

## FOR IMMEDIATE RELEASE

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PACKAGE 3: THE NEW JERSEY SURFACE ALIGNMENT**

*Skanska Creamer Sanzari NJSA JV selected to build 1.5 miles of new infrastructure enabling new train tunnel under the Hudson River to connect to Northeast Corridor in New Jersey*



*Rendering of the new infrastructure that the NJ Surface Alignment Project will build.*

Newark/New York – The Gateway Development Commission (GDC) today awarded the contract for Hudson Tunnel Project Construction Package 3: The New Jersey Surface Alignment to Skanska Creamer Sanzari NJSA JV. The NJ Surface Alignment Project will build approximately 1.5 miles of new infrastructure that will support the tracks connecting the new rail tunnel under the Hudson River to the existing Northeast Corridor. Construction associated with the project is expected to begin in 2026.

Seven of the ten construction packages that make up the Hudson Tunnel Project are now in progress or completed. Construction is [creating](#) tens of thousands of jobs and [driving](#) billions of dollars in economic activity in the region and across the country.

"The award of the New Jersey Surface Alignment contract marks another major step forward for the most important infrastructure project in America," said **New Jersey Governor Mikie Sherrill**. "One of the Hudson Tunnel Project construction packages is complete and six are now underway, creating tens of thousands of good-paying jobs, generating billions in economic activity for the region and the country, and building a reliable and resilient transportation system riders can depend on. The Hudson Tunnel Project will strengthen our infrastructure for generations while proving what is possible when government invests in the future."

"The Hudson Tunnel Project is moving forward quickly, and we can't afford to lose momentum. That's why we're working overtime to award new contracts and keep construction moving efficiently and safely. Last month we awarded the contract for the section of the new tunnel under the Hudson River. Today we awarded the contract to build the infrastructure that will enable us to integrate the new tunnel into the Northeast Corridor," said **Alicia Glen, New York GDC Commissioner and Co-Chair, Balpreet Grewal-Virk, New Jersey GDC Commissioner and Co-Chair, and Tony Coscia, GDC Amtrak Commissioner and Vice Chair**, in a joint statement. "We don't have to wait until the tunnel opens to feel the benefits of these contract awards. Both of these new construction projects will create thousands of jobs in addition to the jobs supported by our active projects. We're committed to delivering this critical project for the workers who are on site every day, and everyone else who takes the train into and out of New York City."

"Awarding the contract for Package 3: The New Jersey Surface Alignment is another important milestone for the Hudson Tunnel Project and further evidence of the momentum we are building across our construction program. Seven of the construction packages that make up the Hudson Tunnel Project are now in progress or completed, and we are firing on all cylinders at our construction sites in New York and New Jersey," said **GDC CEO Tom Prendergast**. "The NJ Surface Alignment Project is a uniquely complex project because of the wide variety of work involved and location. It will require extensive coordination and careful planning. Skanska Creamer Sanzari NJSA JV's team has a proven track record and the expertise needed to get the job done, and we look forward to working with them to deliver this critical section of the Hudson Tunnel Project."

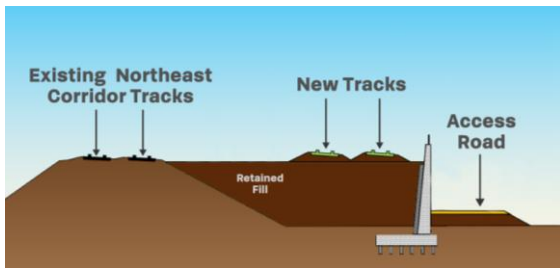
### ***The New Jersey Surface Alignment Project***

The New Jersey Surface Alignment Project will build 7,540 feet of new infrastructure from County Road in Secaucus to the tunnel portal at Tonnelle Avenue in North Bergen. This infrastructure will enable installation of the future tracks that will connect the new tunnel under the Hudson River to the existing Northeast Corridor tracks in New Jersey. Tracks, signals, and other railroad systems will be installed as part of a future construction package.

