

GATEWAY DEVELOPMENT COMMISSION BOARD MEETING

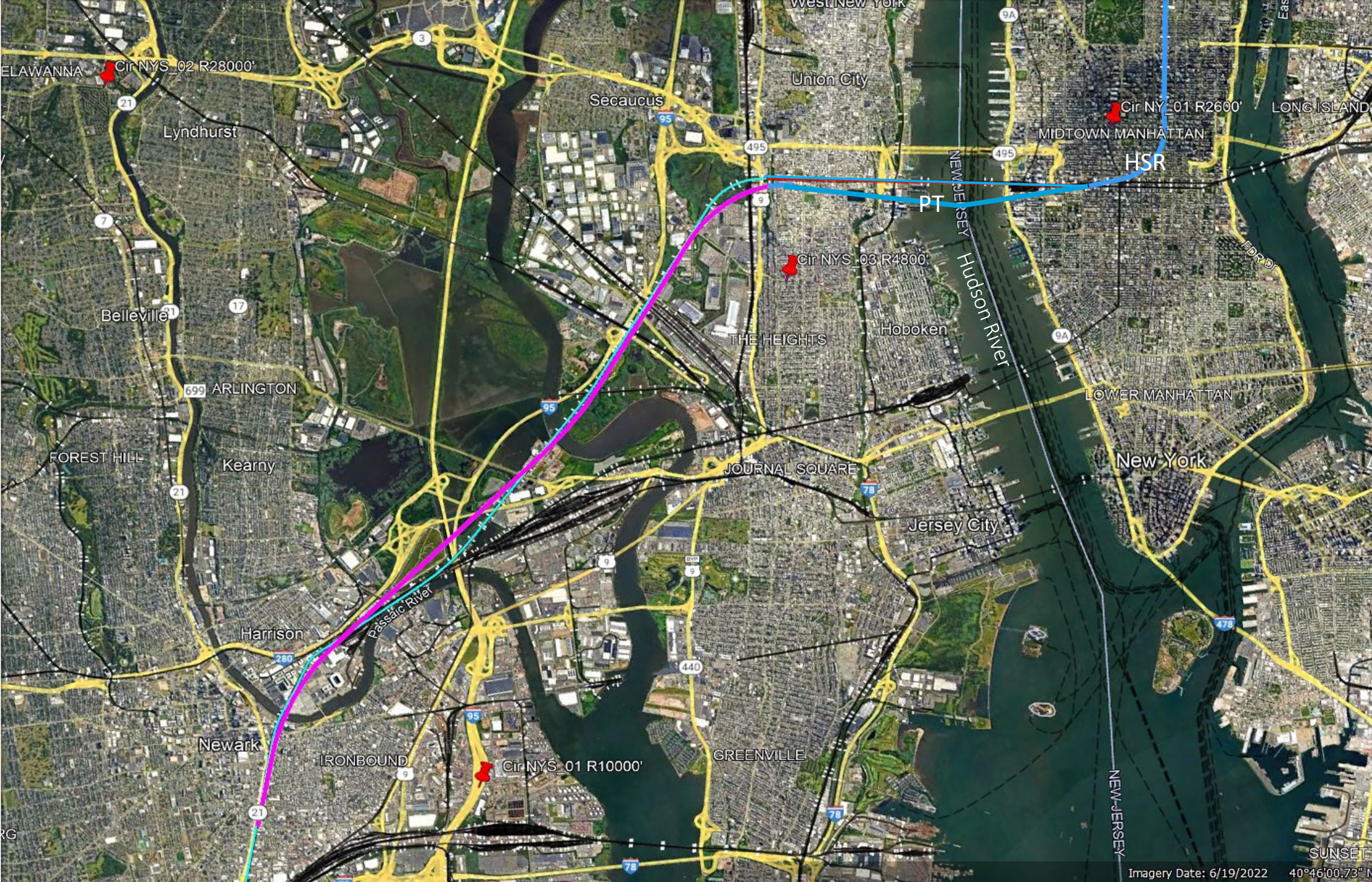
December 15, 2025

Public Comments for December 15, 2025, Board Meeting

(Received as of December 15, 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
<p>NYC Gateway Project</p> <p>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.</p> <p>Please take a look at the PDF attachments.</p> <p>Rudy Niederer High-Speed Rail Corridor Designer https://www.cascadiahighspeedrail.com/ Portland, OR</p>	



