

# 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

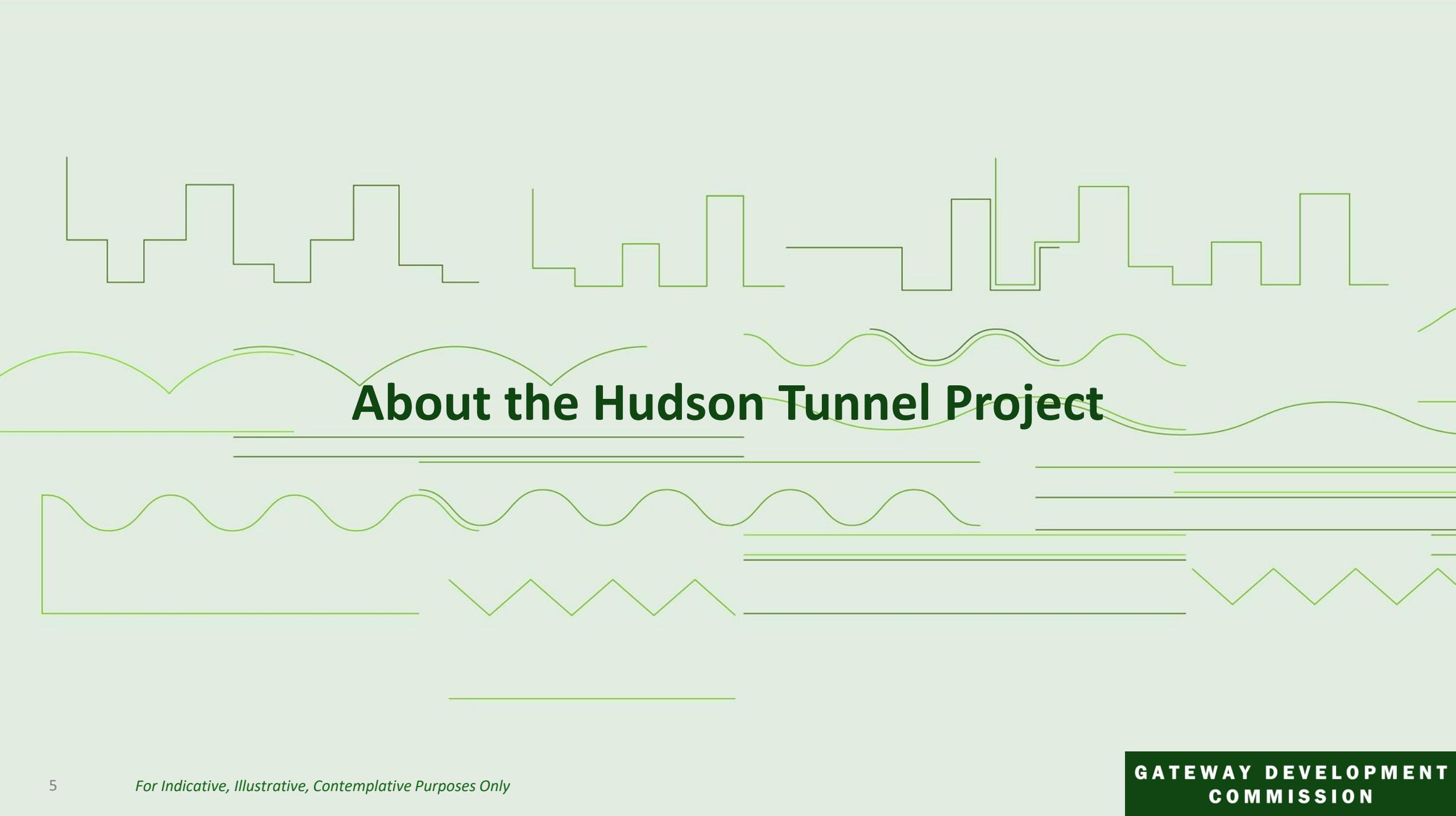
# Panelists

**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

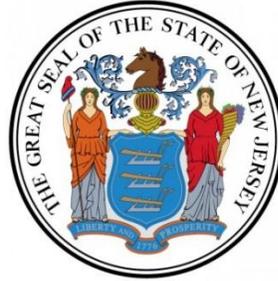
# About GDC

## 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

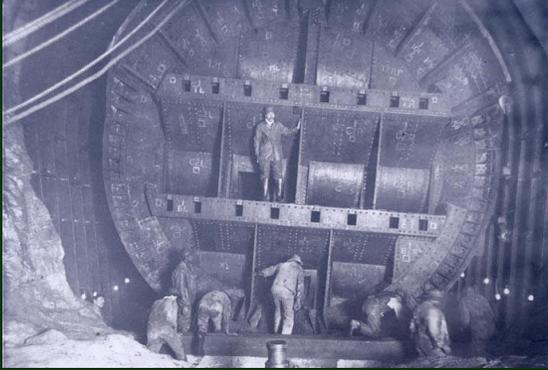
Funding/Financing;  
Program Delivery;  
SEP



