GATEWAY DEVELOPMENT COMMISSION

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REQUEST FOR INDUSTRY FEEDBACK

TUNNEL AND SYSTEM FIT-OUT (P2B)

APRIL 28, 2026

Deadline for Input to Commission: **May 28, 2026, 2:00 P.M.**

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1. Introduction

This Request for Industry Feedback (this "**RFIF**") is issued by the Gateway Development Commission (the "**Commission**" or "**GDC**") to solicit input from entities interested in participating as the Prime Contractor for the Tunnel and System Fit-Out (GDC package "**P2B**") contract ("**Respondents**"), the scope of which is described generally in Section 1.2, and in detail in Appendix 1, (the "**Project**"). The contract will be procured through a Two-Step (RFQ/RFP) **Design-Bid-Build** delivery method.

A conference on the P2B package will be held on Wednesday **May 13 at 1 PM** in the **WSP Offices** located at **Penn One Plaza 250 W 34th Street, New York, NY, 10119 - 4th Floor**. Interested participants should register no later than May 11, 2026, by using the following link:

https://forms.office.com/r/DeiRzpcrjr?origin=lprLink

This Project is a key element of the larger Gateway Program described below.

1.1 About the Gateway Program

Since November 2015, the National Railroad Passenger Corporation ("**Amtrak**"), The Port Authority of New York & New Jersey ("**PANYNJ**"), New Jersey Transit Corporation ("**NJ TRANSIT**"), and the States of New York and New Jersey, (collectively the "**Project Partners**") have been coordinating efforts with U.S. Department of Transportation ("**USDOT**") to plan the Gateway Program ("the **Program**").

In July 2019, the Gateway Development Commission Act was enacted by the States of New York and New Jersey creating a public and government sponsored authority established by both states, which shall be deemed to be acting in the public interest and exercising essential government functions in taking action hereunder.

The Commission is overseen by a seven-member Board of Commissioners (the "**GDC Board**"), with three Commissioners from the State of New York, three Commissioners from the State of New Jersey, and one Commissioner directly appointed by Amtrak.

The Gateway Program is a multi-billion-dollar set of passenger railroad projects on the Northeast Corridor (the "**NEC**"), between Newark Penn Station in Newark, New Jersey and Pennsylvania Station in New York, New York ("**PSNY**").

The Program is urgently needed to address travel time reliability and asset condition concerns. While the NEC is predominantly a four-track railroad, within the Program area it narrows to a two-track railroad, creating a bottleneck at the epicenter of the NEC. Furthermore, the existing two-track rail lines are used by both Amtrak and NJ TRANSIT for approximately 450 weekday passenger trains and have reached full capacity. The rail lines also use the North River Tunnel to cross under the Hudson River; built over 100 years ago, these tunnels sustained major damage from flooding during Superstorm Sandy in 2012.

The Program will replace and repair critical infrastructure and ultimately (approximately) double the number of passenger trains that run under the Hudson River to meet current and near-future demand for growth in service. The Program will improve the function and reliability of one of the busiest, strategically critical passenger railroad corridors in the world and address one of America's most urgent transportation needs. These improvements will be accomplished through (i) the repair and rebuilding of existing infrastructure, including the existing North River Tunnel, and (ii) by creating additional tunnel, track, and station capacity. The Program's individual projects

