

Gateway Development Commission

*Proposer / Subcontractor
Networking Event*

May 13, 2025



Information presented in this briefing relates to future procurements and is for indicative, illustrative, and contemplative purposes only.

Agenda

About the Hudson Tunnel Project

Construction Progress

Contract Packaging

Ongoing Procurements

DBE Opportunities

Q&A

Panelists

Cathy Rinaldi, GDC Executive Vice President

David Wright, GDC/MPA Senior Interface Manager

Anthony Gardner, GDC Deputy Chief Administration - Procurement

Tracey Mitchell, GDC Senior Advisor, Diversity and Civil Rights



About the Hudson Tunnel Project

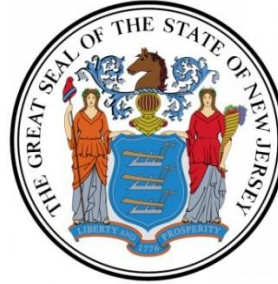
About GDC

Gateway Development Commission Members



New York

Funding/Financing;
Program Delivery



New Jersey

Funding/Financing;
Program Delivery



Amtrak

Funding/Financing; Program Delivery;
Operations; SEP

Partners



USDOT

Funding/Financing



PANYNJ

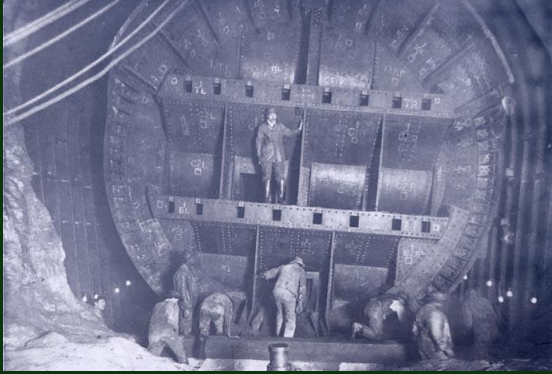
Funding/Financing;
Program Delivery;
SEP



NJ TRANSIT

Funding/Financing;
Program Delivery;
Operations; SEP

Failure to Build the New Tunnel: “A Preventable Crisis”



The existing North River Tunnel is almost 115 years old and was severely damaged during Superstorm Sandy.

*A 4-year shutdown of **just one tube** for repairs would cause...*

- **\$16 billion loss** to GDP, the equivalent of losing **33,000 jobs** per year
- **\$22 billion loss** to regional property values
- Almost **a quarter million drivers** would have longer commutes
- **170,000 PATH and bus riders** would be delayed by crowds and congestion
- **A 75% reduction in capacity** in the number of passenger trains going through the North River Tunnel

Without the Hudson Tunnel Project...

“Passengers who would no longer be able to take a NJ TRANSIT or Amtrak train would **spill over into already crowded trains, buses, highways and planes** [and] the entire transportation network would become more congested.”

- The Regional Plan Association

The Hudson Tunnel Project



1. Construction of a **new two-track Hudson River rail tunnel**
2. Construction of concrete casing to connect new tunnel to Penn Station
3. Rehabilitation of the existing **North River Tunnel**

By the Numbers

- 2 tracks:** (1 track in separate tubes)
- 12 years:** estimated construction duration
- 9 miles:** new track length*
(4.5 miles in either direction)
- 4.8 miles:** new tunneling length*
(2.4 miles in either direction)
- 25 feet, 2 inches:** internal tunnel diameter*
- 28 feet:** outside tunnel diameter*
- 20 feet:** minimum tunnel depth below surface*
(Manhattan, NY)
- 275 feet:** maximum tunnel depth below surface*
(Palisades, NJ)

*approximate

Full Funding for the HTP Secured

Historic Commitment Reached on July 8, 2024

- \$6.88 billion full-funding grant agreement
- GDC simultaneously closed on RRIF loans with the Build America Bureau for the local share of project funding
- Roughly \$8 billion currently available to advance construction



