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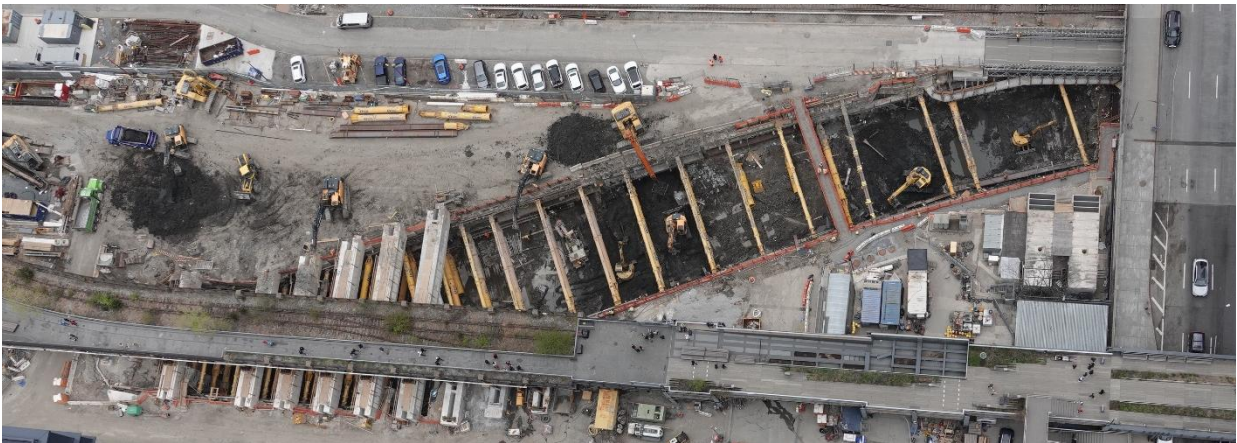
May 20, 2025

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**GATEWAY DEVELOPMENT COMMISSION ANNOUNCES SIGNIFICANT MILESTONE:
HUDSON YARDS CONCRETE CASING – SECTION 3 PROJECT MORE THAN 50%
COMPLETE**



Overhead view of the HYCC-3 construction site.

Newark/New York – The Gateway Development Commission (GDC) announced at its Board meeting today that the [Hudson Yards Concrete Casing – Section 3 \(HYCC-3\) Project](#) is more than 50 percent complete and is on track to be finished in 2026. The project reached this significant milestone on schedule and on budget.

The [Hudson Tunnel Project \(HTP\)](#) is the nation’s most urgent mass transit infrastructure project, which will provide reliable, 21st Century train service into, out of, and through New York, and end the immediate threat posed by the 115-year-old tunnel between New Jersey and New York.

The HYCC-3 Project is building the final link that will enable the new tunnel to connect to New York Penn Station. The other two sections of the concrete casing were completed in 2018. This section is approximately 500 feet long, 60 feet wide, and 60 feet deep. Its structure will consist of heavily reinforced concrete ranging from 3.5 to 10 feet thick with a waterproof membrane covering its perimeter.

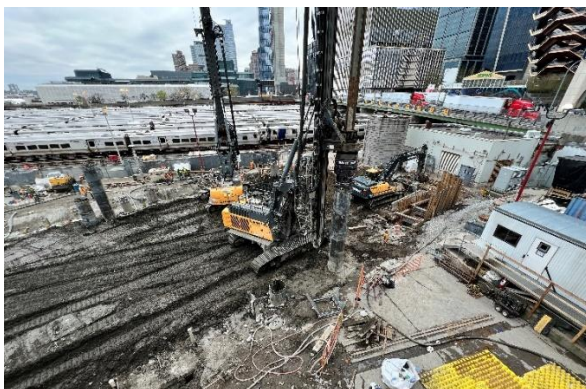
Construction of the HYCC-3 Project is supporting 4,820 jobs and \$986 million in economic output. In total, construction of the HTP is [projected](#) to support 95,000 jobs and drive \$19.6 billion in economic activity.

In a joint statement, **Alicia Glen, New York GDC Commissioner and Co-Chair, Balpreet Grewal-Virk, New Jersey GDC Commissioner and Co-Chair, and Tony Coscia, GDC Amtrak Commissioner and Vice Chair**, said, “Reliable train service that gets riders where they need to be on time is vital to unlock economic growth. Reaching the halfway point on the HYCC-3 Project on schedule and on budget is a significant step forward that brings us one step closer to finally addressing the root cause of delays that impact riders up and down the east coast and providing the modern infrastructure needed to support long-term growth.”