### 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)

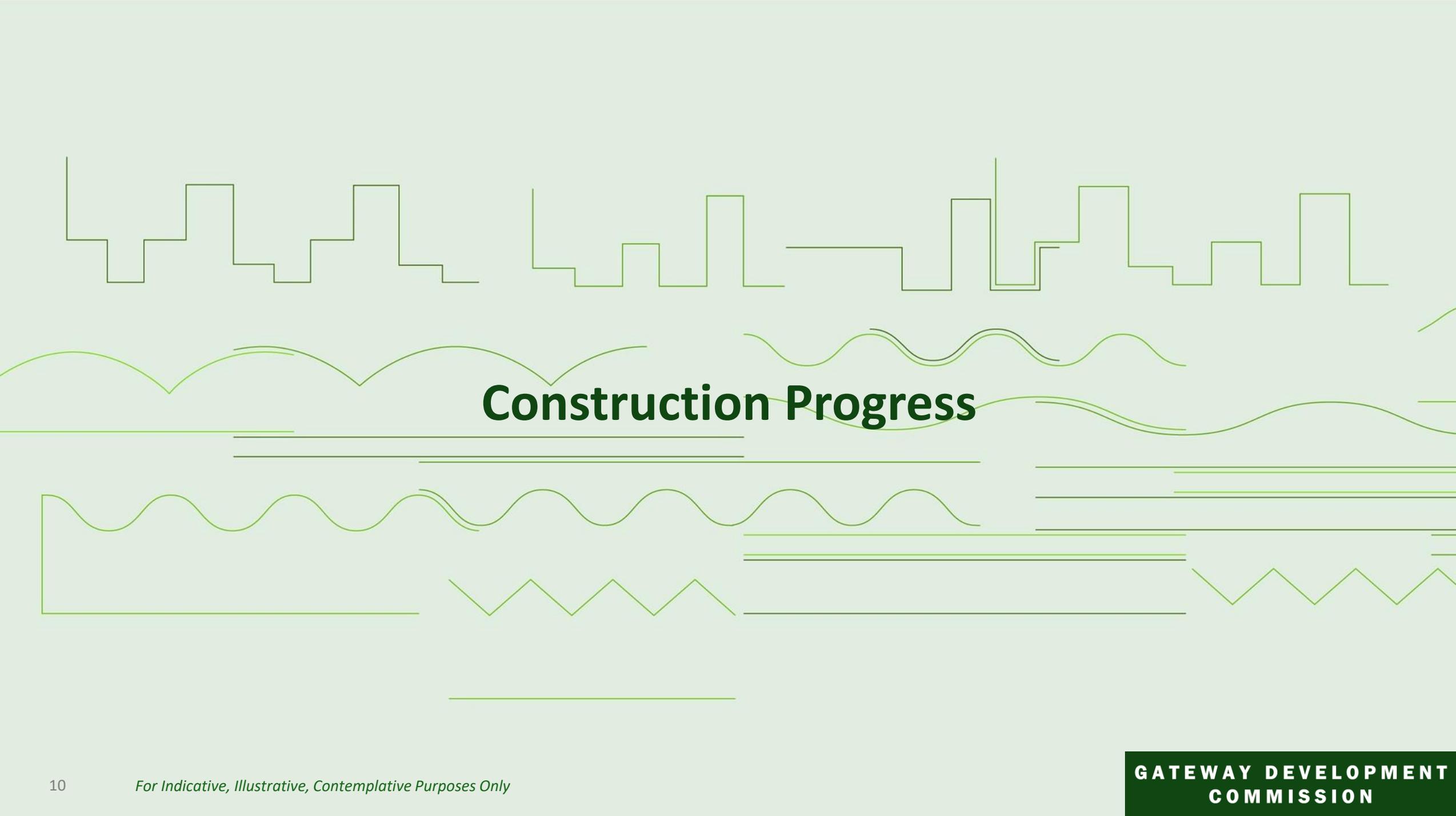
\*approximate

# 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



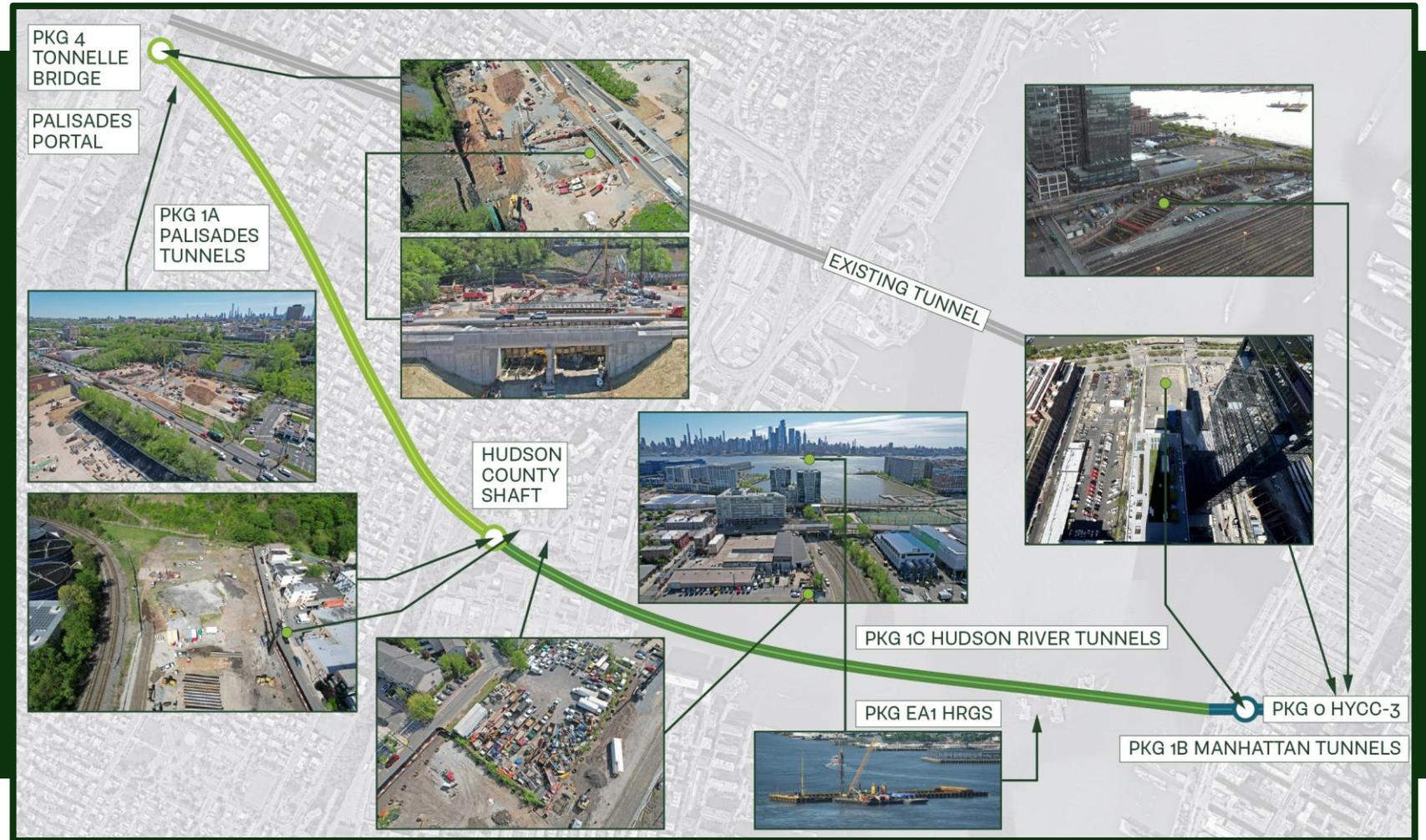