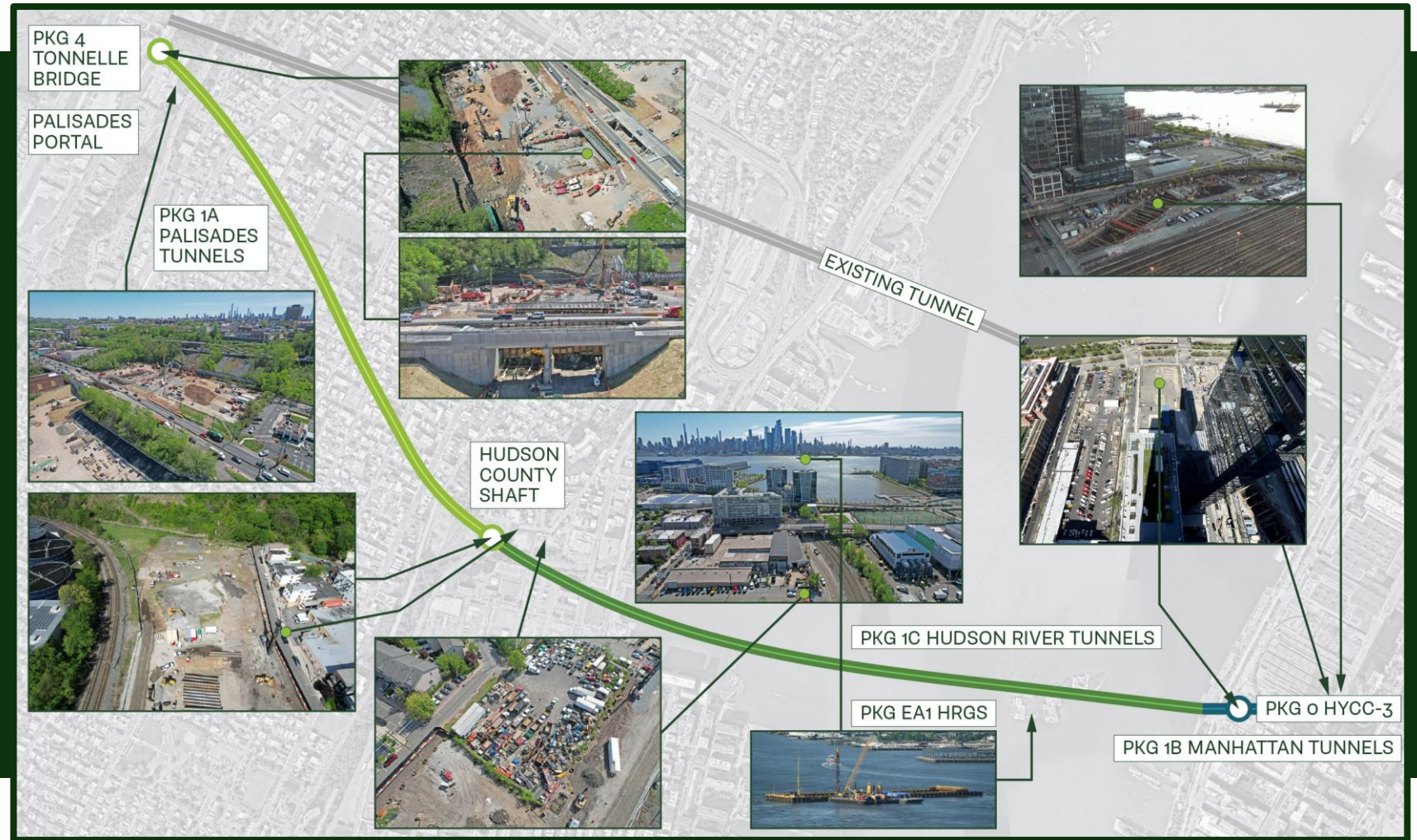
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Construction Progress

Current Status of the HTP

5 of the 10 construction packages that make up the HTP are in progress

- 2 projects in New Jersey
- 2 projects in New York
- 1 project in the Hudson River



Tonnelle Avenue Bridge & Utility Relocation

Anticipated Completion: Q4 2025 | Jobs Created: 420



Construction crews completed Stage 1 of the project in December 2024.



The Tonnelle Ave. Project will create the access point for the new tunnel tracks and the tunnel boring machines that will build the New Jersey section of the new tunnel.





The project involves building a new roadway bridge above the future tunnel's tracks. It will also provide construction access to the staging sites on both sides of the highway.



The Tonnelle Ave. Project was the first construction package of the HTP to break ground, and it will be the first to cross the finish line.

Hudson Yards Concrete Casing – Section 3 (HYCC-3)

Anticipated Completion: Q4 2026 | Jobs Created: 4,820



The HYCC-3 Project is building the final link that will connect the new tunnel to New York Penn Station.