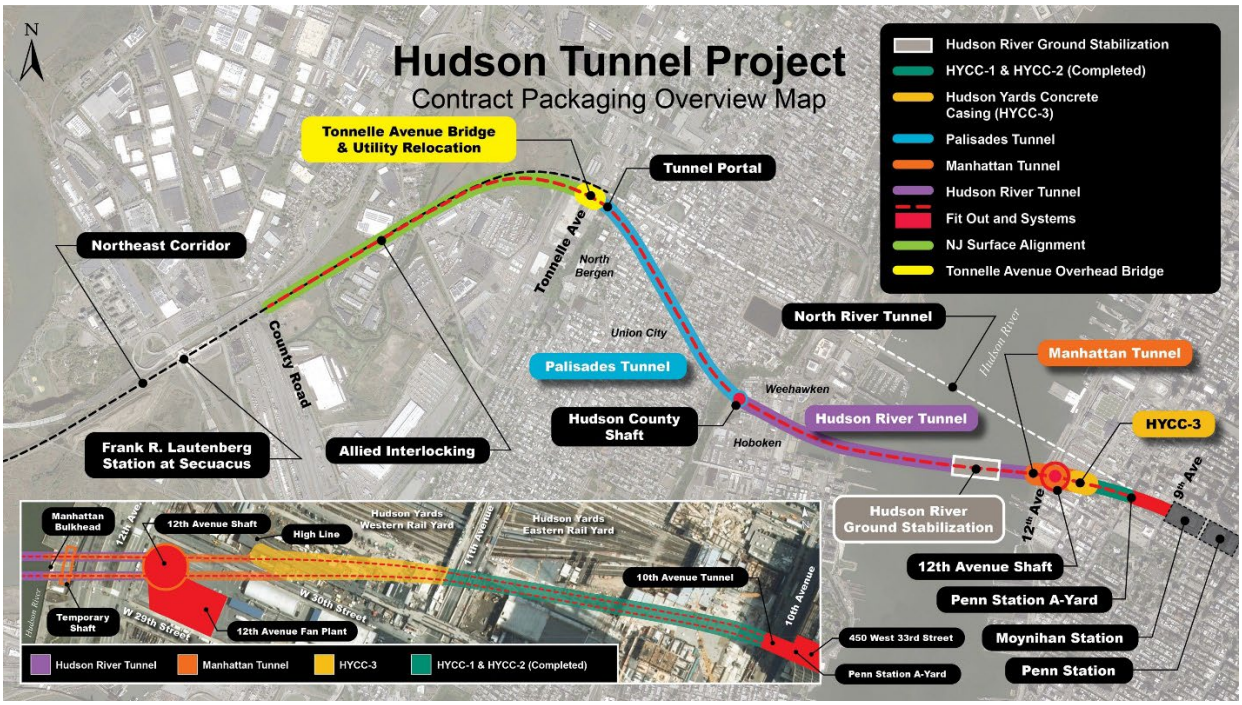
are at various stages of development, with some undergoing environmental analysis, some in design and others ready for construction.

The Program's initial phase is focused on improving resiliency and reliability along the NEC through the following projects:

- Hudson Tunnel Project ("**HTP**"): Led by the Commission, the project involves improving the operating reliability and creating tunnel resiliency and redundancy, which is essential to reducing the risk associated with dependency on the two century-old tunnels of the North River Tunnel. The Hudson Tunnel Project includes: (1) the construction of two parallel rail tunnels, with a single track contained within each tunnel, from New Jersey to Manhattan, NY (the "**Hudson Tunnel**") that will directly serve PSNY, including a 2-track surface connecting section between the existing Northeast Corridor track alignment in Secaucus, NJ and the start of the new tunnel in North Bergen, NJ, consisting of retained fill, bridge and viaduct structures ; (2) the rehabilitation and modernization of the existing North River Tunnel, which will commence after the Hudson Tunnel is commissioned; and (3) the completion of the third section of the concrete casing beneath Hudson Yards on the west side of Manhattan through the western portion of the Long Island Rail Road's West Side Storage Yard (the "**Hudson Yards Concrete Casing Section 3"** or "**HYCC-3**").
- Portal North Bridge Project: Led by NJ TRANSIT, this project is not within the HTP scope and involves replacing the existing Portal Bridge with a new, fixed, high-level bridge.

This Project is a package of the larger Hudson Tunnel Project. The Hudson Tunnel Project Final Environmental Impact Statement ("**FEIS**") and Record of Decision ("**ROD**") are available at https://www.hudsontunnelproject.com.

Figure 1: Hudson Tunnel Project Overview[1]



1.2 About the Project

The Tunnel and System Fit-Out scope of the Hudson Tunnel Project will construct program wide end-to-end systems intensive elements. It encompasses the final structural and architectural construction of major fan plants and portals, and the complete installation and commissioning of all mechanical, electrical, plumbing, fire protection, traction power, signaling, communications, security, and track systems. The successful Contractor must possess substantial experience in the integration of complex rail and facility systems within a major infrastructure project. The contract will require close coordination and collaboration with Amtrak field forces, systems integration, formal interface management and collaboration with other project contractors, testing and commissioning.