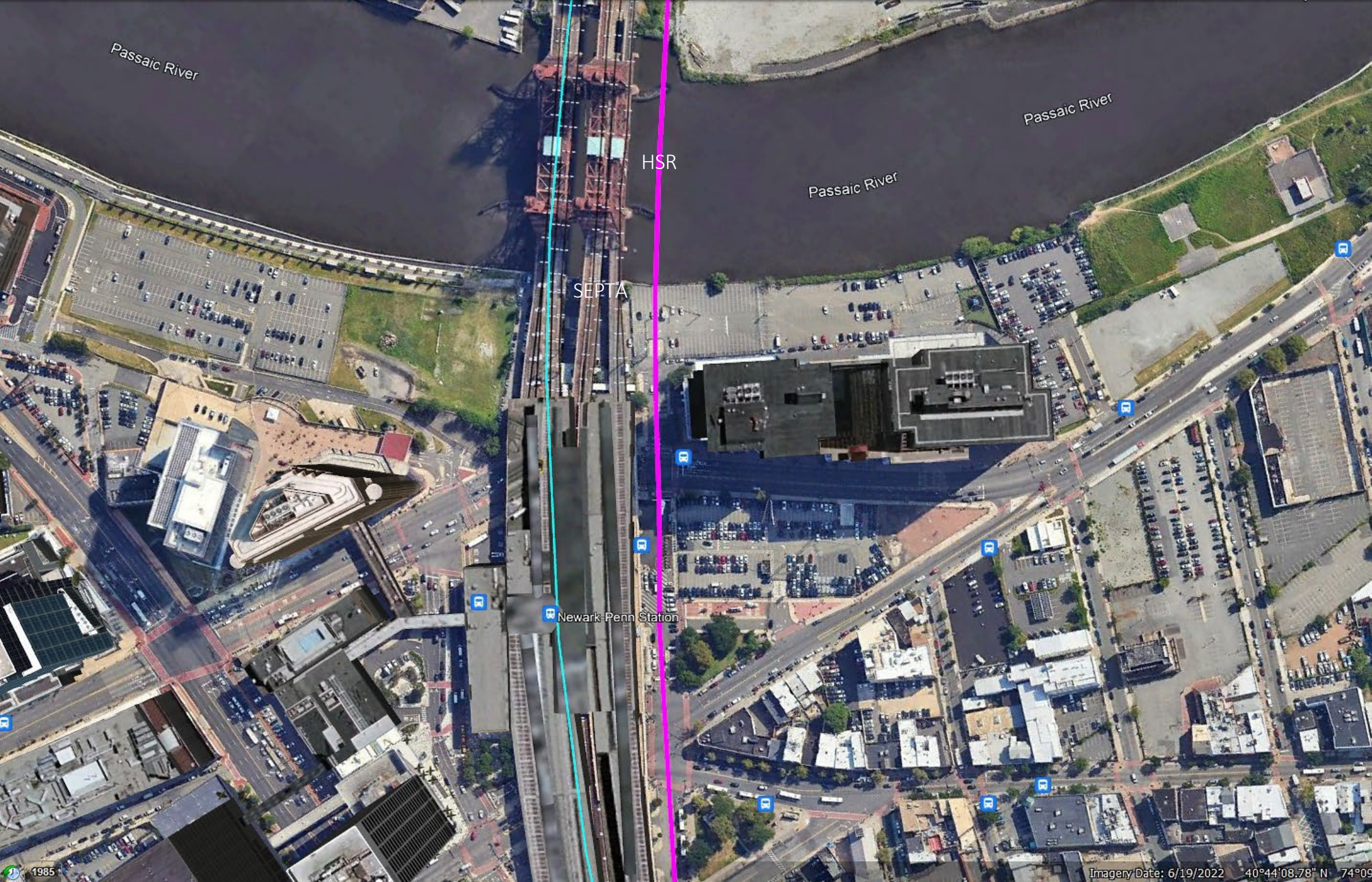
General HSR
Overview
between
Newark, NJ, and
Manhattan, NY

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.

