GATEWAY DEVELOPMENT COMMISSION
BOARD MEETING

December 15, 2025

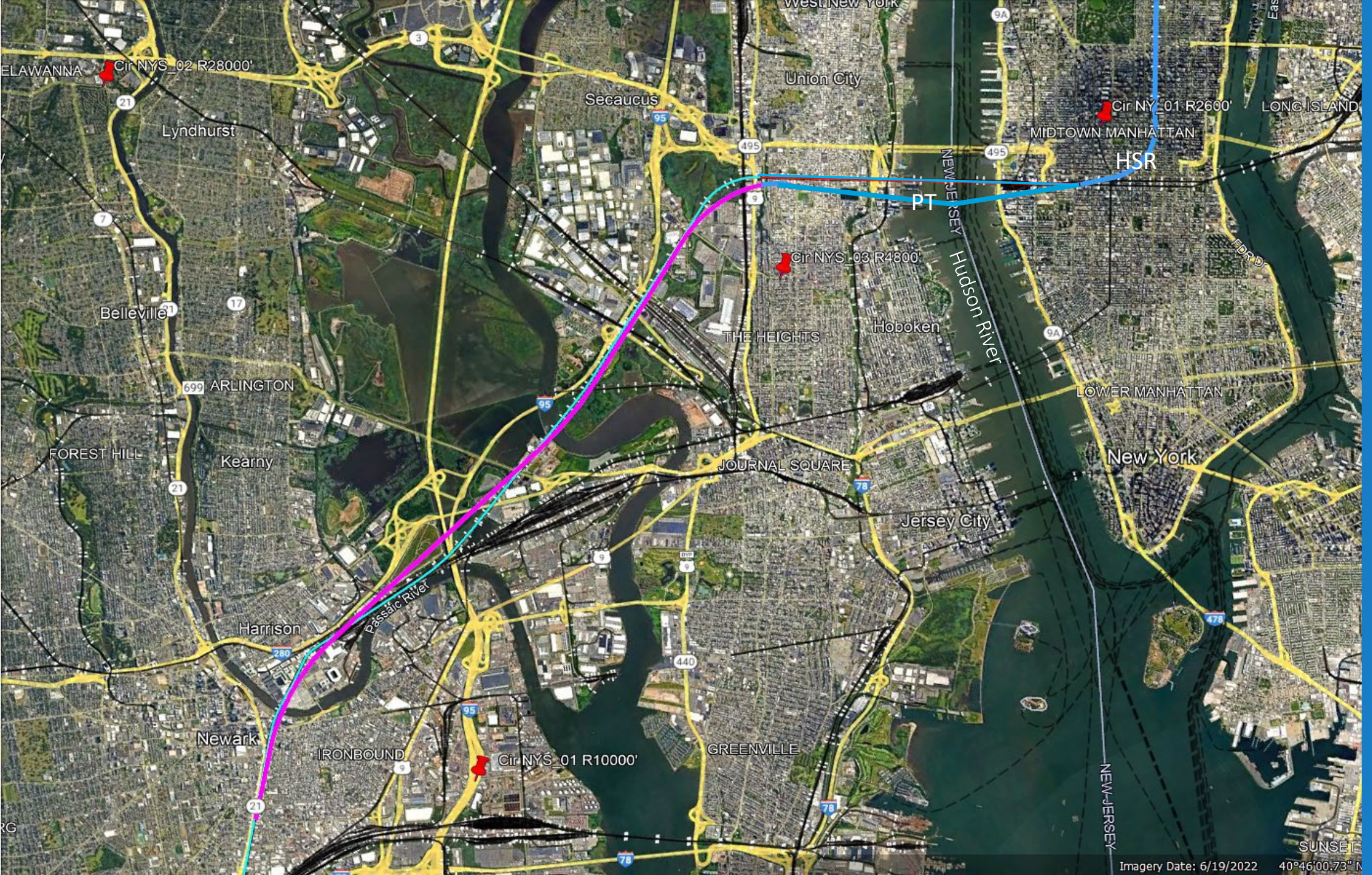
Public Comments for December 15, 2025, Board Meeting

(Received as of December 14, 2025)

The public was encouraged to submit public comments via the comment form on www.GatewayProgram.org.