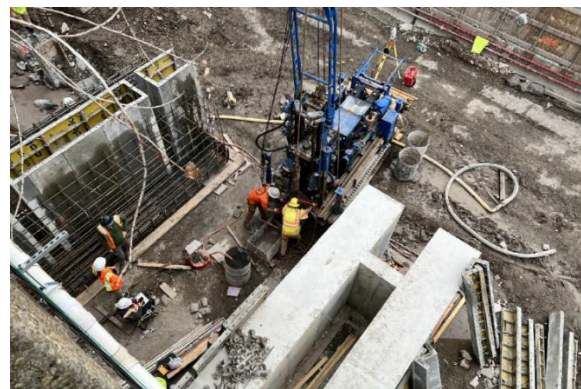
GDC CEO Tom Prendergast said, “We talk about the HTP as a single megaproject, but when you think about the scope and complexity of each construction package, it is more like ten megaprojects rolled into one. Reaching the halfway point on the HYCC-3 Project on scope, schedule, and budget is an amazing accomplishment that speaks to the entire GDC team’s expertise and dedication, but our work is just beginning. I look forward to leading this talented team as we build on today’s milestone to deliver this critical project.”

“Amtrak is proud to celebrate this tremendous milestone with GDC and all of our partners as it reflects what we can accomplish with our strong collaboration and the effort from our hard-working construction teams,” said **Amtrak President Roger Harris**. “We look forward to completing the next 50% of this critical infrastructure project, and continuing to deliver the Hudson Tunnel Project and larger Gateway Program, all of which highlight our commitment to building great American infrastructure.”

Amtrak is the supporting or executing partner (SEP) and construction manager on the HYCC-3 project, working on behalf of GDC.



Construction of the HYCC-3 Project broke ground in November of 2023.



The construction team built large, concrete blocks to support the High Line while excavation and construction take place beneath it.



Excavation is underway on the 80-foot-deep hole where the new section of the concrete casing is being built.



Once excavation and dewatering is complete, the team will build the new section of the concrete casing, then re-fill the hole.

Five of the ten construction projects that make up the HTP are currently in progress and GDC anticipates awarding contracts for two more projects in 2026. The five active projects are [supporting](#) the creation of 20,200 jobs and \$4.5 billion in economic activity. 94 percent of capital spending is expected to be sourced from American companies.

- [The Tonnelle Ave Bridge and Utility Relocation Project](#) will enable the Tunnel Boring Machines (TBMs) to launch by building a new roadway bridge supporting the highway, creating access to the entry point for digging. This project is more than three-quarters finished and is on track to be completed by the end of 2025.
- [The Hudson River Ground Stabilization \(HRGS\) Project](#) involves mixing concrete into the silt that makes up the shallow riverbed on the Manhattan side of the Hudson River to create a block of reinforced earth that is strong enough for TBMs to pass through. Geophysical surveying of the entire area set to be stabilized has been completed and concrete mixing is in progress.
- [The Palisades Tunnel Project](#) is the first tunnel boring project of the HTP. Early work, including installing monitoring equipment, geotechnical borings, and clearing the area where the TBMs will launch, is in progress and the TBMs are in production. Tunnel boring is expected to begin in 2026.
- [The Manhattan Tunnel Project](#) will build a section of the new tunnel connecting to the Hudson Yards Concrete Casing and an access shaft at 12th Avenue that will be used to remove the TBMs that build the portion of the tunnel under the Hudson River. GDC awarded the contract for this project in February and early work began in April.

The Board took two actions supporting the ongoing work to advance the HTP:

- Approving GDC to lease office space for the Office of the Inspector General. The Inspector General is an independent office reporting directly to the Board of

Commissioners that reviews GDC's policies and processes and administers GDC's whistleblower program. Providing an office for the Inspector General separate from GDC's primary office will support its independence.

- Authorizing GDC to enter into contracts for various professional and business advisory services related to finance and human resources.

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The Gateway Program is the most urgent major infrastructure program in the country – a comprehensive set of rail investments that will improve commuter and intercity services, add needed resiliency, and create new capacity for the busiest section of the Northeast Corridor (NEC). The NEC is the most heavily used passenger rail line in the country, hosting more than 2,200 train movements and 800,000 passenger trips daily.