precast Concrete Contractors	238120
Support Activities for Rail Transportation	488490
Engineering Services	541330
Geophysical Surveying and Mapping Services	541360
Testing Laboratories	541380

Step 1 – Establishing the Base Figure

Base Figure calculated using a dollar-weighted calculation by industry based on contracts projected to be awarded by the GDC during FFYs 2024-2026 (October 1, 2023 – September 30, 2026).

**Number of DBEs from DBE Directories
available in market area performing work in
identified NAICS and dollar-weighted
calculation**

**Census Bureau County Business Pattern
database number of transportation-
businesses (including DBEs and non-DBEs)
available in same NAICS and dollar-weighted
calculation**

= 20.07% Base Figure

Step 2 – Finalizing the proposed DBE Base Figure



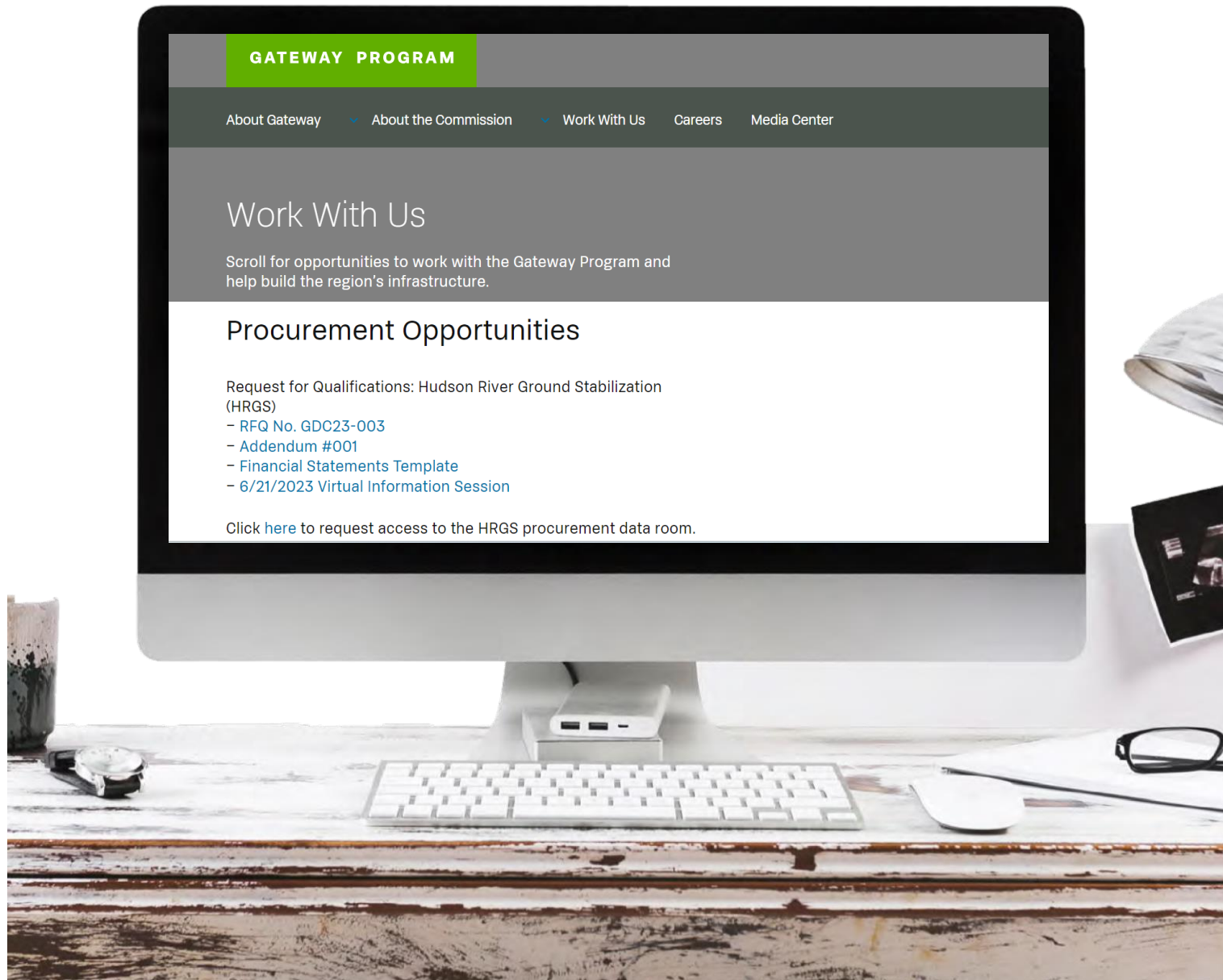
Public Comments: Proposed FFY 2024-2026 DBE Goal and Methodology

- Comments will be accepted **through December 18, 2023**
 - ✓ By email to DBE@gatewayprogram.org
 - ✓ Today
- The Public Notice and DBE Goal and Methodology can be found at <https://www.gatewayprogram.org/>
- At this time, we will accept comments from attendees

Next Steps: Proposed FFY 2024-2026 DBE Goal and Methodology

- ✓ Following the comment period, review all the public comments for consideration to adjust the proposed DBE goal
- ✓ Present Proposed Overall DBE Goal and Methodology to GDC Board of Commissioners
- ✓ Submit the FFY 2024-2026 Proposed Overall DBE Goal and Methodology to FTA, by December 29, 2023

Visit Gateway Development Commission's Procurement Page





Thank you