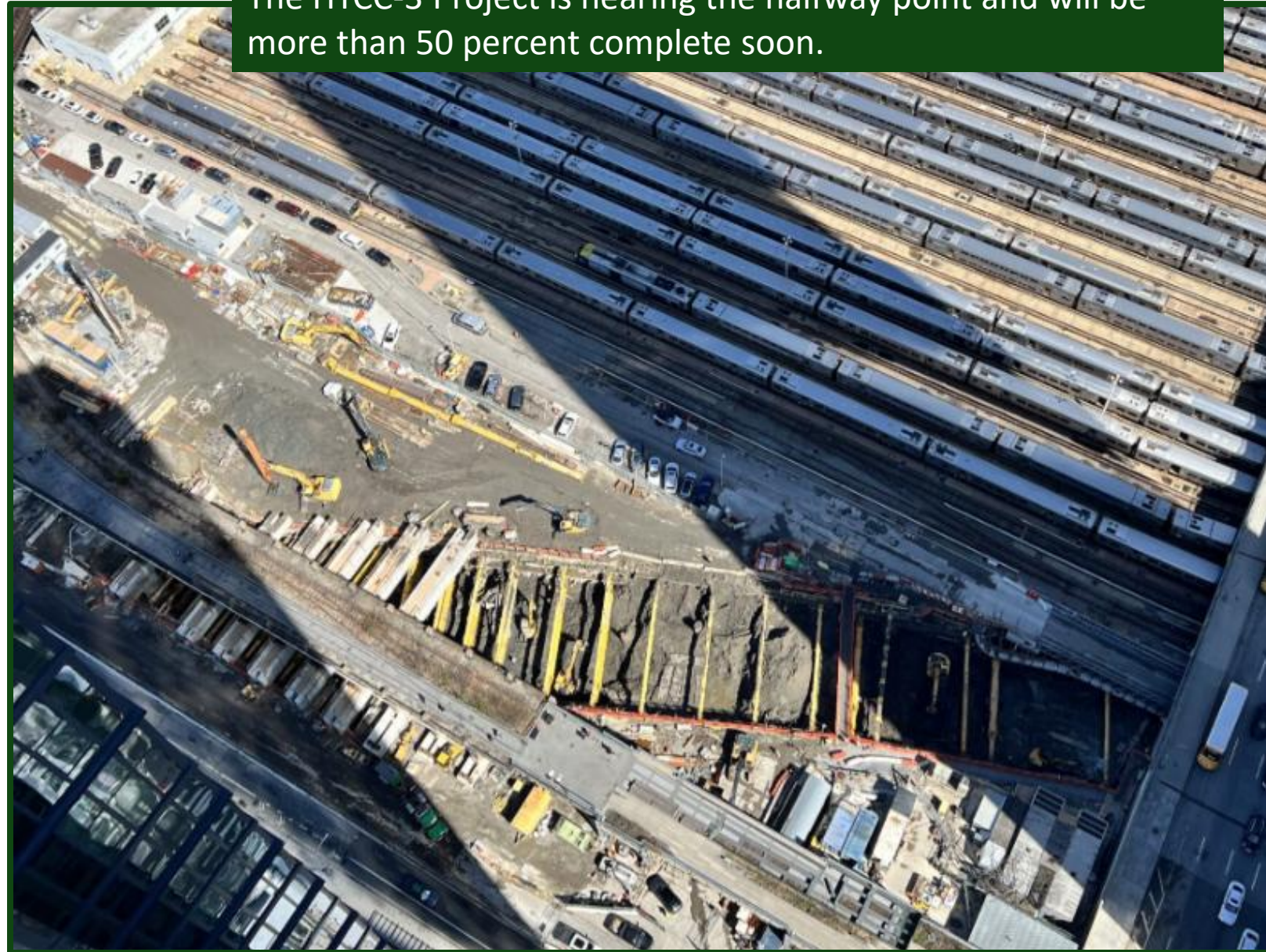


Workers completed pile driving in January.





The team is now focused on excavating and reinforcing the 80-foot-deep hole that will hold the tunnel box.



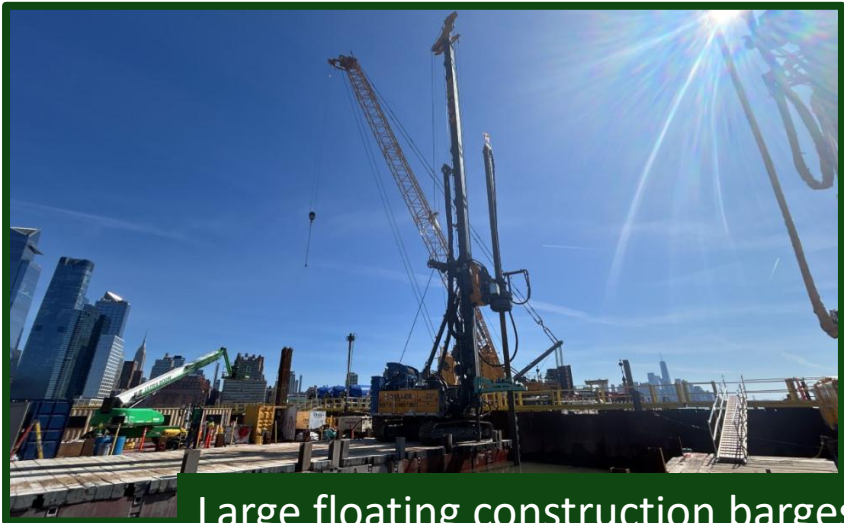
The HYCC-3 Project is nearing the halfway point and will be more than 50 percent complete soon.

Hudson River Ground Stabilization (HRGS)

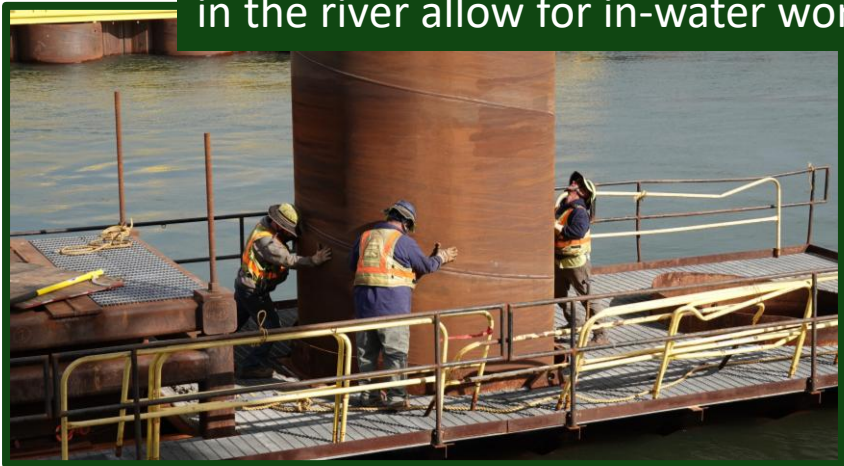
Anticipated Completion: Q3 2027 | Jobs Created: 2,270



The HRGS Project is mixing concrete into the soil beneath the Hudson River to reinforce the riverbed in preparation for tunnel boring.

