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GATEWAY PARTNERS ADVANCE EARLY CONSTRUCTION WORK ON THIRD AND FINAL SECTION OF HUDSON YARDS CONCRETE CASING *\$25 million project another step forward for Gateway*

Newark, NJ – The Gateway Development Commission (the Commission) announced that Amtrak has awarded a contract and work has begun on behalf of the Gateway Program to relocate utilities out of the future path of the third and final section of the Hudson Yards Concrete Casing, a part of the Hudson Tunnel Project.

The announcement comes as the Commission conducts its first Board meeting and provides an update on the Hudson Tunnel Project that included the Hudson Yards work.

The \$25 million early work project is the latest step in preparing for the full construction of the new Hudson River Tunnel and rehabilitation of the existing tunnel. The early work project will create jobs and provide an economic boost as the region continues to work through the COVID 19 crisis.

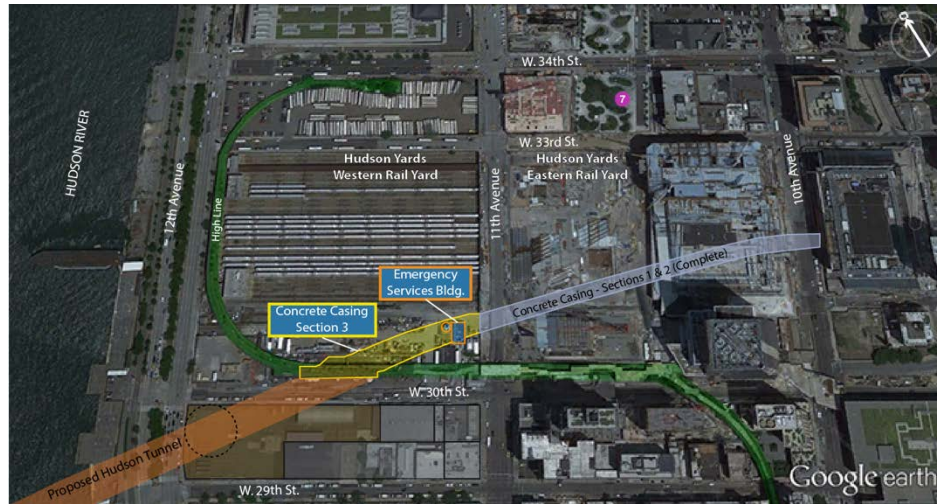
Initial work has begun on the early work project, including conducting testing and digging of pits and materials staging. The project is expected to be completed during the 4th quarter of this year.

Planned in collaboration with the Long Island Rail Road (LIRR) and The Related Companies, the utility relocation project involving LIRR's Emergency Services Building is a critical path activity that allows future construction of the concrete casing itself. The advancement of utility relocation was a key recommendation received from the private sector during the Gateway Partners' Request for Information process to reduce project risks and unknowns during full construction. The development of the future construction of the final section of the concrete casing is continuing.

Frank Sacr, Interim Executive Director of the Gateway Program, said, "With New York, New Jersey and Amtrak fully committed to Gateway, and a stronger Federal partnership finally in place, we are excited about getting the Hudson Tunnel Project fully underway. That means taking the steps we can now to ensure the project is ready to build. Critical path items like utilities relocation is absolutely an essential part of that responsibility, as well as providing much needed jobs and economic activity immediately."

Background

To protect the future rail right-of-way under the Hudson Yards development complex, two sections of the concrete casing were built underground in the block bordered by 10th and 11th Avenues and 30th and 33rd



Streets. Construction of the first 800-foot section (between 10th and 11th Avenues) began in August 2013. The second section extended the project west another 105 feet under the 11th Avenue viaduct in Manhattan. Both sections were completed in 2016.

This next step involves extending the casing on a diagonal alignment from 11th Avenue to 30th Street, where it will link up with the new Hudson River Tunnel. The third section of the Hudson Yards Concrete Casing can be advanced ahead of the new Hudson River Tunnel because it has completed the environmental review process with the FTA and FRA as a right-of-way preservation project. The Hudson Tunnel Project will fit out the entire Hudson Yards Concrete Casing with rails, signals, and other infrastructure.

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The Gateway Program is the most urgent infrastructure program in the country – a comprehensive set of rail investments that will improve commuter and intercity services, add needed resiliency and create new capacity for the busiest section of the Northeast Corridor (NEC). The NEC is the most heavily used passenger rail line in the country hosting more than 2,200 train movements and 800,000 passenger trips daily.