Name	Rudy Niederer
Organization	Cascadia High-Speed Rail
Comment Topic	Capacity increase for the New York City Train Service

NYC Gateway Project
I want to present an HSR concept to you to upgrade the rail situation in New York City.
This proposal will allow through-train traffic between the Penn Central and Grand Central Stations in Manhattan. Trains can run from Philadelphia to Manhattan to Albany, or from Philadelphia to Manhattan to Boston, or vice versa. This proposed corridor will be flood-proof, increase the number of people it can move, and shorten travel time.
Please take a look at the PDF attachments.
Rudy Niederer
High-Speed Rail Corridor Designer
https://www.cascadiahighspeedrail.com/
Portland, OR



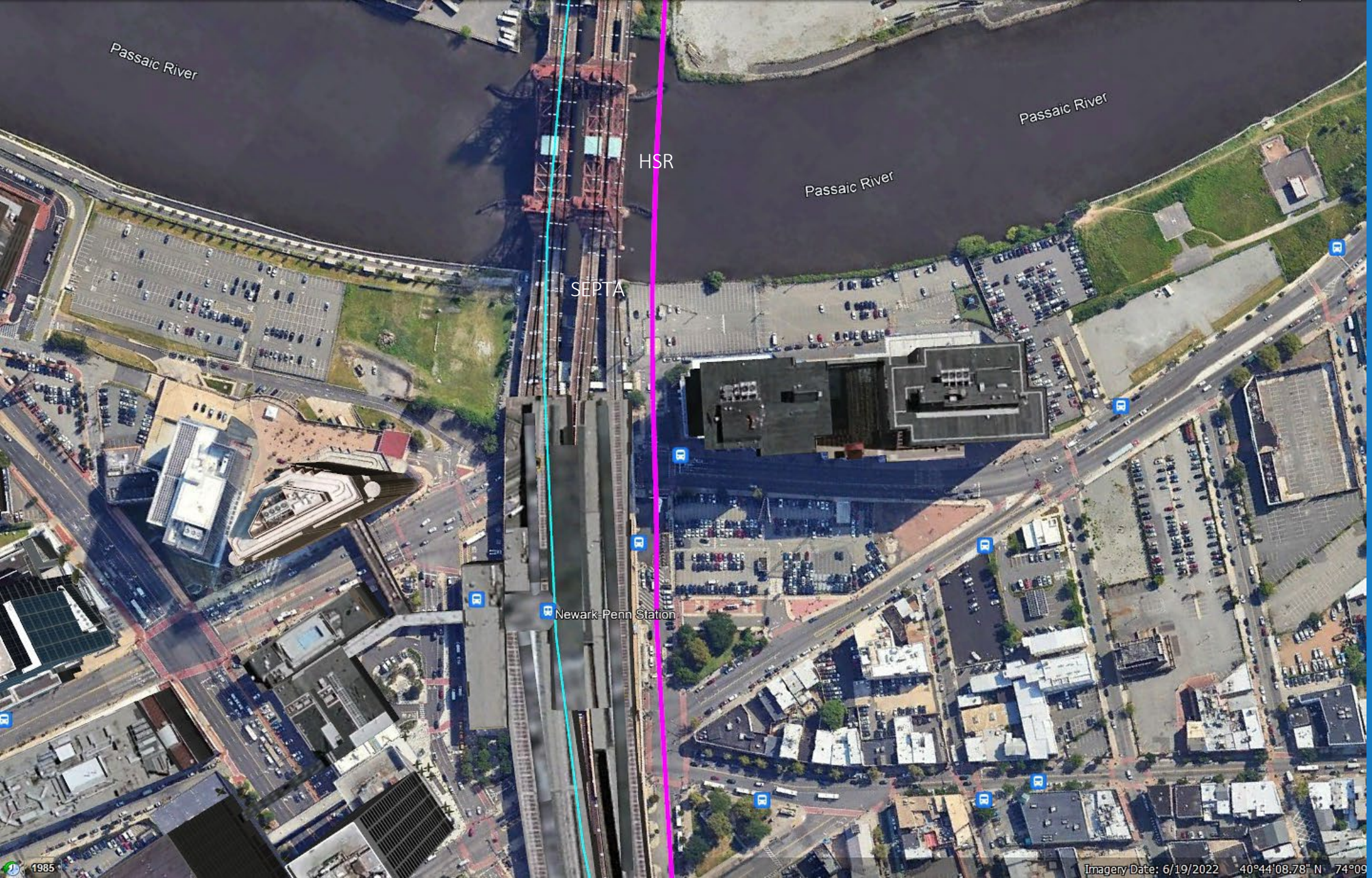
General HSR Overview between Newark, NJ, and Manhattan, NY