# Construction Progress

# 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

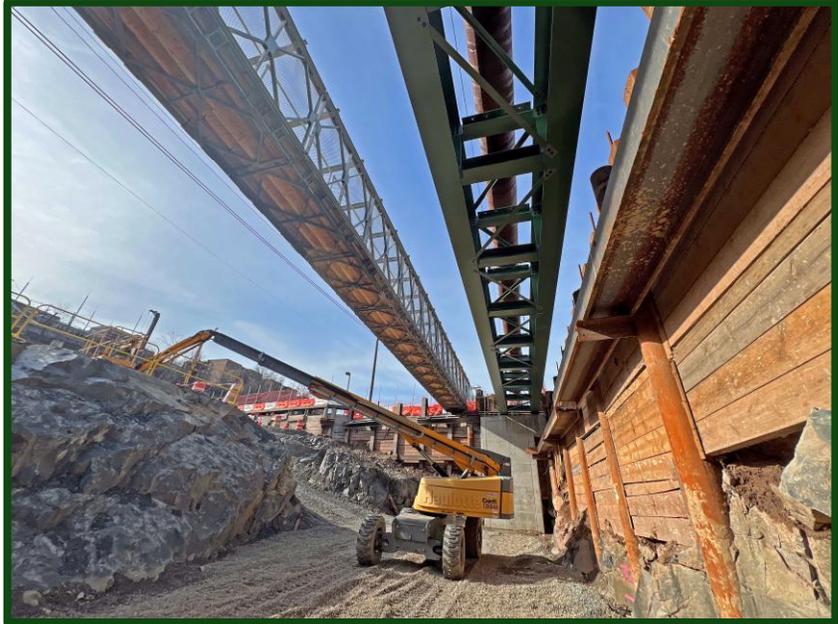
Anticipated Completion: Q4 2025 | Jobs Created: 420

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.



