

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 the Hudson Tunnel Project's full construction. Once complete, this casing will provide the vital link that connects the new Hudson Tunnel to New York Penn Station.

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. 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.

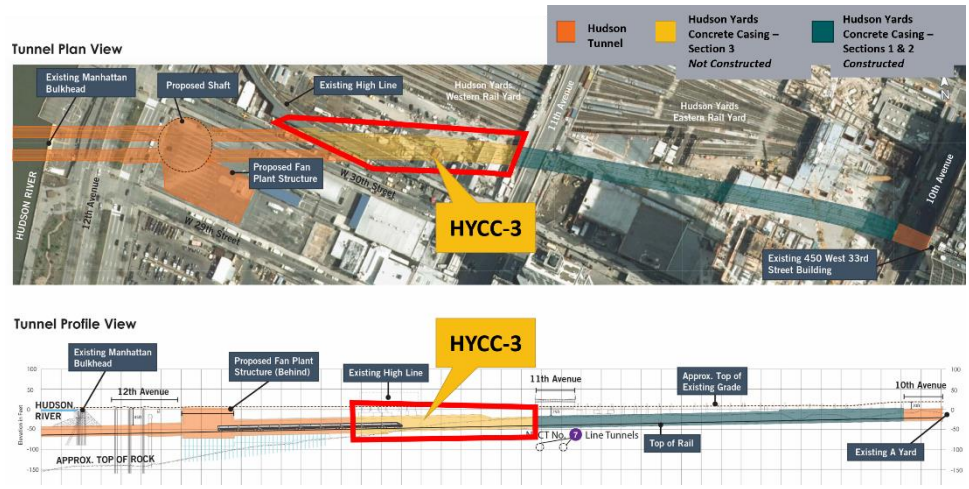
The Hudson Yards Concrete Casing – Section 3 (HYCC-3) is the final segment and will provide the connection for the Hudson River Tunnel into New York Penn Station. This next step involves extending the casing on a diagonal alignment from 11th Avenue to 30th Street, where it will link up with the new tunnel. 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 Hudson Tunnel Project in New York. Construction on this early works component is expected to conclude in the summer of 2026.

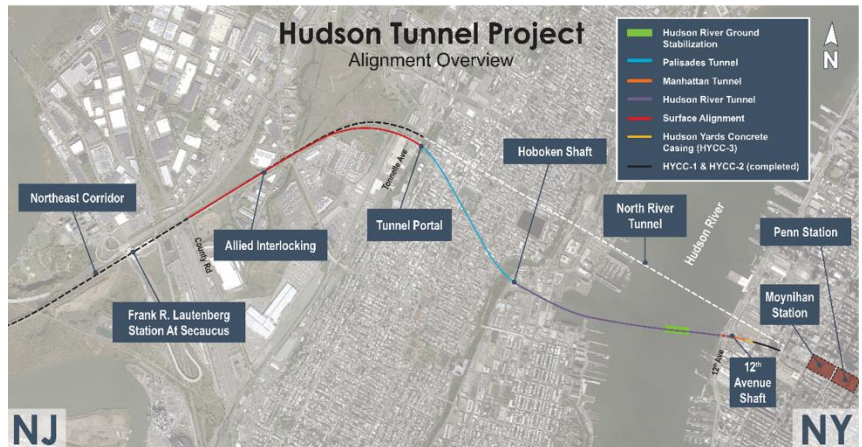
Together with mobilization on the Tonelle Avenue Bridge and Utility Relocation project in North Bergen, New Jersey, construction on the Hudson Tunnel Project is underway on both sides of the Hudson River.



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.
- 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.