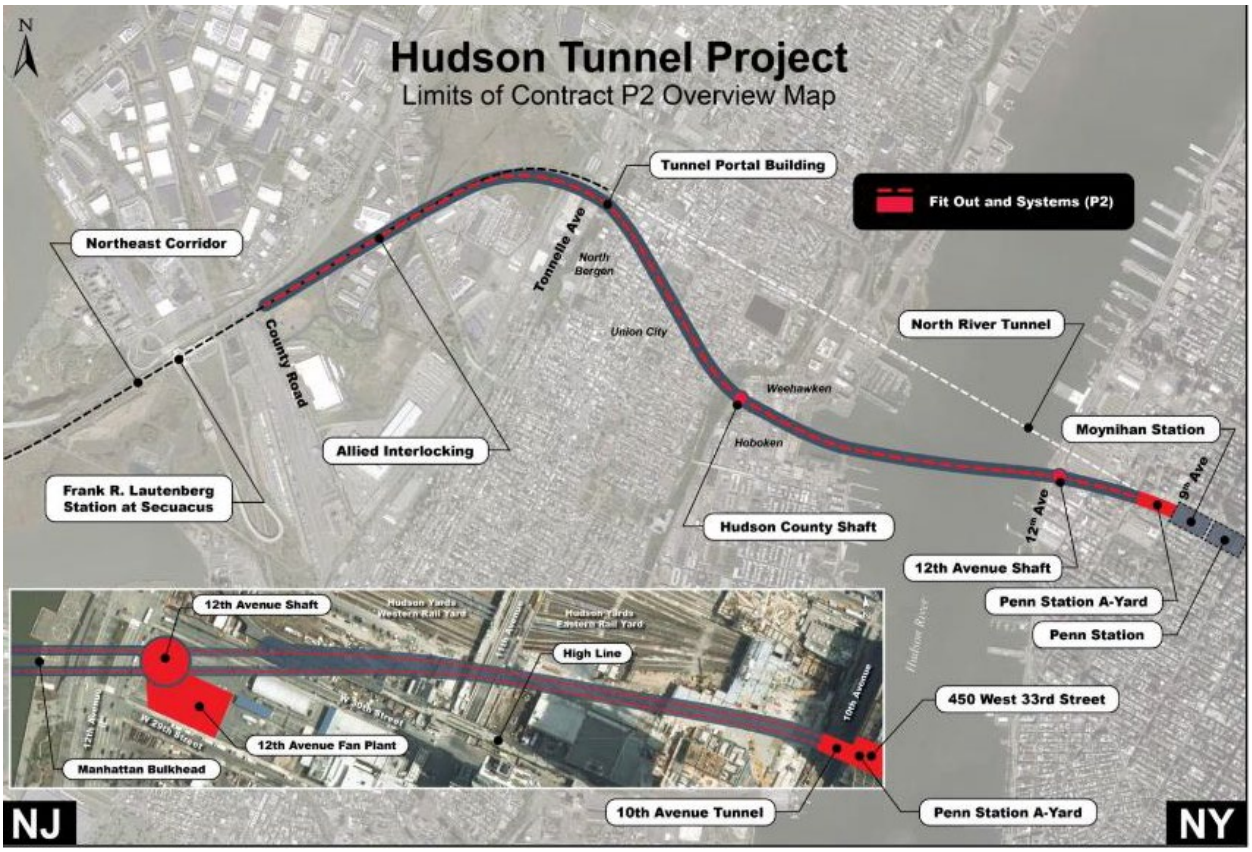
The anticipated procurement schedule is:

- Issuance of Request for Qualifications (“RFQ”) Q3 2026
- Shortlisting of Qualified Firms Q1 2027
- Engage Shortlisted Firms Q1 2027
- Issuance of Request for Proposal (“RFP”) to Shortlisted Firms Q1 2027
- NTP TBD
- Contract Duration: approximately 60 to 70 Months

[1] All figures provided are for illustrative purposes only.

Detailed scope information is provided in Appendix 1.

Figure 2: Tunnel and System Fit-Out Overview



2. Request for Industry Feedback

2.1 About the RFIF

Prior to initiating the procurement process for the Project, the Commission is seeking industry input regarding the opportunities and challenges a prospective Contractor may face in delivering the Project. The information obtained pursuant to this RFIF may be considered by the Commission when advancing the Project.