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





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.



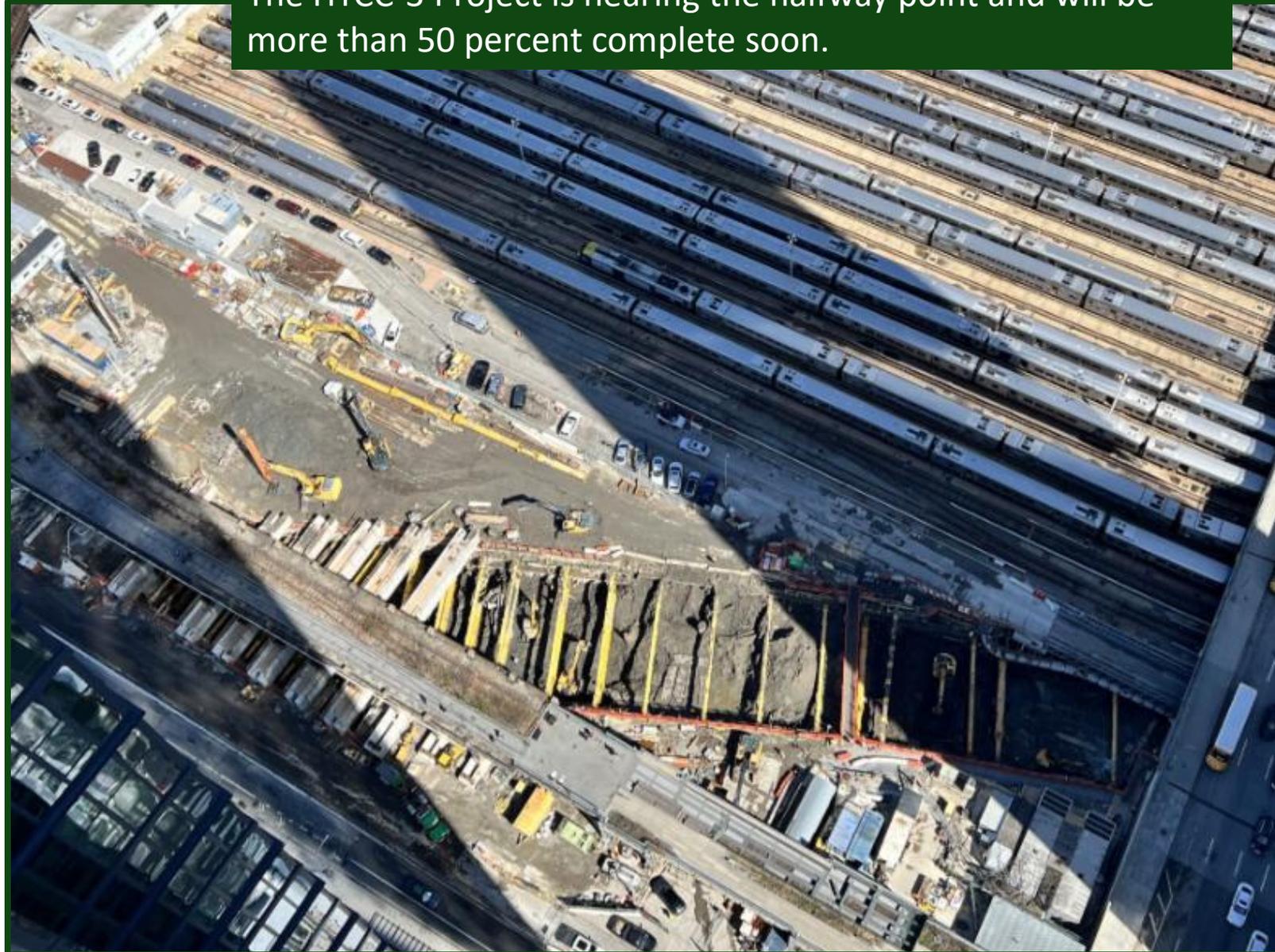
Workers completed pile driving in January.



