



# Gateway Program Update

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# Portal North Bridge: Major Strides Forward by NJ TRANSIT & Amtrak



- Medium-High rating for latest financial plan
- Hand-in-hand collaboration with FTA
- Advancing toward full funding grant agreement



# Hudson Tunnel Project: Significant Advancements





# 2019: A Year of Progress – Hudson Tunnel Project

## ✓ PRE-PROCUREMENT DATA ROOM

Launched innovative and successful "Pre-Procurement Data Room" to solicit feedback from and provide data early with the Private Sector

- The Private Sector can continue to request access and review existing and new data.

## ✓ FURTHER GEOTECHNICAL INVESTIGATIONS

Conducted additional Geotechnical Investigations with the goal of helping to:

- Reduce Unknowns
- Reduce Construction Risks

## ✓ IMPROVED FY21 FINANCIAL PLAN

\$1.4 billion reduction in cost estimate achieved through advancement of design, engineering, and technical efforts, as well as encouraging private sector feedback and innovation.



# 2019: A Year of Progress – Bi-State GDC Commission Law

New York and New Jersey passed bi-state legislation to create the Gateway Development Commission to oversee the delivery of the Gateway Program

## New York Commissioners

- Steven M. Cohen
- Jamey Barbas
- Marie Therese Dominguez

## Amtrak Commissioner

- Anthony Coscia

## New Jersey Commissioners

- Jerry Zaro
- *Janine G. Bauer, Pending Confirmation*
- *Balpreet Grewal Virk, Pending Confirmation*

## Commissioner Representation



Three  
Commissioners



Three  
Commissioners



One  
Commissioner

# 2019: Another Year Older - the North River Tunnel

The 2019 Analysis of Official Northeast Corridor Delay Data quantified how often and how devastating delays are to NJ TRANSIT and Amtrak riders.

65 major incident days (2014-2018)  
involving the North River Tunnel,

- Delaying 2,500 Amtrak and NJ TRANSIT trains for nearly 66,000 minutes (1,100 hours)

Catenary or transmission power failures generated 35% of the NRT delay minutes in the 65 major incident days

→ Major Incident Day = 5+ hours of delay to Amtrak and/or NJ TRANSIT trains

→ *Analysis: Major Incidents Occurred More than Once/Month on Average*



Broken Rails



Ice Buildup



Corroded Rails



Cable Failures



Salt Chemicals in Rock Ballast Confusing the Signal System



Signal Problems

# 2020 Workstreams – Hudson Tunnel Project

## Preparing for Procurement

**Developing procurement materials for the first Hudson River Tunnel construction package: the boring of the new Hudson River Tunnel.**

- **Preparing Request for Qualifications (RFQ) – A screening tool to establish a shortlist of firms qualified to do the work**

## Continuing Supplemental Geotechnical Borings

**Completing the remaining 13 geotechnical borings in Manhattan and 1 in New Jersey, undertaking lab testing of samples, and developing technical reports.**

- **To provide more technical certainty & reduce risks**
- **24 of 37 borings & all 4 cone penetration tests complete**
- **New data to be posted to the Pre-Procurement Data Room when available**

