

#0419-02: HUDSON TUNNEL PROJECT – ENDORSEMENT OF SUPPLEMENTAL PHASE 2 GEOTECHNICAL BORING PROGRAM

The Hudson Tunnel Project will improve resiliency, reliability, and redundancy for the busiest section of the Northeast Corridor (“NEC”) – the busiest passenger rail line in the United States. The project includes the construction of a new tunnel between New York and New Jersey, the rehabilitation of the existing 108-year old North River Tunnel under the Hudson River, and the completion of the Hudson Yards Concrete Casing - Section 3 to preserve tunnel right-of-way for future tracks on the West Side of Manhattan leading from the new tunnel to Penn Station New York.

On June 1, 2017, the Gateway Program Development Corporation (“GDC”) Board of Trustees authorized the issuance of a Request for Information (“RFI”) to solicit interest and feedback on the Hudson Tunnel Project. In August 2017, GDC issued an RFI and invited qualified respondents to submit a response on a variety of topics related to project delivery and financing. During the fall of 2017, GDC and Project Partner staff reviewed responses and conducted one-on-one meetings with respondents to discuss their ideas and feedback.

Given the significant industry interest and participation on the RFI in 2017, GDC released a follow-up RFI on July 10, 2018 to seek further feedback and information on risk allocation, early works, contract packaging, and lifecycle maintenance. In support of the RFI in 2018, GDC hosted an Industry Information Session on July 31, 2018, attracting over 100 registered firms and over 200 registered individuals. In fall of 2018, GDC and Project Partner staff reviewed responses and conducted one-on-one meetings with respondents to discuss their ideas and feedback.

Through the RFI, GDC received clear feedback from private industry that providing them with project data, including geotechnical data, prior to the start of the formal procurement process would be helpful. Private industry stated that providing project data early would allow all relevant parties to, among other things, better understand the geotechnical characteristics of the Hudson River and New Jersey Palisades, reduce unknowns, and reduce risk. In response to this feedback, GDC launched the Hudson Tunnel Project Pre-Procurement Virtual Data Room in February 2019 and provided an opportunity for industry to review project data and comment on the proposed plan for the Supplemental Phase 2 Geotechnical Boring Program and suggest additional geotechnical investigations.

Having considered this report, and in furtherance of GDC’s commitment to implementing the Gateway Program and the Hudson Tunnel Project in the most cost and schedule-effective manner possible, it is the Board’s desire to endorse actions taken by Amtrak to advance the Hudson Tunnel Project Supplemental Phase 2 Geotechnical Boring Program as part of the Hudson Tunnel Project’s Preliminary Engineering and Design activities. Amtrak’s actions are part of Amtrak’s contribution to the Hudson Tunnel Project in a reasonable amount presently estimated to be approximately \$10 million. These actions are consistent with prior and ongoing support that it has provided for preliminary engineering to advance the Hudson Tunnel Project.

Pursuant to the foregoing report, the following resolution was adopted, with Trustees Cohen, Coscia, and Zaro voting in favor.

RESOLVED, that the Board hereby endorses the advancement of the Hudson Tunnel Project Supplemental Phase 2 Geotechnical Boring Program as part of the Hudson Tunnel Project's Preliminary Engineering and Design activities.