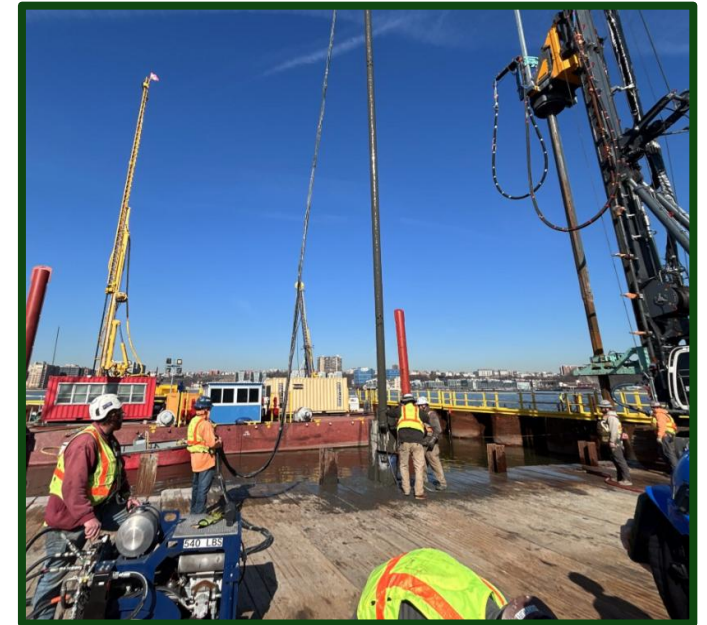
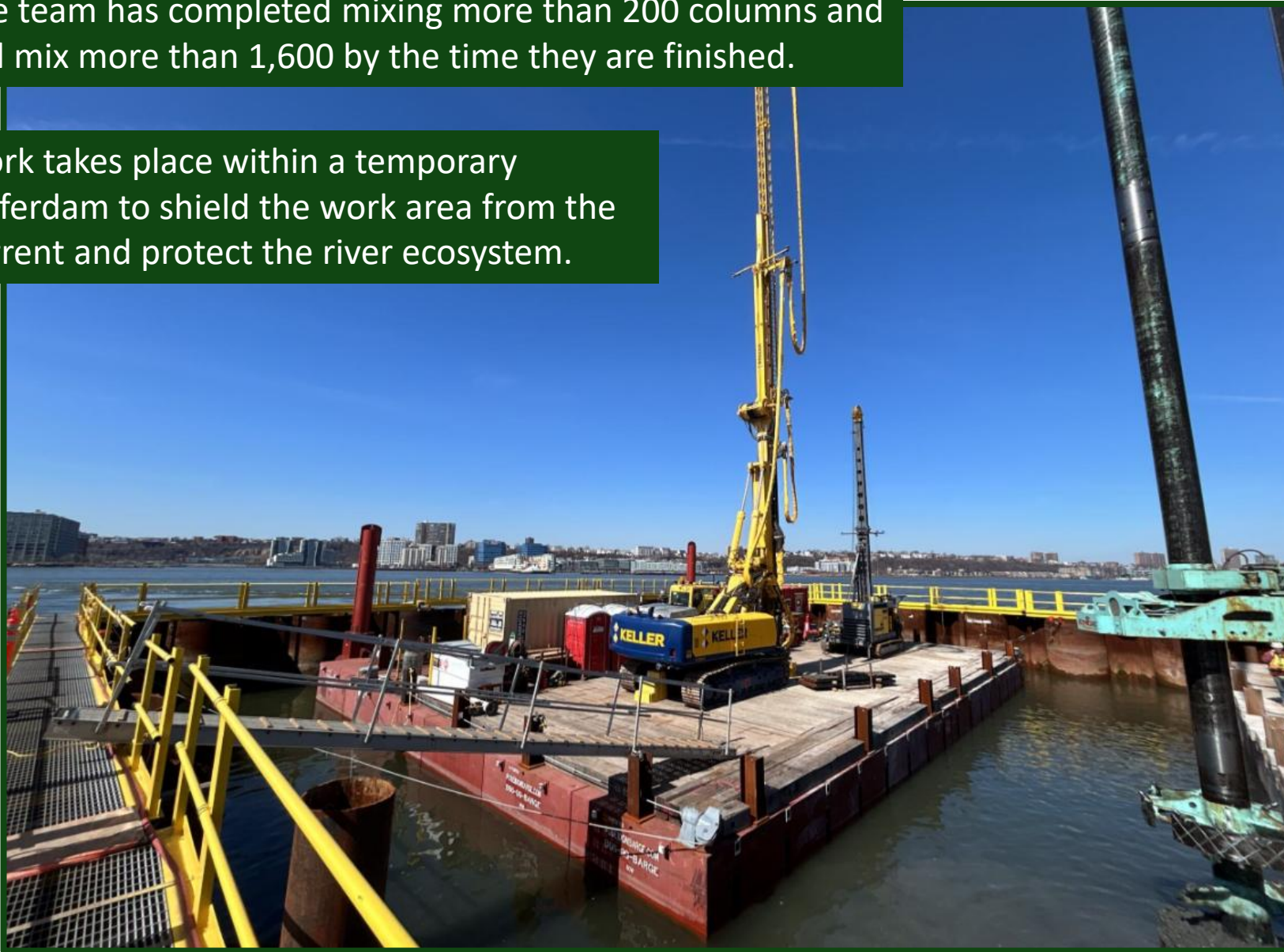


