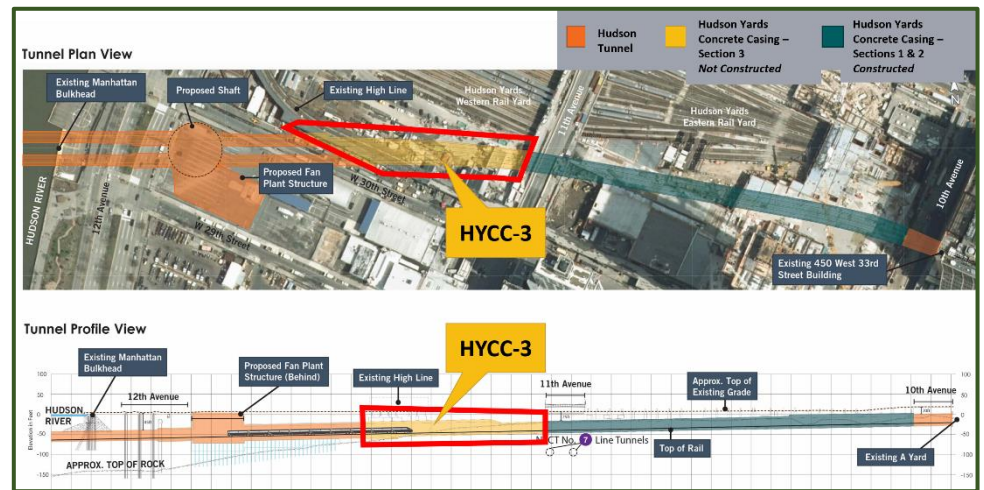


HUDSON YARDS CONCRETE CASING – SECTION 3 (HYCC-3)

OVERVIEW

The Hudson Yards Concrete Casing is an essential rail right-of-way (ROW) preservation project on the west side of Manhattan that will clear the way for full construction of the Hudson Tunnel Project (HTP).

Once complete, this casing will provide the vital link that connects the new Hudson Tunnel to New York Penn Station (NYP).



BACKGROUND

Since 2012, Amtrak has led the design and construction of the concrete casing beneath the John D. Caemmerer West Side Storage Yard (WSY), which is owned by the Metropolitan Transportation Authority (MTA) and used by the Long Island Rail Road Company (LIRR). In 2012, a private developer secured exclusive development rights from the MTA to construct a commercial and residential development above the WSY, known as Hudson Yards.

Sections 1 and 2 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 2018.

The Hudson Yards Concrete Casing – Section 3 (HYCC-3) is the final segment and will provide the connection for the Hudson River Tunnel into NYP. This step involves extending the casing on a diagonal alignment from 11th Avenue to 30th Street, where it will link up with the new tunnel. HYCC-3 will be approximately 500 feet long, 60 feet wide, and 60 feet high. Its structure will consist of heavily reinforced concrete ranging from 3.5 to 10-feet thick to support future loading from the overbuild platform. A waterproofing membrane will cover its perimeter.

CURRENT ACTIVITIES & NEXT STEPS

In January 2023, President Biden announced that HYCC-3 would receive \$292 million through the U.S. Department of Transportation’s Mega Grant Program, which was created under the Bipartisan Infrastructure Law.

Thanks to the leadership and cooperation on the parts of the Biden administration, Majority Leader Schumer, the Congressional delegations of New York and New Jersey, Governors Hochul and Murphy, and GDC’s Board of Commissioners, Amtrak, and other partners, **construction on HYCC-3 launched in November 2023. This marked the start of work on the full HTP in New York.** Construction is expected to conclude in the summer of 2026.

Together with mobilization on the Tonelle Avenue Bridge and Utility Relocation project in North Bergen, New Jersey, construction on the HTP is underway on both sides of the Hudson River.

THE HUDSON TUNNEL PROJECT

OVERVIEW

The Hudson Tunnel Project (HTP) 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 New York Penn Station (NYP):

- 1 Construction of a **new two-track Hudson River rail tunnel** from the Bergen Palisades in New Jersey to Manhattan.
- 2 Construction of the **third and final concrete casing at Hudson Yards**, which will preserve the right-of-way for the new tunnel to connect to NYP.
- 3 **Rehabilitation of the existing North River Tunnel**, which was severely damaged during Superstorm Sandy.



BACKGROUND

The existing North River Tunnel (NRT), opened in 1910 by the Pennsylvania Railroad, was designed to early 20th-century standards and consists of two tracks. **This “one-track-in, one-track-out” rail system between New York and New Jersey results in significant delays up and down the NEC when service incidents occur.** Service reliability through the NRT, already suboptimal because of the tunnel's age and antiquated design, has been further compromised because of the damage caused by Superstorm Sandy in 2012.

When an incident takes one tube out of service, traffic in and out of NYP must use the one remaining NRT tube, reducing capacity by up to 75% and leading to significant delays. The 24 trains per hour that use the NRT in the peak period could drop to as few as 6 when just one tube is closed.

The HTP will build two additional tracks and rehabilitate the existing two tracks, resulting in **four modern tracks between New York and New Jersey** that create operational flexibility, rail network redundancy, and resiliency against future impacts to the Hudson River rail crossing.

BENEFITS

The planned improvements to this vital part of the 457-mile NEC between Boston and Washington, DC – America's busiest passenger railroad – will result in substantial social, economic, and environmental benefits, including:

- **Eliminating a single point-of-failure** for a regional economy that drives a sizable portion of America's Gross Domestic Product (GDP). The New York regional economy and the NEC megaregion contribute 10% and 20%, respectively, of the nation's GDP.
- Creating over **95,000 direct, indirect, and induced jobs** and generating **\$19.6 billion in economic activity** over the project's construction period.
- Stimulating the economy by directly spending an average of **more than \$87 million/month on materials and labor** over the project's construction period.
- Utilizing **U.S. suppliers and manufacturers from around the country** through the Build America, Buy America requirement that applies to federally funded purchases, as well as the provisions regarding participation by minority- and women-owned, small, and disadvantaged businesses.