The new Hudson HSR tunnel enters Penn Station diagonally.

The flyovers on the NJ side eliminate all the swing and lift bridge closures.

PT = The new rail tunnel proposed by others.

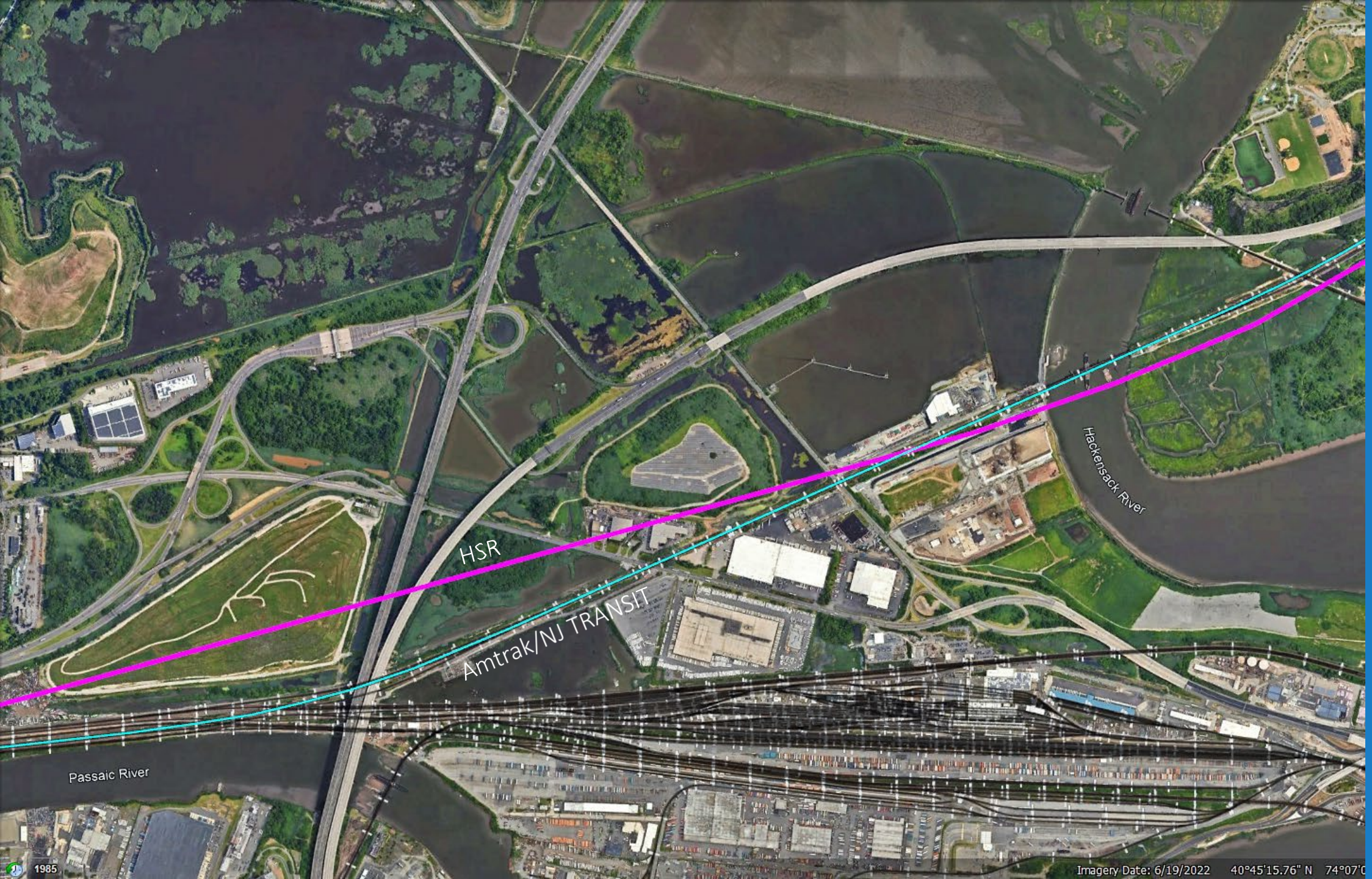
HSR = Penn Station to Grand Central Station connector tunnel