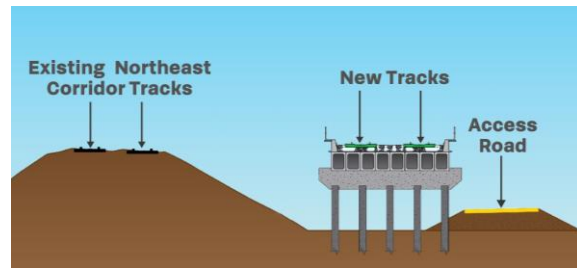
The project involves a wide variety of heavy civil design and construction work, including:

- Building 4,170 feet of retaining walls and installing lightweight concrete fill to create the embankment next to the existing Northeast Corridor tracks where the new train tracks will run.
- Constructing 3,150 feet of viaduct that will carry the new tracks over wetlands in the Meadowlands.

- Building bridges over Secaucus Road and existing Conrail and New York, Susquehanna and Western (NYSW) freight rail tracks.
- Additional infrastructure, including access roads, drainage structures, equipment platforms, and stairs.
- Relocating utilities, protecting water and sewer lines, and moving an auxiliary signal power substation.



*Representative rendering of the embankment section of the NJ Surface Alignment.*



*Representative rendering of the viaduct section of the NJ Surface Alignment.*

The project's location adds to the complexity. The NJ Surface Alignment contractor will be working adjacent to active train tracks, which requires extra safety precautions and careful coordination with railroad operators. This project also involves construction in sections of the New Jersey Meadowlands. Work in these areas must be conducted in compliance with environmental regulations to protect the regional ecosystem of wetlands.

Skanska Creamer Sanzari NJSA JV was selected following a competitive process and proposal review by an Evaluation Panel consisting of technical experts and representatives from GDC, the State of New York, NJ TRANSIT, and Amtrak. The contract price for this project is \$711,669,000.

The contract approved today includes seven Alternative Technical Concepts (ATCs) proposed by the contractor during the procurement process. ATCs are design or construction approaches that incorporate innovative solutions from the private sector that differ from the project's preliminary design while maintaining all technical, safety, and performance requirements. GDC conducted a thorough technical review of the contractor's proposed ATCs and concluded these changes will help reduce costs, minimize environmental impacts, and improve long-term maintenance of the infrastructure the project will build.

The Board also approved the Market Case Estimate (MCE) for the project and authorized GDC's CEO to issue a Notice to Proceed (NTP) to Skanska Creamer Sanzari NJSA JV.

***Board Appoints John W. Bartlett As General Counsel***

In addition to the NJ Surface Alignment contract, the Commissioners approved the appointment of John W. Bartlett, Esq., to serve as General Counsel for the Commission. As General Counsel, Bartlett will oversee legal matters related to the Commission's operations and delivery of the Hudson Tunnel Project, including procurement, contracting, litigation, and

commercial negotiations. He will also advise the Commission's leadership and the Board of Commissioners on legal and regulatory matters.

Bartlett brings decades of legal experience to the role, most recently as a partner at Murphy Orlando LLC, where he has practiced since 2012. He has overseen extensive work advising major public agencies and infrastructure organizations on complex governance, transactional, and operational matters.

Bartlett has also served as a Passaic County Commissioner since 2013. He will vacate this position before joining GDC.

As County Commissioner, he has managed an annual budget exceeding \$450 million, supporting a wide range of services for more than 525,000 residents. Bartlett also served for a decade on the Executive Committee of the North Jersey Transportation Planning Authority, including two years as Board Chairman.

The Board also appointed Maria C. Anderson to serve as Chief Ethics and Compliance Officer and Board Secretary. Anderson joined GDC as Deputy General Counsel in January 2024 and has served as Acting General Counsel since August 2024. In the roles of Chief Ethics and Compliance Officer and Board Secretary, she will oversee compliance with the Commission's enabling legislation, policies, and Code of Conduct; manage governance and administration for the Board of Commissioners; and lead the Commission's ethics and compliance functions. Anderson was serving in these roles in an acting capacity prior to today's Board action.

"John has had a distinguished legal career, and his deep knowledge of the law will serve us well. As a public servant, John has demonstrated creativity, tenacity, and a commitment to expanding public transit in our region, all of which align with GDC's mission to build a reliable, modern rail system that serves everyone who travels between New Jersey and New York. I am proud to welcome him to the GDC team," said **Prendergast**. "I am also thrilled that the Board confirmed Maria Anderson to serve as Chief Ethics and Compliance Officer and Board Secretary. Since joining GDC in 2024, Maria has demonstrated strong leadership, sound judgment, and a high level of legal and administrative expertise, and I am glad she will remain a core part of the GDC team going forward."

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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.*