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



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

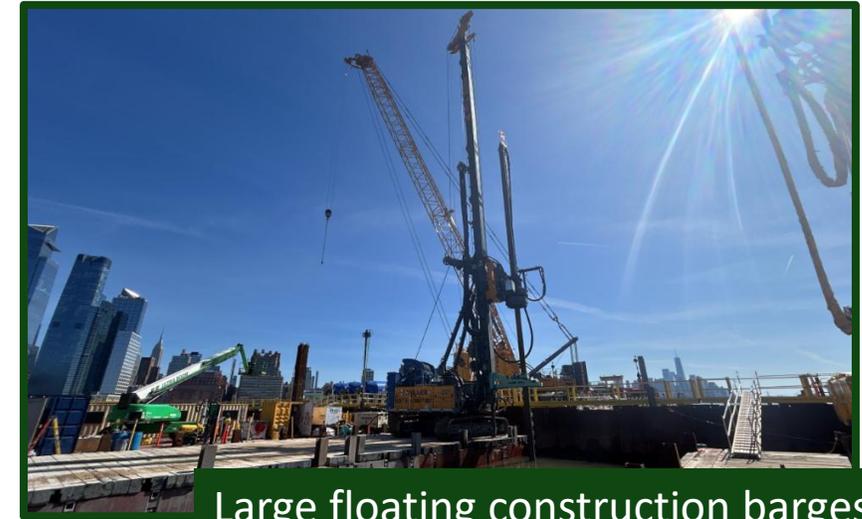


# Hudson River Ground Stabilization (HRGS)

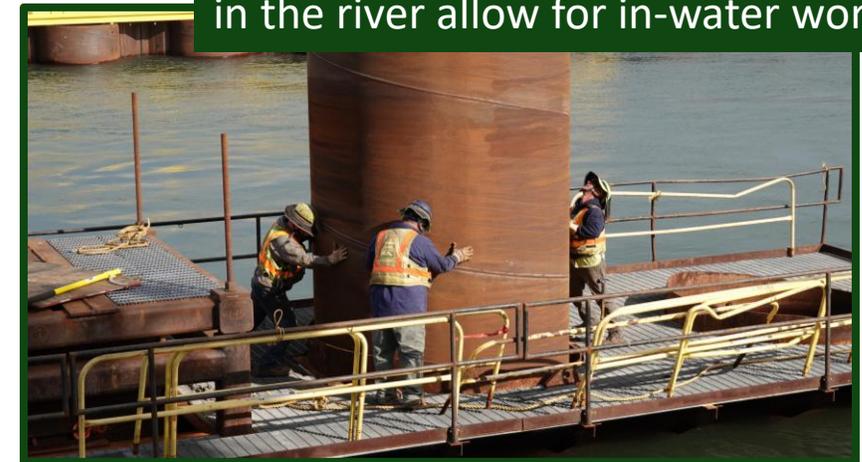
Anticipated Completion: Q3 2027 | Jobs Created: 2,270