The goals of the RFIF are to:

- Perform outreach to the contracting community so that they may better understand the current project scope, limits, and timing such that they may begin to prepare for an upcoming RFQ and RFP;
- Seek input from the industry on the proposed Project Scope, which can offer the Commission insight into market interest, and into opportunities and challenges with the Commission's proposed procurement strategy and schedule;
- Spread project awareness to the entities who may be interested in acting as the Contractor for the Project, to ultimately increase competition and encourage qualified responses to a future RFQ; and
- Seek input from the industry as it relates to Project's challenges, including material acquisition, especially long-lead-time items, Buy America and Build America Buy America Act requirements, schedule, Procurement schedule, Industry capacity, coordination efforts with other work elements, which can help prioritize the Commission's approach and pre-construction activities.

This RFIF does not constitute a request for qualifications (RFQ), a request for proposals (RFP), or any other procurement document, nor does it represent a commitment to issue an RFQ or an RFP in the future. This RFIF does not commit the Commission to any specific form of procurement or to contract for any supply or service whatsoever.

Responding to this RFIF is not a pre-requisite to participating in a future procurement process. A respondent may choose to not respond to this RFIF and still participate in any subsequent RFQ or RFP process for the Project. Respondents choosing to respond to this RFIF will not, merely by virtue of responding, be deemed to be "bidders" or "proposers" on the Project in any sense, and no such respondent will have any preference, special designation, advantage or disadvantage whatsoever in any subsequent procurement process for the Project.

Respondents will not receive payment or reimbursement from the Commission for work product, time, materials, or other expenses incurred as a result of this RFIF.

2.2 Industry Feedback Process

The Commission requests that firms interested in serving as the **Prime Contractor** provide feedback by responding to the questions below. RFIF responses are required by **May 28 at 2:00 PM** via email to procurement@gatewayprogram.org.

The Commission requests that responses be limited to 10 pages maximum.

Interested parties are asked to provide the following information at the beginning of their response:

- Entity Name and Name of Point of Contact.
- Address, Phone Number, and email of Point of Contact.
- Number of years of experience as a Prime Contractor constructing projects with a similar scale, scope and complexity as the Project.
- Bonding Capacity (it is expected that the required bonding capacity will be in excess of $1B).

The Commission is seeking constructive feedback from Respondents to the following questions (please answer as many as you are able to):

1. What specific concerns or suggestions do you have regarding the project scope, size, and timeline? Please provide lessons learned, both opportunities for improvement and best practices from past Rail Systems procurement and construction experiences, which may benefit the formation of the RFQ and RFP.
2. How can the Commission enhance its approach to increase industry interest and competition?
3. Are there any additional factors, such as technical requirements, contractual concerns, or regulatory considerations, that the Commission should consider?
4. Are there potential risks that the Commission should be aware of, and how might they be mitigated?
5. What challenges should be addressed, prior to the release of the RFP to ensure the project meets its objectives, and how they might be mitigated?
6. What challenges and strategies for compliance do you foresee regarding compliance with the FTA and FRA Buy America regimes and the Build America Buy America Act, and how they might be mitigated, identified and addressed earlier in the process? Do you have any concerns about your ability to meet the BABA requirements? What are you foreseeing regarding potential waivers you may need for certain systems components?
7. What items are best purchased in advance of construction by the owner?
8. What challenges or concerns do you foresee regarding the proposed procurement schedule, and how they might be mitigated?
9. What challenges or concerns do you foresee regarding the proposed construction schedule, and how they might be mitigated?
10. Based on workload and market conditions forecasted in the contract period, do you see any challenges or concerns regarding availability of skilled craft to perform this work, and how they might be mitigated?
11. Please provide lessons learned and feedback for improvements to work more efficiently adjacent to, within, and tying into an active railroad environment.
12. Do you have any other comments or are there potential risks not covered in the questions above which the Commission should be aware of, and how they might be mitigated?

One-on-One Meetings

Upon receipt of industry feedback, the Commission may issue follow-up questions or request additional feedback. Any respondent who provides initial feedback is encouraged but not required to provide additional written feedback if requested. In addition, the Commission at its discretion

may invite one or more respondents to this RFIF to participate in a one-on-one discussion to further explore challenges, suggestions, and concerns submitted in the responses.

2.3 Public Records Access

Information submitted in response to this RFIF is subject to GDC's Public Records Access Policy, the New York Freedom of Information Law, and the New Jersey Open Public Records Act.