HSR at Newark Penn Station

Build the new HSR corridor first. Although the existing bridges may be upgraded, they can still be used for commuter train transit.

The HSR station is elevated with four tracks. Note the space between the 250 ft-high building.



HSR Crossing the Hackensack River

The HSR will again fly over the existing RR tracks. The enlarged radiuses will allow train speeds over 120 mph. This new corridor can be constructed while the existing rail service continues.

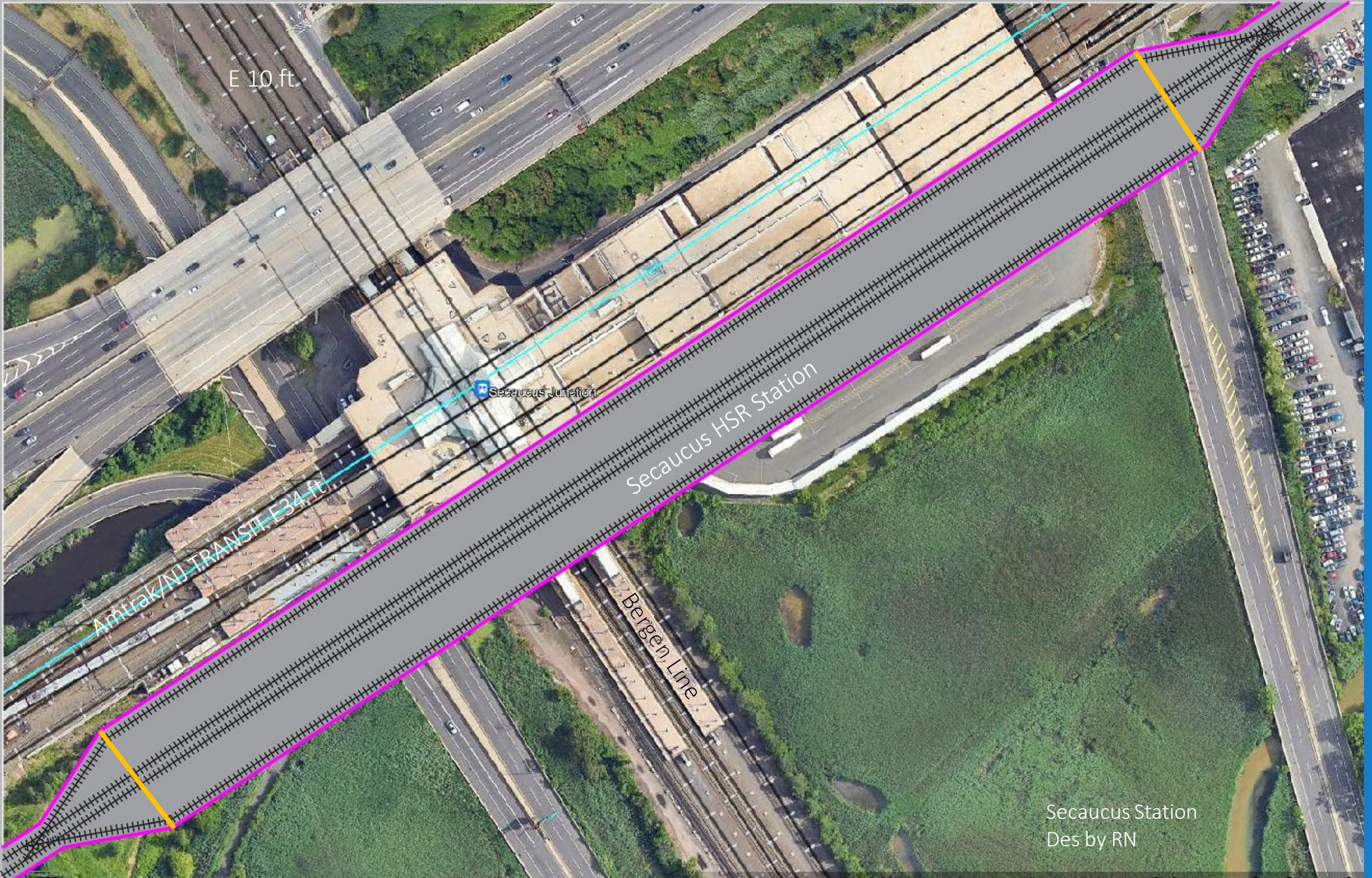
New HSR, Amtrak, and NJ TRANSIT Train Tunnel Entrances

The new tunnel entrance El for the HSR is 60 ft. This elevation will prevent tunnel flooding during extreme storms.

The Amtrak commuter train tunnel entrance is at 20 ft.

The estimated rail grade to the Penn Central station is 1%.

Build the new Penn Central tracks diagonally below the existing 21 tracks. Platform lengths =1300’