Large floating construction barges in the river allow for in-water work.



The team has completed mixing more than 200 columns and will mix more than 1,600 by the time they are finished.

Work takes place within a temporary cofferdam to shield the work area from the current and protect the river ecosystem.



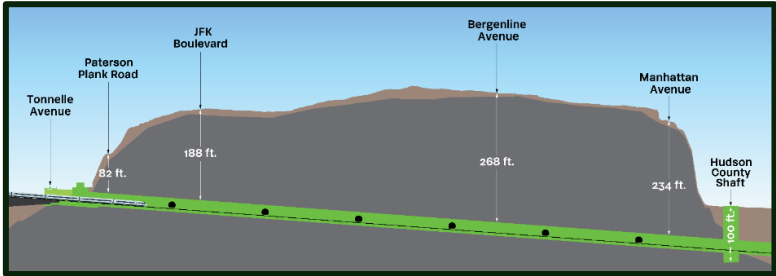
Palisades Tunnel Project

Anticipated Completion: Q4 2027 | Jobs Created: 5,500

The Palisades Tunnel Project will construct the first mile of twin-tunnels on the New Jersey side of the Hudson River.



Early work, including pile driving and installation of monitoring instruments, is underway.



Tunnel Boring Machines are in production, and tunnel boring is expected to launch next year.



Photo provided by Herrenknecht

Manhattan Tunnel Project

Anticipated Completion: Q4 2029 | Jobs Created: 5,800



The Manhattan Tunnel Project will build the portion of the tunnel from the Manhattan bulkhead to the Hudson Yards Concrete Casing.



The MTP requires complex tunnelling to navigate historic fill and utility lines. The team will use a protective digger shield to navigate these obstacles.

GDC visited the site with the contractor in March.





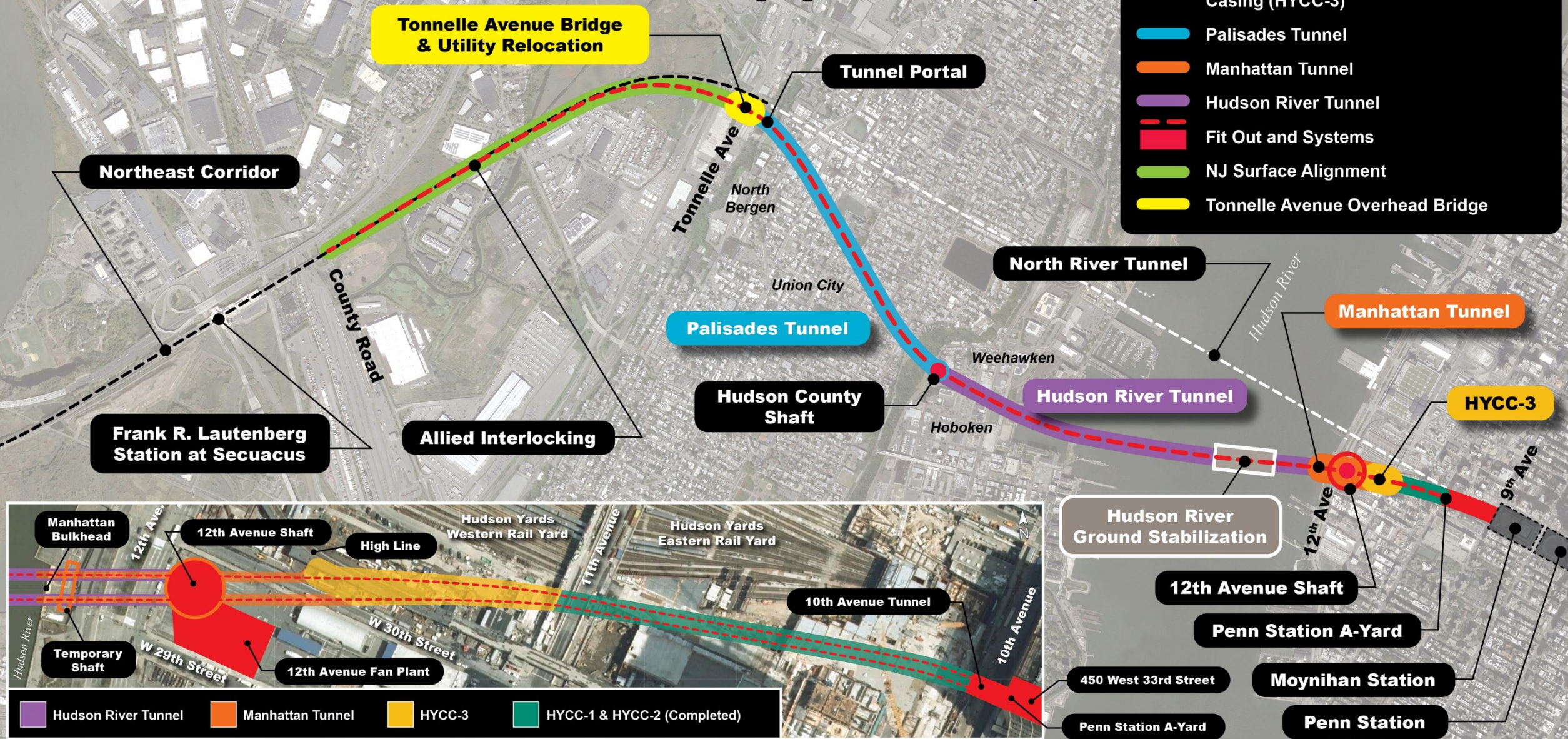
Contract Packaging & Ongoing Procurements