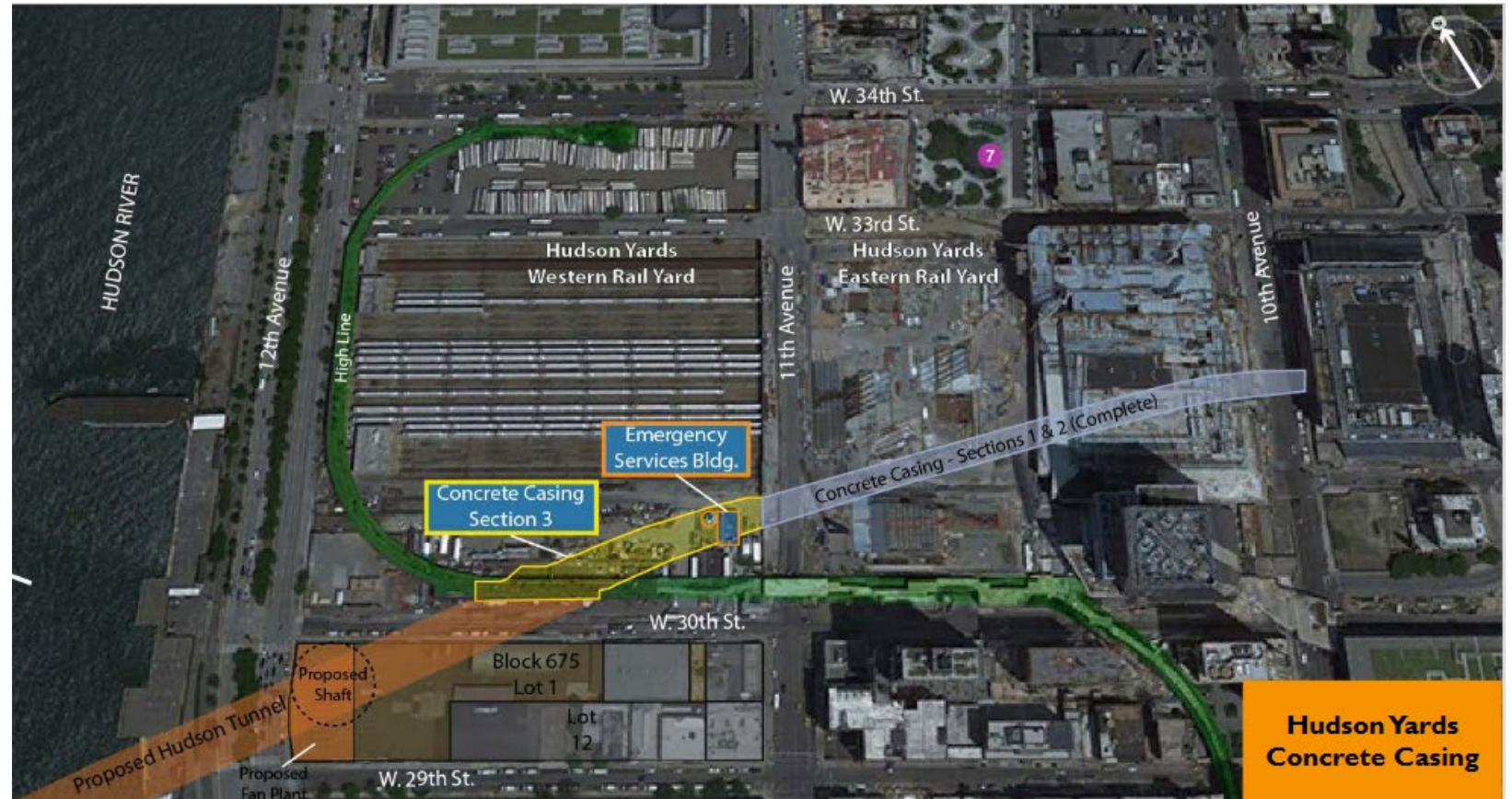


# 2020 Workstreams – Hudson Tunnel Project

## Hudson Yards Concrete Casing (HYCC) – Section 3 Early Work

Relocating utilities from Long Island Rail Road's Emergency Services Building

- Critical path activity for larger construction of HYCC
- Amtrak issued Request for Proposals in May 2020





# 2020 Workstreams – Hudson Tunnel Project

## Financial Plan

**Refining and updating the project's cost and financial plan, especially given COVID-19 and FY21 FTA CIG rating.**

## Federal Stakeholder Coordination

**Working with federal, state, and local stakeholders to advance the Gateway Program.**

- **Continued bi-partisan support for Gateway Program**
- **Continued need for Hudson Tunnel Project Record of Decision**
- **Potential stimulus spending on infrastructure**



# COVID-19: Uncertain Impacts



## An Uncertain Future

- Travel patterns & demand
- Re-opening timeline/landscape
- Global economy
- Partner financials

## Our Job

- As the United States emerges from the COVID-19 pandemic, it will be crucial to invest in public transportation as a major driver of economic recovery
- Advance HTP to provide 72,000 jobs and \$19B in economic activity
- Keep moving the Gateway Program forward to provide reliable, resilient, 21st Century service to national and regional economy



# Thank You

GDC is a not-for-profit corporation overseeing the development of the Gateway Program in cooperation with Amtrak, NJ TRANSIT, and the Port Authority of NY & NJ.



**GATEWAY PROGRAM**