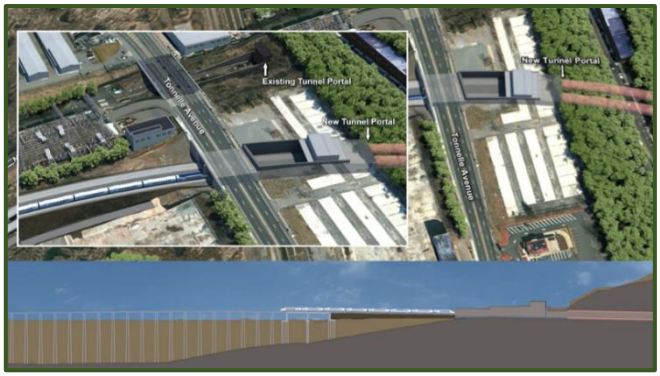
TONNELLE AVENUE BRIDGE AND UTILITY RELOCATION PROJECT

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 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:

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 HTP.

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, including the State of New York, the State of New Jersey, Amtrak, NJ TRANSIT, the Port Authority of New York and New Jersey, and NJDOT, 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.

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.