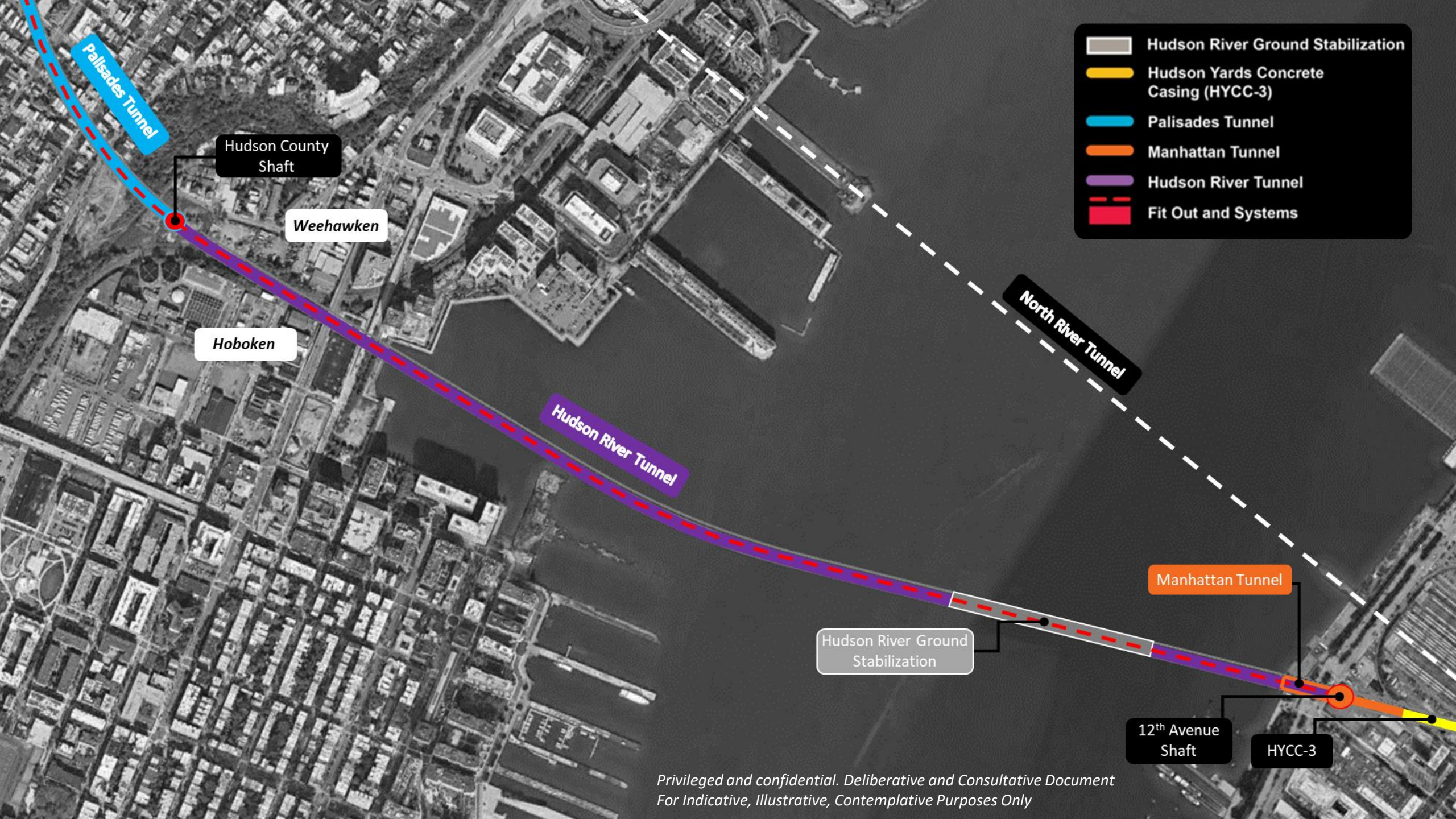


Hudson Tunnel Project

Contract Packaging Overview Map

- Hudson River Ground Stabilization
- HYCC-1 & HYCC-2 (Completed)
- Hudson Yards Concrete Casing (HYCC-3)
- Palisades Tunnel
- Manhattan Tunnel
- Hudson River Tunnel
- Fit Out and Systems
- NJ Surface Alignment
- Tonnelle Avenue Overhead Bridge