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

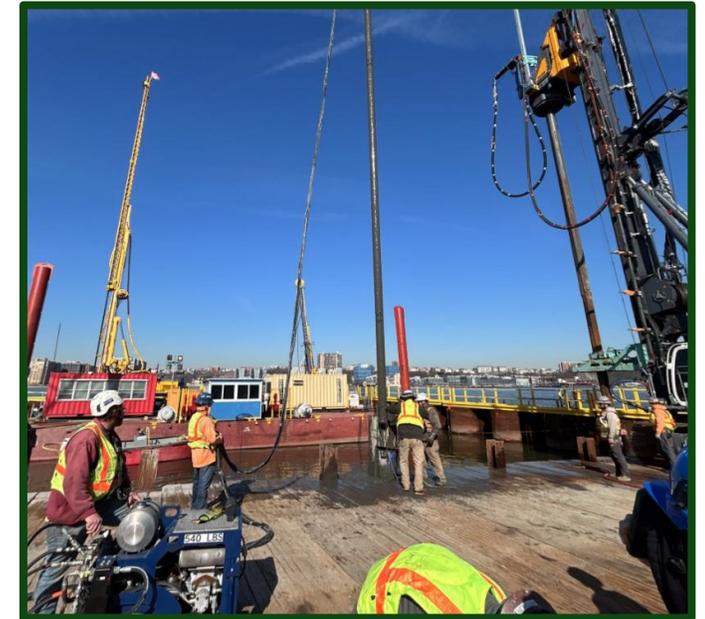
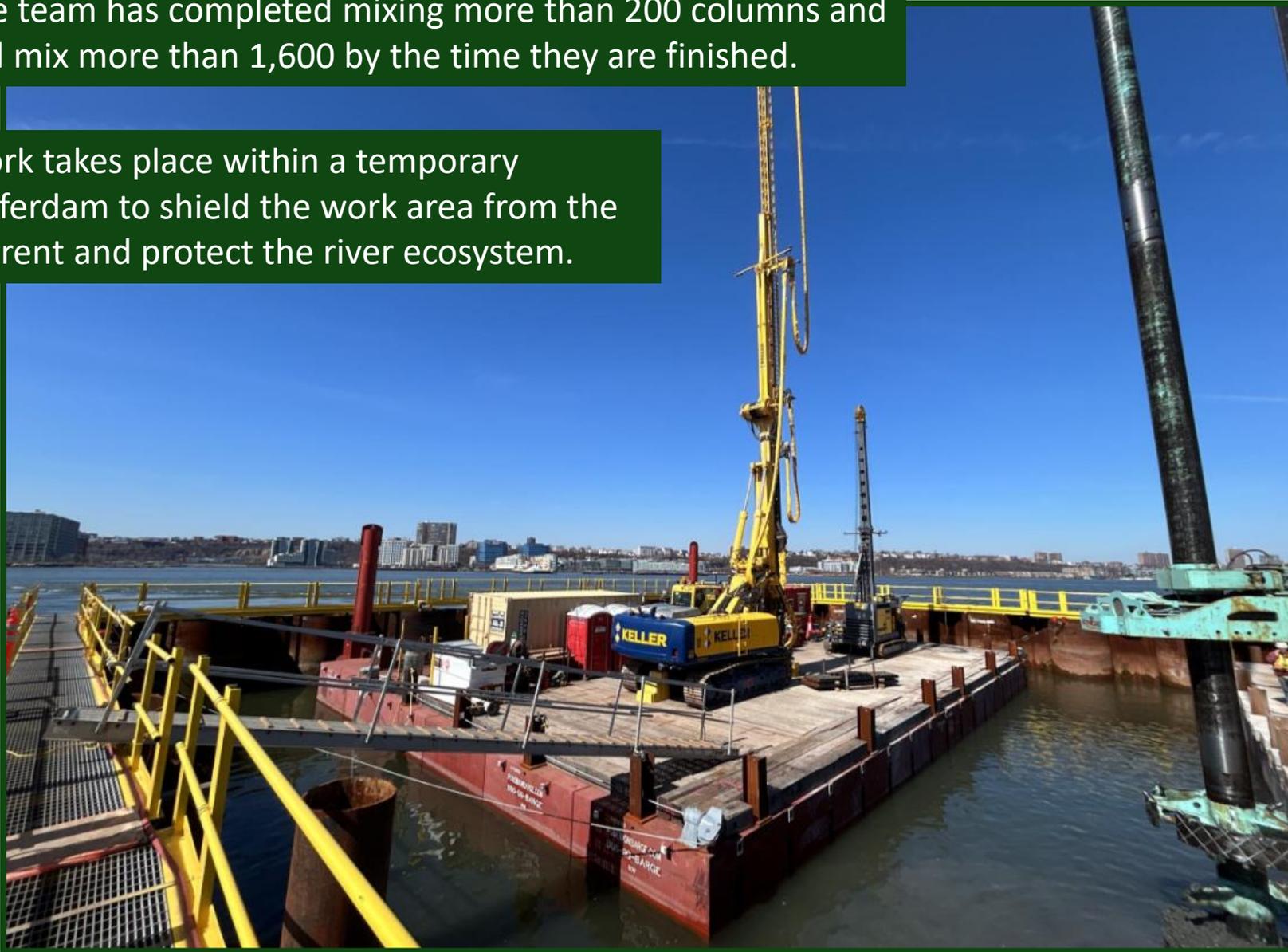


Large floating construction barges in the river allow for in-water work.



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.



