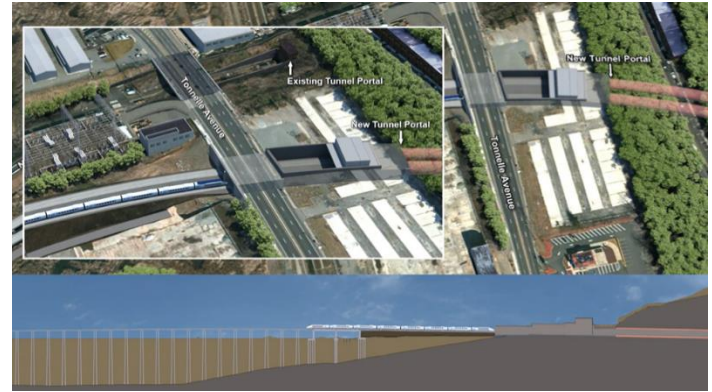


TONNELLE AVENUE BRIDGE AND UTILITY RELOCATION PROJECT

OVERVIEW

Tonnelle Avenue is a non-tolled highway in North Bergen, New Jersey, maintained by the New Jersey Department of Transportation (NJDOT) that carries U.S. Routes 1 and 9 through Hudson County. The Project consists of utility relocation and the construction of a new roadway bridge to carry Tonnelle Avenue over a new railroad Right-of-Way (ROW) for the new Hudson Tunnel Project (HTP). This new ROW will allow for a connection to a new tunnel portal at the western slope of the New Jersey Palisades.



The Project is a critical early work component essential to helping deliver the HTP, reduce construction cost, schedule, contractor interface, and environmental risks.

The Project is a critical early work component whose completion is necessary for fulfilling three goals in support of the HTP:

1. Establishes the right-of-way for the new NEC alignment under Tonnelle Avenue,
2. Provides access to the entry point for tunnel boring machines that will construct the new HTP, and,
3. Connects the two portions of the Tonnelle Avenue Staging Site, the primary staging site for the Hudson Tunnel Project.

BENEFITS

The Project is expected to generate significant public benefits to the region during the construction of the new Hudson River Tunnel, including improved traffic safety, better travel time reliability, congestion relief, and better emergency response times, as well as:

- Providing access between the Tonnelle Avenue Staging Area West and Tonnelle Avenue Staging Area East for materials during the construction of the new HTP.
- Providing access during construction for pedestrian employees to walk to the HTP portal from parking their vehicles in the Tonnelle Avenue Staging Area West.
- Eliminating travel time delays and impacts to local and visiting travelers that would be caused by significant numbers of construction vehicles on Tonnelle Avenue.
- Creating jobs and contributing to the increased economic strength of the region, and specifically of the historically disadvantaged communities where the project is located.
- Improving sustainability and reducing climate change resulting from congestion of stopped or slowed vehicles on Tonnelle Avenue.
- Utilizing U.S. suppliers and manufacturers.

CURRENT ACTIVITIES & NEXT STEPS

The Gateway Development Commission (GDC) is the Project Sponsor for the Tonnelle Avenue Project and will also be supported by technical partners such as the State of New York, the State of New Jersey, Amtrak, NJ TRANSIT, the Port Authority of New York and New Jersey, and the NJ Department of Transportation, who hold roles as established in the Project Development Agreement.

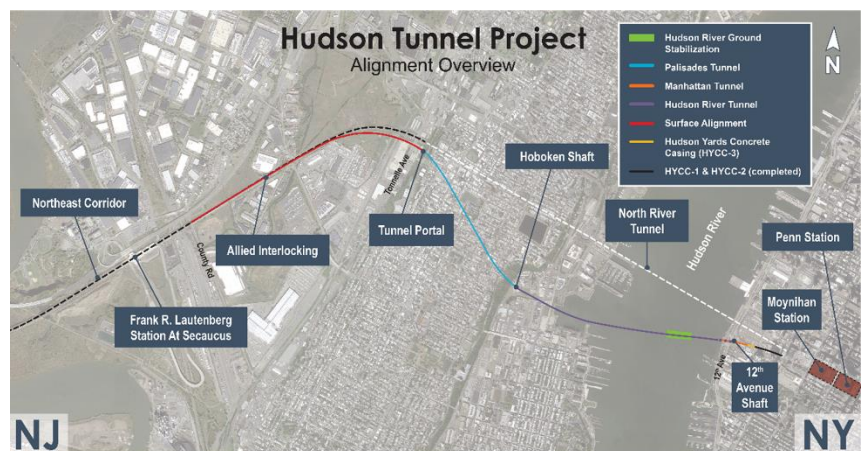
Two procurements were advertised on February 9th for Construction Services and Construction Management Services. They have substantial DBE Commitments of 18% and 25% respectively, and the Construction Management Services procurement is a Small Business Enterprise (SBE) set aside. Bids were received on June 13th, and a Notice to Proceed and start construction works is anticipated for October 2023. The substantial construction completion date is anticipated for October 2025.

These early works will be made possible by a **\$25 million grant award** from the US Department of Transportation RAISE discretionary grant, the first grant to be directly awarded to GDC. RAISE grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs. This grant will allow for the first early work in New Jersey for the new HTP and will be the first construction contract managed by GDC.

THE HUDSON TUNNEL PROJECT

OVERVIEW

The Hudson Tunnel Project includes three major elements to create **resiliency**, **redundancy**, and **reliability** for Amtrak's Northeast Corridor (NEC) service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station New York (PSNY):



- **New, Two-Track Hudson River Tunnel:** The construction of a new two-track Hudson River rail tunnel from the Bergen Palisades in New Jersey to Manhattan.
- **Hudson Yards Concrete Casing – Section 3:** The construction of the third and final rail right-of-way preservation section beneath Hudson Yards in NY.
- **North River Tunnel Rehabilitation:**
The rehabilitation of the existing North River Tunnel that was severely damaged during Superstorm Sandy.

BENEFITS

The Project will provide substantial social, economic, and environmental benefits:

- Eliminate a single point-of-failure for the region whose economy drives a sizable portion of America's gross domestic product (GDP) - the New York regional economy and the Northeast corridor megaregion contribute 10% and 20%, respectively, of the nation's GDP.
- Create over 72,000 direct, indirect, and induced jobs over the Project's construction period
- Generate \$19 billion in economic activity over the Project's construction period.
- Utilize U.S. suppliers and manufacturers through the Buy America requirement that applies to federally funded purchases, as well as the provisions regarding participation by minority, women, small, and disadvantaged businesses.