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Package 1C: Hudson River Tunnel

Key Elements of Work

SURFACE WORKS

- Staging and laydown areas w/ field offices
- Take over facilities from others
- Utilities relocation and protection
- Condition surveys
 - Pre-construction condition surveys
 - Post-construction conditions surveys
- Geotechnical and structural instrumentation
- Temporary construction power
- TBM power and substation
- Willow Avenue underpinning
- Ground treatment
 - At Hudson Bergen Light Rail (if required per TBM specifications)
 - At Hudson County shaft

TUNNEL CONSTRUCTION

- 2 Bored Tunnels
 - TBM Procurement (2 pressurized face TBMs)
 - Slurry separation plant (if used)
 - Construct two bored tunnels
 - Segmental lining
 - Precast Invert (including Palisades Tunnels)
 - Removal of obstructions
 - Spoil removal
- 9 Cross Passages
 - 2 rock (rock mass grouting)
 - 7 soft ground (frozen)
 - Contractor responsible for design of temporary support

**** No Shafts ****

Package 3: New Jersey Surface Alignment



Package 3: New Jersey Surface Alignment

Key Elements of Work

Construct new
trackway
adjacent to NEC

Retaining wall
with fill

Bridge over
Secaucus Road

Viaduct over
wetlands

Approx. 7,500 ft from Country Road
(Secaucus) to Tonnelle Ave. (North Bergen)

Bridges over
NYS&W and
Conrail Tracks

Other
miscellaneous
structures

Utility relocations
and auxiliary signal
power substation
relocation

Instrumentation
monitoring
program

Including temporary and permanent access roads, culvert extensions, a weir, equipment platforms, OCS foundations, walkways, railings, and stairs

Package 1C: Hudson River Tunnel

Next Steps in the Procurement Process

Three Firms Shortlisted

Draft RFP Issued

Proposal Preparation in Progress

Proposals Due in October 2025

NTP Scheduled for End of 2025



Package 3: New Jersey Surface Alignment

Next Steps in the Procurement Process

Four Firms Shortlisted

Draft RFP Issued

Proposal Preparation in Progress

Proposals Due in December 2025

NTP Scheduled for 1st Quarter 2026





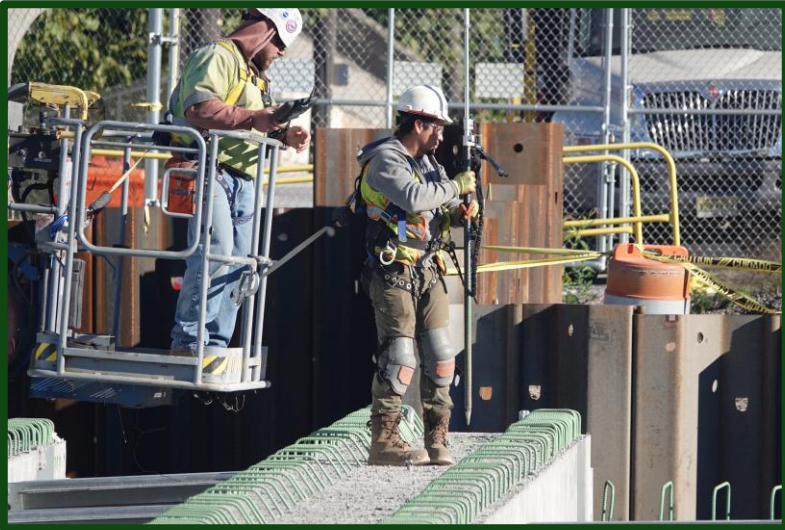
DBE Opportunities

DBE Goals

GDC’s **20.7%** proposed Overall DBE goal is based on seven packages anticipated to be **awarded between October 1, 2023, and September 30, 2026.**

Package	Goal
Delivery Partner	20.05%
Hudson River Ground Stabilization	10%
Palisades Tunnel	16.7%
Manhattan Tunnel	12%
New Jersey Surface Alignment	20%
Hudson River Tunnel	13%

