

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 Tonnelle Avenue Bridge and Utility Relocation Project consists of utility relocation and the construction of a roadway bridge to carry Tonnelle Avenue over a new railroad Right-of-Way (ROW) for the Hudson Tunnel Project (HTP). This ROW will allow for a connection to a new tunnel portal at the western slope of the New Jersey Palisades.



The Tonnelle Avenue Project is a critical early works component essential to delivering the HTP and reducing construction cost, schedule, contractor interface, and environmental risks.

This project accomplishes three goals, each of which is integral to the HTP. The Tonnelle Avenue Project:

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 HTP.
3. Connects the two portions of the Tonnelle Avenue Staging Site, the primary staging site for the Hudson Tunnel Project.

BENEFITS

The Tonnelle Avenue 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. The project will also benefit the region by:

- 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 from their parked vehicles in the Tonnelle Avenue Staging Area West to the HTP portal.
- Eliminating travel time delays and other negative impacts to local and visiting travelers that would result from construction vehicle traffic on Tonnelle Avenue.
- Creating jobs and strengthening the regional economy, with particular benefit to the historically disadvantaged communities where the project is located.
- Improving project sustainability and mitigating environmental harm 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.

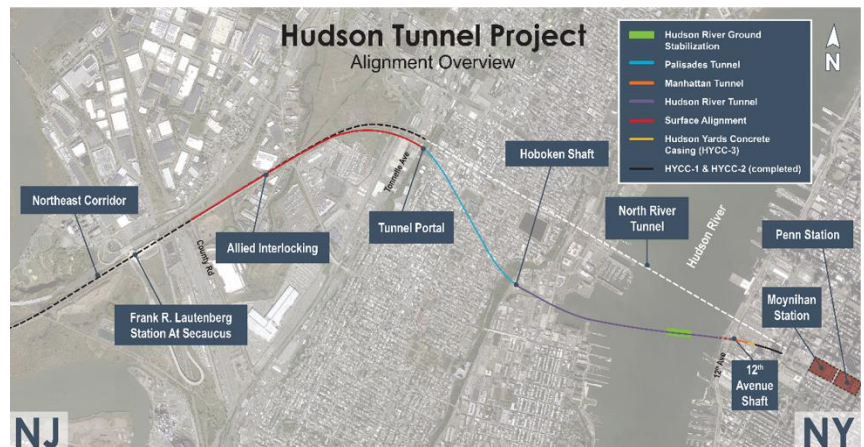
Ground broke on the Tonnelle Avenue Project in November 2023, marking the start of construction on the HTP in New Jersey. The project is expected to conclude in the fall of 2025.

This early works component is made possible by a **\$25 million grant award** from the U.S. Department of Transportation (USDOT) RAISE Program, the first grant to be directly awarded to GDC. RAISE grants help project sponsors at the state and local level – including municipalities, Tribal governments, counties, and others – complete critical freight and passenger transportation infrastructure projects. The RAISE eligibility requirements allow project sponsors to obtain funding for projects that are harder to support through other USDOT grant programs.

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 (HTP)**: 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 (HYCC-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 Hudson Tunnel Project provides substantial social, economic, and environmental benefits. It will:

- Eliminate a single point-of-failure for the region whose economy drives a sizable portion of America's gross domestic product (GDP), as 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.
- Stimulate the economy by directly spending more than \$87 million/month on average on materials & labor over the Project's construction period.
- Utilize U.S. suppliers and manufacturers from around the country through the Buy America/Build America requirement that applies to federally funded purchases, as well as the provisions regarding participation by minority and women-owned, small, and disadvantaged businesses.