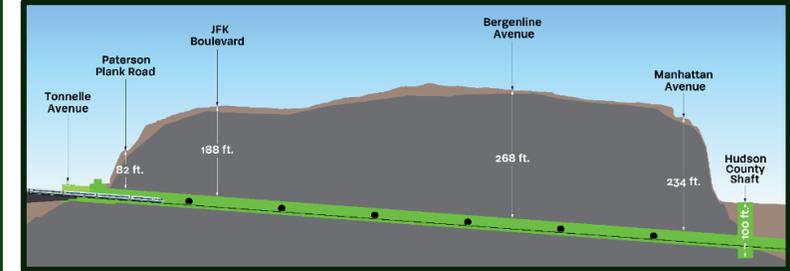
# Palisades Tunnel Project

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.





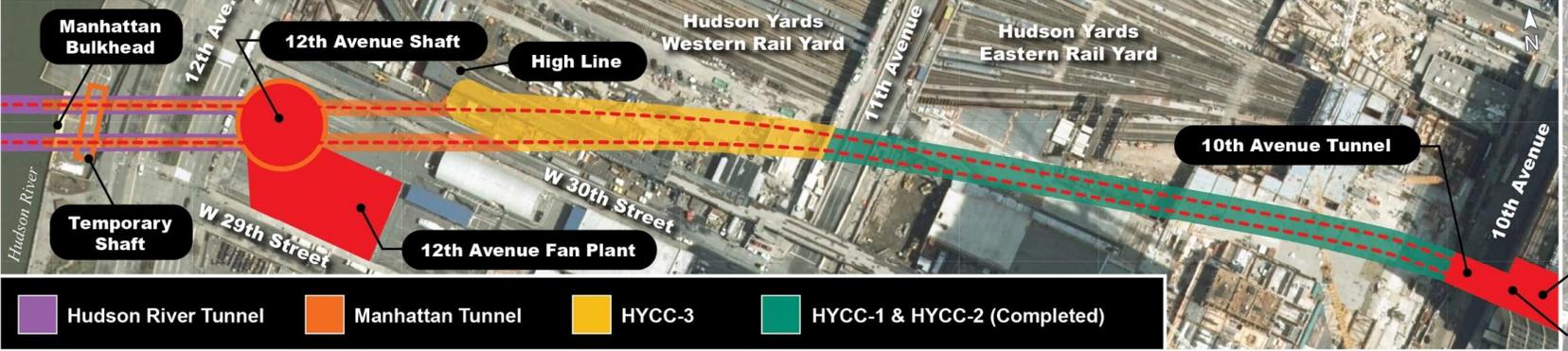
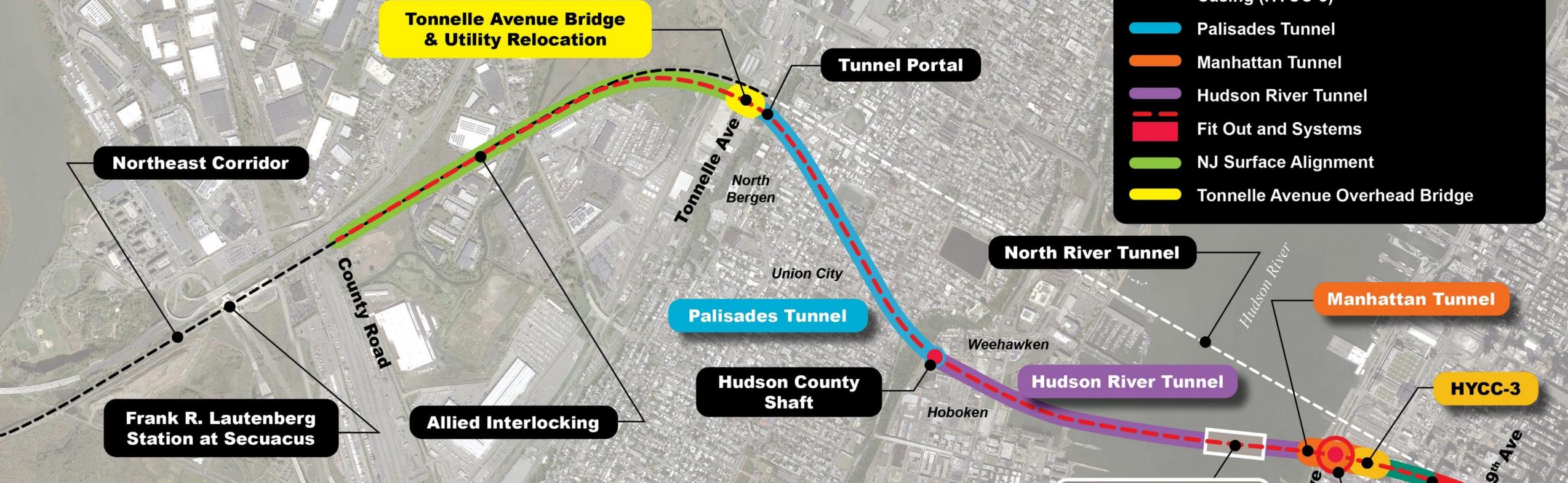
# Contract Packaging & Ongoing Procurements