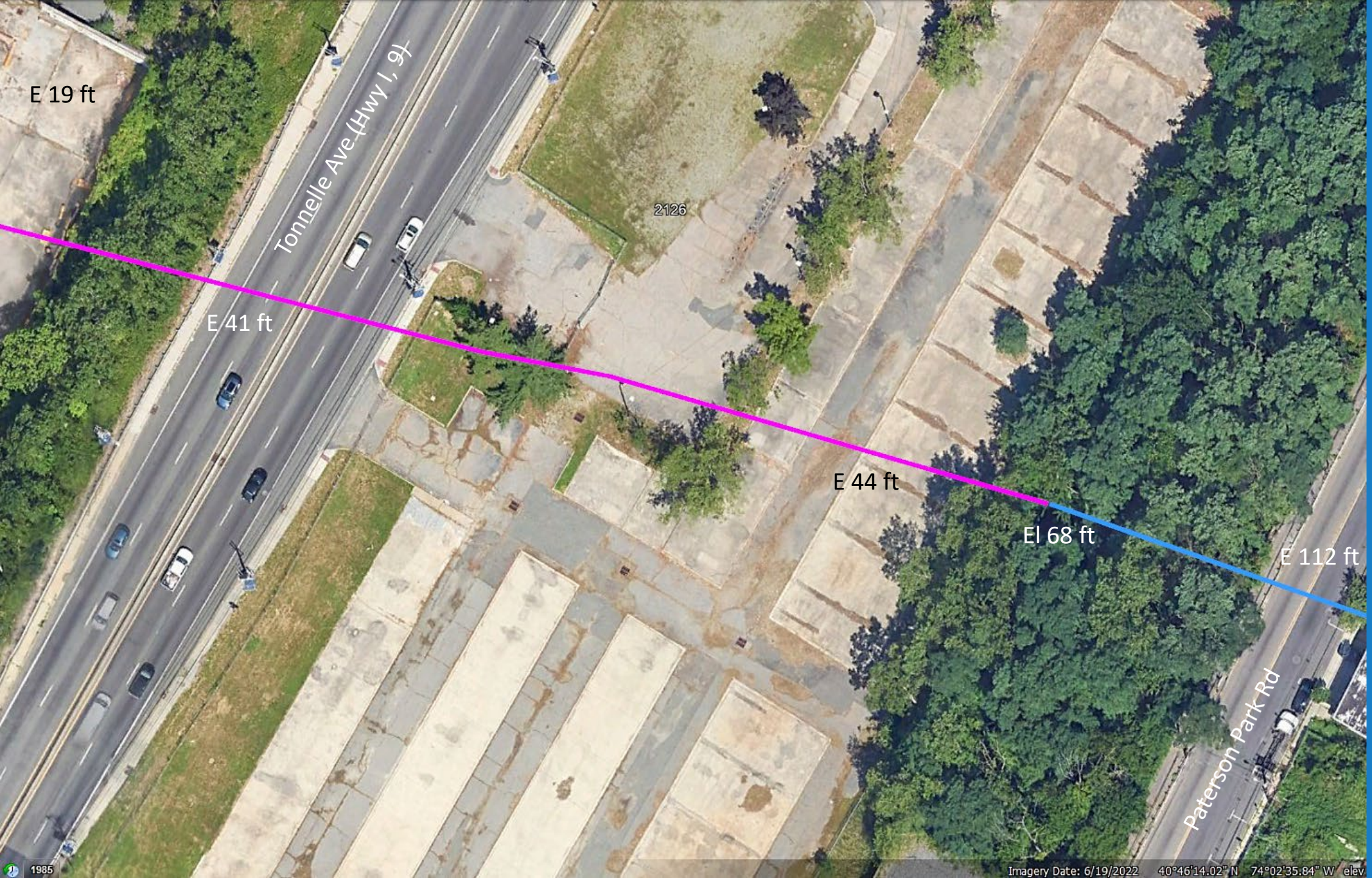


HSR at Secaucus Station

The new, elevated HSR station would be 82 ft. in elevation and connected to the existing stations below by stairs, elevators, and escalators.

The platform, offering ample space for passengers, is 1300 ft in length and 112 ft in width.
The train boarding platform is 20 ft wide.