Potential Subcontracting Opportunities



- Site clearing
- Relocation, replacement, and restoration of existing utilities
- Precast tunnel segments and invert
- Ground improvement: ground freezing
- Ground improvement: jet grouting
- Culvert construction
- Temporary support design (cross passages)
- Survey controls and independent survey
- Geotechnical instrumentation installation and monitoring
- Condition assessments
- Temporary construction fencing: install & remove
- Cleaning services: offices, change houses
- Cleaning services: portable toilets
- Scheduling
- Project controls
- Safety monitoring
- Inspections
- QA/QC
- Contract administration
- Third party coordination
- GDC outreach support efforts
- Compliance (environmental, DBE, etc.)
- Expediting
- Trucking
- Disposal of material
- Traffic control
- Surface restoration (paving, trees, fences)
- Cleanup

Key Contacts on Awarded Contracts

Project	Firms Awarded	Contact
Delivery Partner	mPa Subcontractors: Mace, Parsons, Arcadis	Emma Soler Community Outreach Coordinator MPA-DP@arcadis.com
Tonnelle Ave. Bridge and Utility Relocation	Naik Group Conti Civil	Nensi Kosti Contract Manager nkosti@naikgroup.com John Schweppenheiser Senior Vice President jschwep3@naikgroup.com
Hudson River Ground Stabilization	Weeks Marine Subcontractors: COWI, Keller, Kiewit	Kelli Kelly VP, Business Development & Strategy – Economic Inclusion kelli.kelly@kiewit.com
Palisades Tunnel Project	Schiavone Dragados Lane JV	Gabrielle Rivers Corporate M/W/DBE Diversity Manager Grivers@dragados-uusa.com
Manhattan Tunnel	Frontier-Kemper-Tutor Perini JV	Tom Berger Business Manager Tbergerger@frontierkemper.com

Meet with the Shortlisted Firms

HUDSON RIVER TUNNEL

Gateway Tunnel Contractors (GTC)

- Halmar International, LLC
- FCC Construction Inc.

Hudson Tunnel Constructors (HTC)

- Dragados USA, Inc.
- Schiavone Construction Co. LLC
- The Lane Construction Corporation

Traylor/Walsh/Skanska JV

- Traylor Bros., Inc.
- Walsh Construction Company II, LLC
- Skanska USA Civil Northeast Inc.

NJ SURFACE ALIGNMENT

George Harms Construction Co, Inc.

- George Harms Construction Co. Inc.
- Hardesty & Hanover, LLC

NJ Alignment Contractors

- Halmar International LLC
- Railroad Construction Company, Inc.
- Posillico Civil, Inc.
- Jacobs Civil Consultants, Inc.

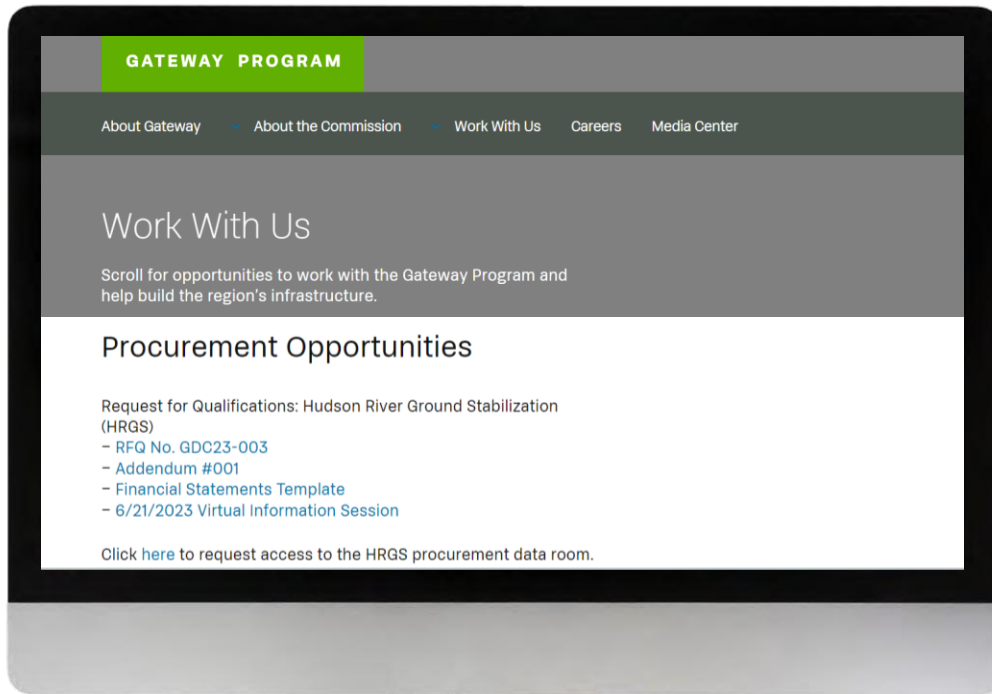
Skanska Creamer- Sanzari NJSA JV

- Skanska USA Civil Northeast, Inc.
- Creamer-Sanzari JV
- HNTB Corporation

Walsh Ferreira JV

- Walsh Construction Company, LLC
- Ferreira Construction Co, Inc.
- Mott MacDonald NY, Inc.

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Procurement News



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Q & A

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**GATEWAY DEVELOPMENT
COMMISSION**

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GATEWAY DEVELOPMENT COMMISSION

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**GATEWAY DEVELOPMENT
COMMISSION**