# 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



-  Hudson River Tunnel
-  Manhattan Tunnel
-  HYCC-3
-  HYCC-1 & HYCC-2 (Completed)



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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



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## *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 1<sup>st</sup> Quarter 2026





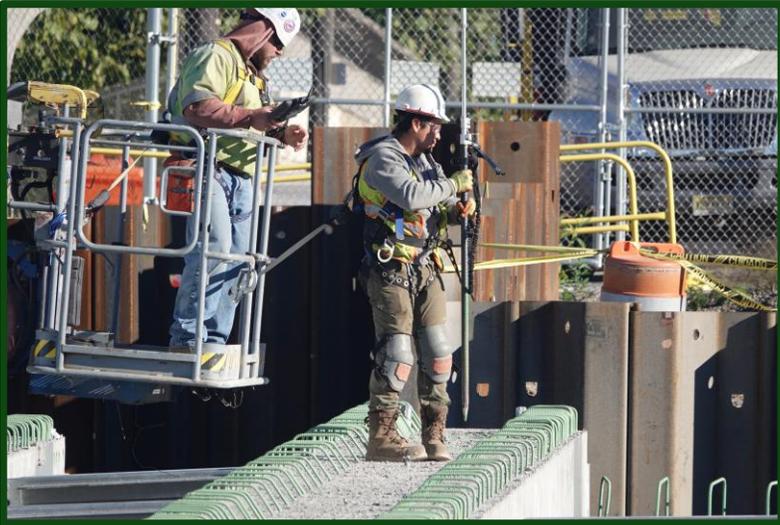
# DBE Opportunities

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

# 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.

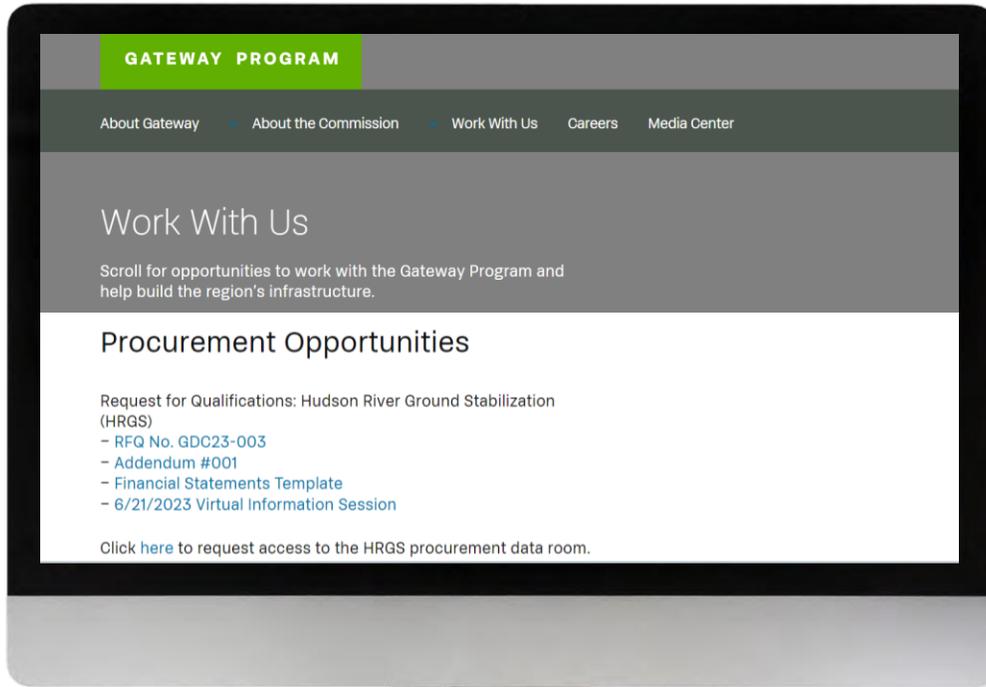
### Skanska Creamer- Sanzari NJSA JV

- 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.

# Get the Latest Updates



## Procurement News



## Vendor Portal





# Q & A

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COMMISSION**



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