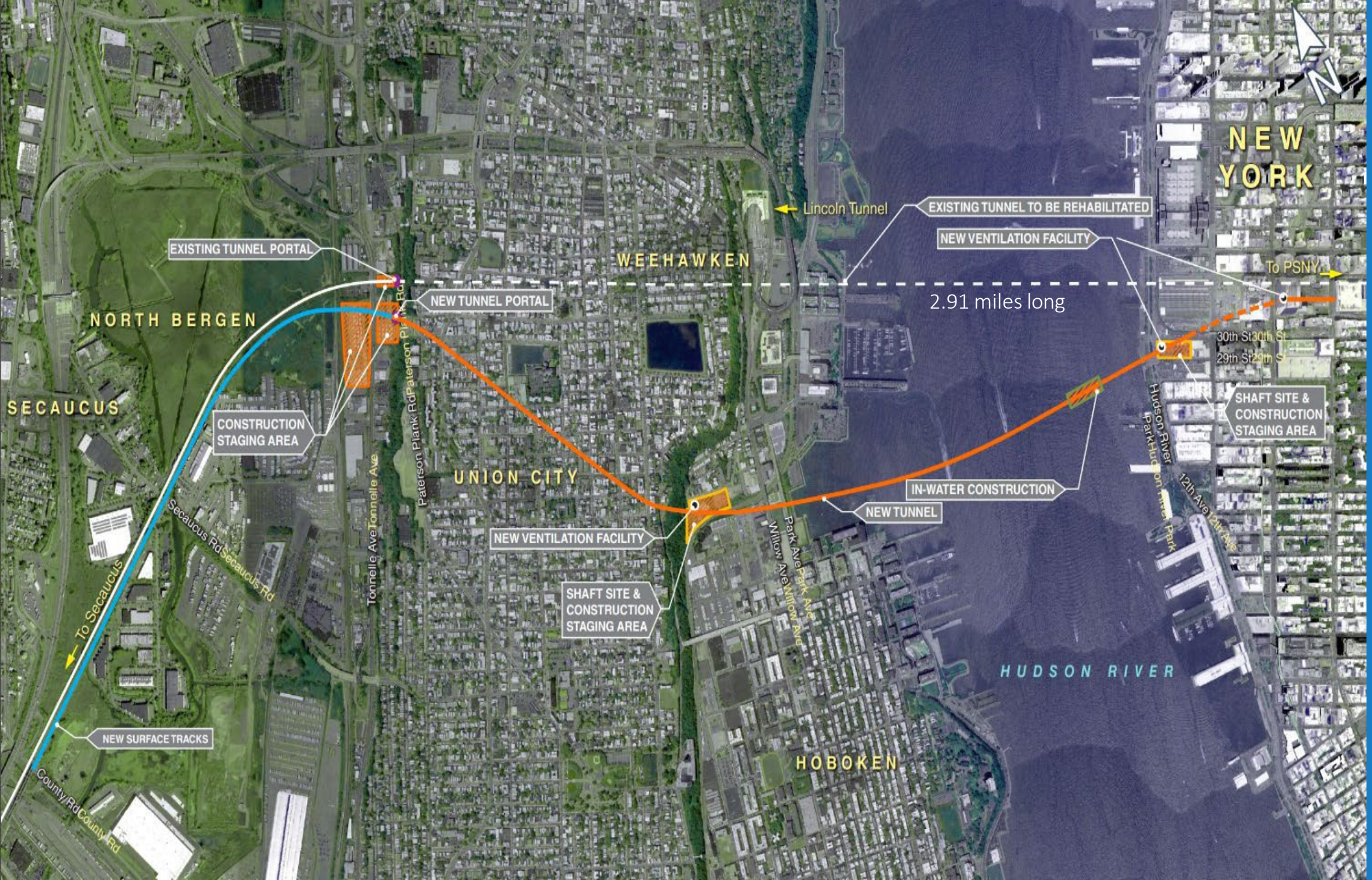
The rail corridors at this station are the Bergen Line, the Amtrak/NJ TRANSIT, and the new HSR.