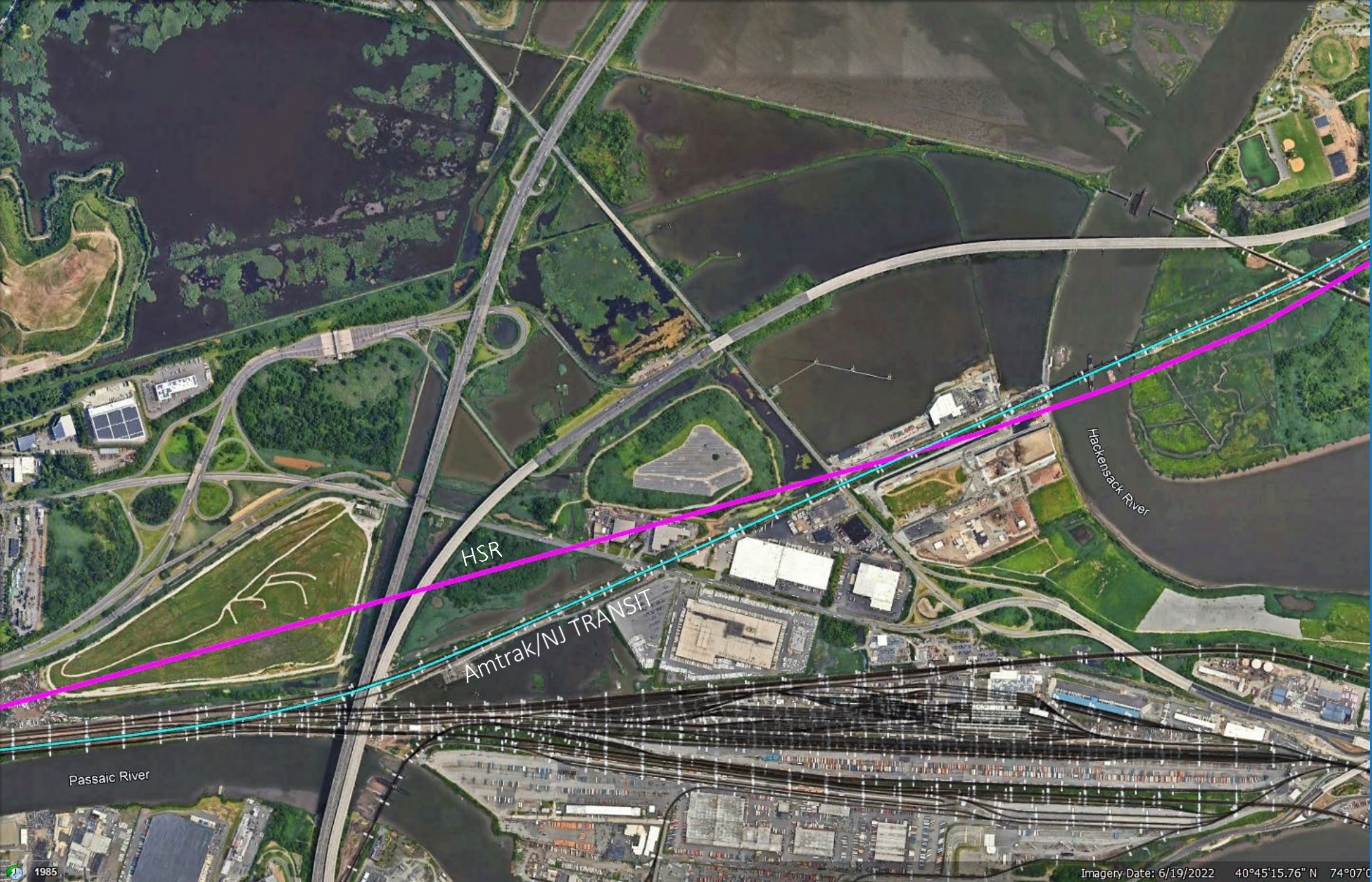
HSR = Penn Station
to Grand Central
Station connector
tunnel



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.