APPENDIX 1

PROJECT DESCRIPTION; CONTRACTOR'S SCOPE

Project Components

The elements of work related to the Tunnel and System Fit-Out Project include, but are not limited to, the following:

1. Project Overview

- The scope of this contract includes the fit-out work for the new Hudson Tunnel, which involves structural concrete for ventilation shafts; concrete for the track bed, benches, and ventilation duct walls in the tunnels; fan plant building structures and fit-outs; traction power, communications, and signal systems; and track work along the entire alignment.
- **Current Status:** This contract is in the design phase.
- **Procurement Method:** The contract will be procured through a Two-Step (RFQ/RFP) **Design-Bid-Build** delivery method.

2. Design and Execution Responsibility

- **Design Responsibility:** The P2B design documents will be prepared by the Gateway Trans-Hudson Partnership Engineering (GTHPE), a tri-venture of AECOM, STV, and WSP. GTHPE will provide 100% fully designed drawings and specifications for the RFP as the engineer of record.
- **Execution Responsibility:** Under GDC's Supporting or Executing Partner Agreement (SEP), Amtrak is responsible for overseeing and managing the P2B contractor work, with staff supplemented by the Delivery Partners engaged by GDC. GTHPE, as the engineer of record, will perform Engineering Services During Construction. GDC will also retain a Delivery Partner to support GDC and the Amtrak to perform project management and construction management services.

3. Scope of Work

The scope of work for the approximately 4.5 miles P2B Tunnel and System Fit-Out Contract is extensive and includes, but is not limited to, the following:

A. Rail Systems (PSNY to Allied Interlocking)

- New Overhead Contact System (OCS) and modifications to existing OCS infrastructure.
- Modification of existing 12kV 25Hz substations and signal power modifications.
- Installation of a 750VDC Third Rail for emergency/rescue operations.
- New FRA-compliant wayside railroad signal system and a new microprocessor-based signal system.

- PTC-enforced signal system and associated radio and networking equipment.
- Installation of ballasted track and direct fixation resilient tie block track.
- Provision of temporary or intermediate arrangements for power and other subsystems to support staged cutovers at interfaces with the existing NEC.

B. MEP and Fire Detection/Protection (PSNY to Allied Interlocking)

- Facility Power Substations and power distribution systems.
- Tunnel Drainage System and Uninterruptible Power Systems (UPS).
- Emergency Generators and Power Systems.
- Comprehensive lighting, receptacle, and grounding systems.
- Facility and Cross Passageway HVAC systems and controls.
- Plumbing, fire detection/alarm, fire standpipe, sprinkler, and clean agent/dry chemical fire suppression systems.

C. Communication, Security, and SCADA Systems (PSNY to Allied Interlocking)

- Fiber Optic Backbone and Ciena OTN network.
- "OT" and "IT" Network infrastructure.
- Telephone, intercom, and radio systems for train operations and first responders.
- PTC Radio and network systems.
- Infrastructure to support commercial cellular carriers.
- Closed Circuit Television (CCTV) and Access Control Intrusion Detection systems.
- Fire Life Safety, E/T, and Train Control SCADA systems.

D. Civil, Structural, and Concrete for Shafts, Tunnels, and Facilities

- Internal concrete for tunnels, including track slab, benches, and ventilation ducts.
- Structural concrete and waterproofing for the 12th Avenue and Hudson County shafts.
- Construction of the 12th Avenue and Hudson County Fan Plant structures, including building concrete, architectural finishes, cladding, and site work.
- Work on the U Section and Palisades Portal Facility.
- Architectural finishes for the A-Yard Fan Plant.

E. NJ Surface Civil Work

- Ballast and waterproofing for all NJ surface trackwork.
- Installation of power and communication cable raceways.

- Construction of retaining walls, embankments, and detention basins.
- Construction of bridge approach slabs.

F. Control Center Integration

- Termination of Fiber Optic Cables at Penn Station and PSCC.
- Provision of new equipment and support for the integration of new HTP systems with existing Amtrak "head-end" systems.

G. Testing & Commissioning

- System-wide Integration, Formal Interface Management, Requirements Management and Traceability, Systems Safety Certifications.
- Factory and Site Acceptance Testing for all systems.
- Systemwide and Integrated Tests with Amtrak.
- Support of and participation in the Rail Activation process including Safety and Security Certification.

5. Project Interfaces, Real Estate, and Utilities

- **Package Interfaces:** This contract will interface with all the other Packages as shown in figure 1, and Amtrak Forces for Direct Work.
- **Utility Agreements:** Construction will require new services or relocations of utilities. Agreements with utility providers will be coordinated by Amtrak with GDC.