New HSR Corridor between Tonnelle Ave and Paterson Park Rd

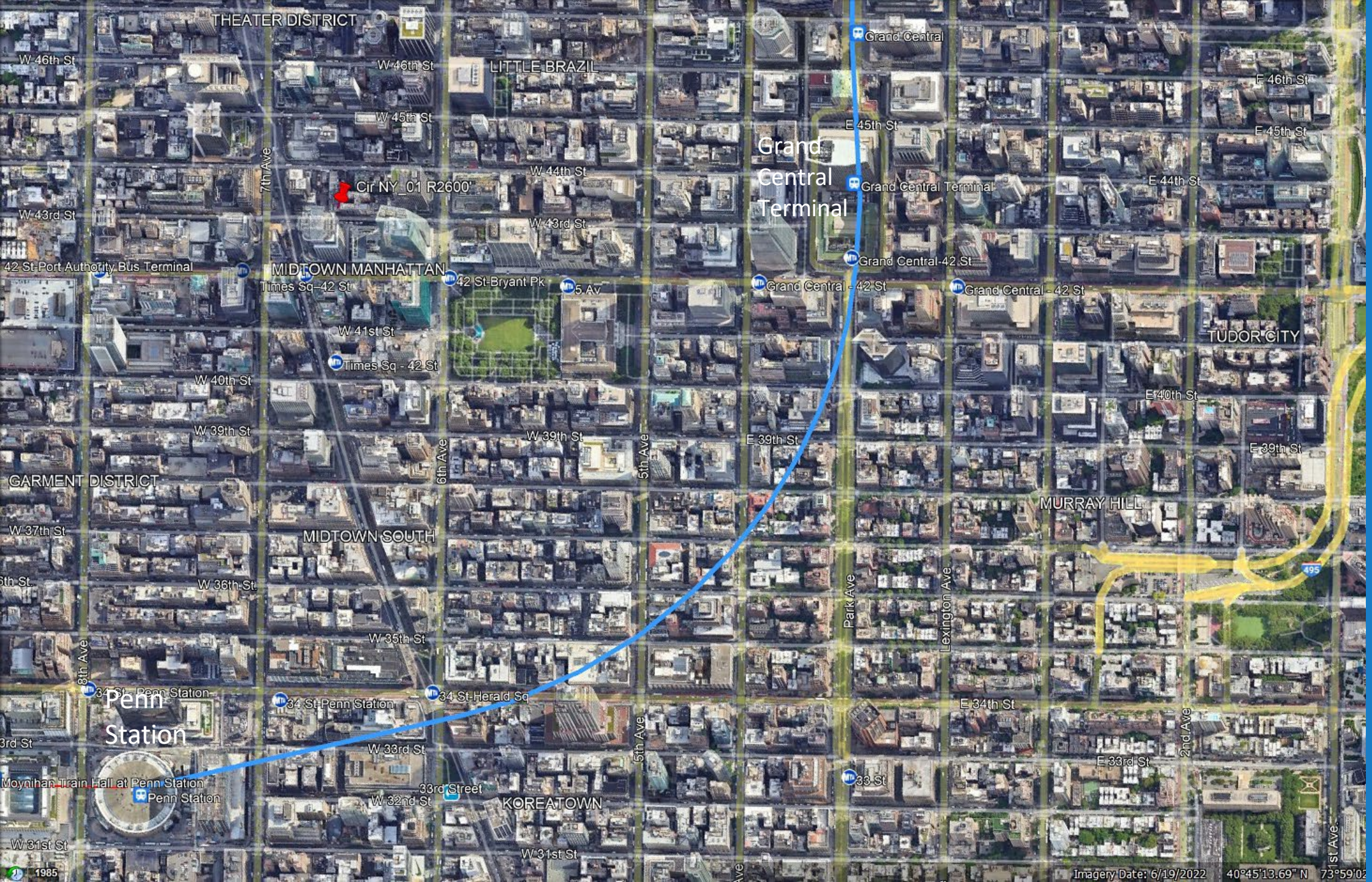
The HSR will fly over the Tonnelle Ave.

Instead of the flyover, we may infill some of this section with tunnel excavation material.



New HSR Tunnel Designed by Others

The New Hudson tunnel length has yet to be determined.



Proposed HSR Connection between Penn Station and Grand Central Terminal

This extension tunnel will allow through trains to interlink with the former PRR and New York Central RR.

The HSR will be an independent rail transport system, not using the freight RR tracks.

New HSR Penn Station

This expanded Penn station will have an underground Y switch, allowing an additional two-track connection to Grand Central Station.

The additional connecting tunnel to Grand Central Station will descend in elevation from the Y switch at the new Hudson to Penn Station. The new extended station will have 6 tracks.

The intent for this is to avoid conflict with high-rise building columns.