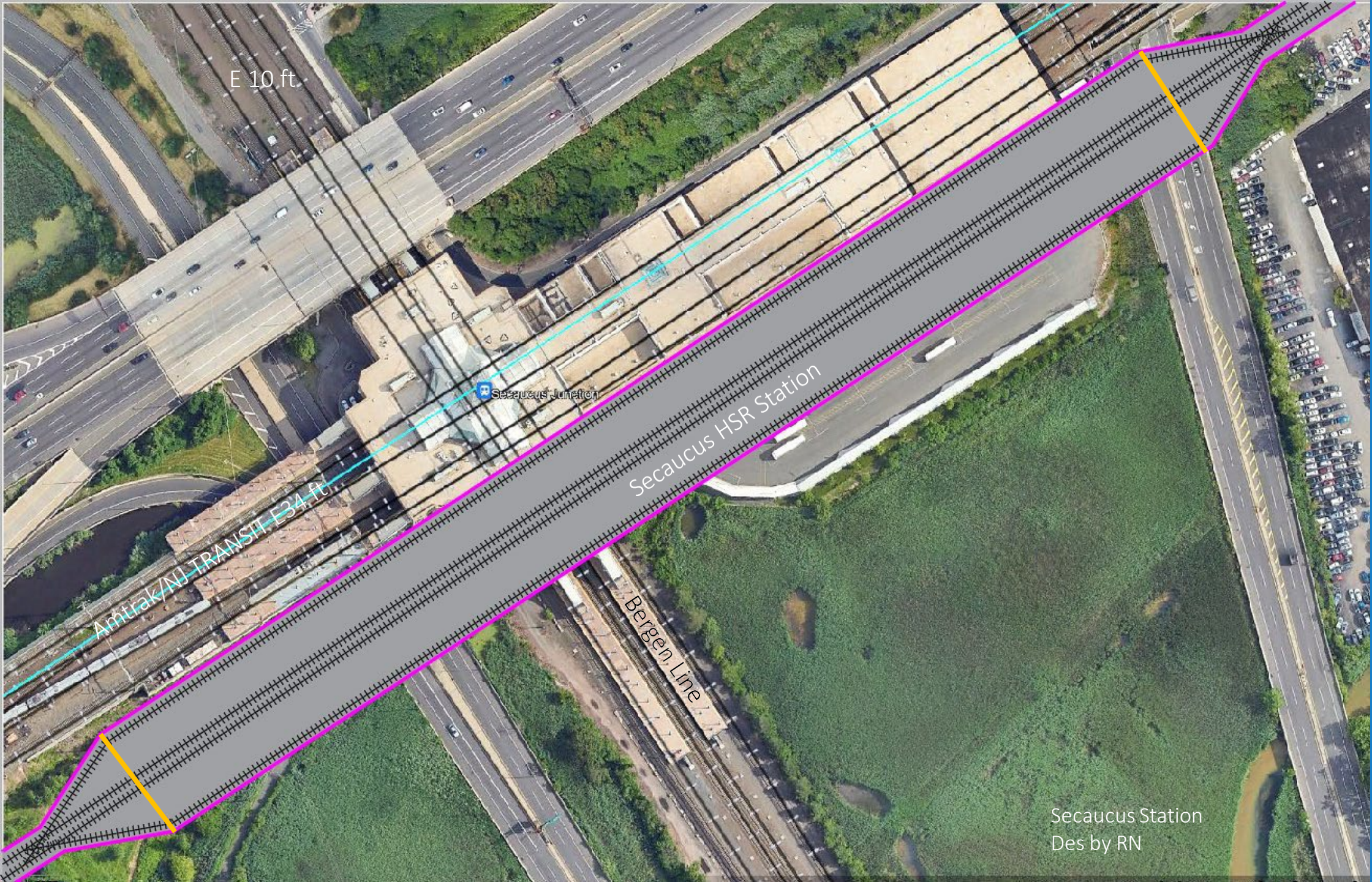
New HSR,
Amtrak, and NJ
TRANSIT Train
Tunnel
Entrances

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'

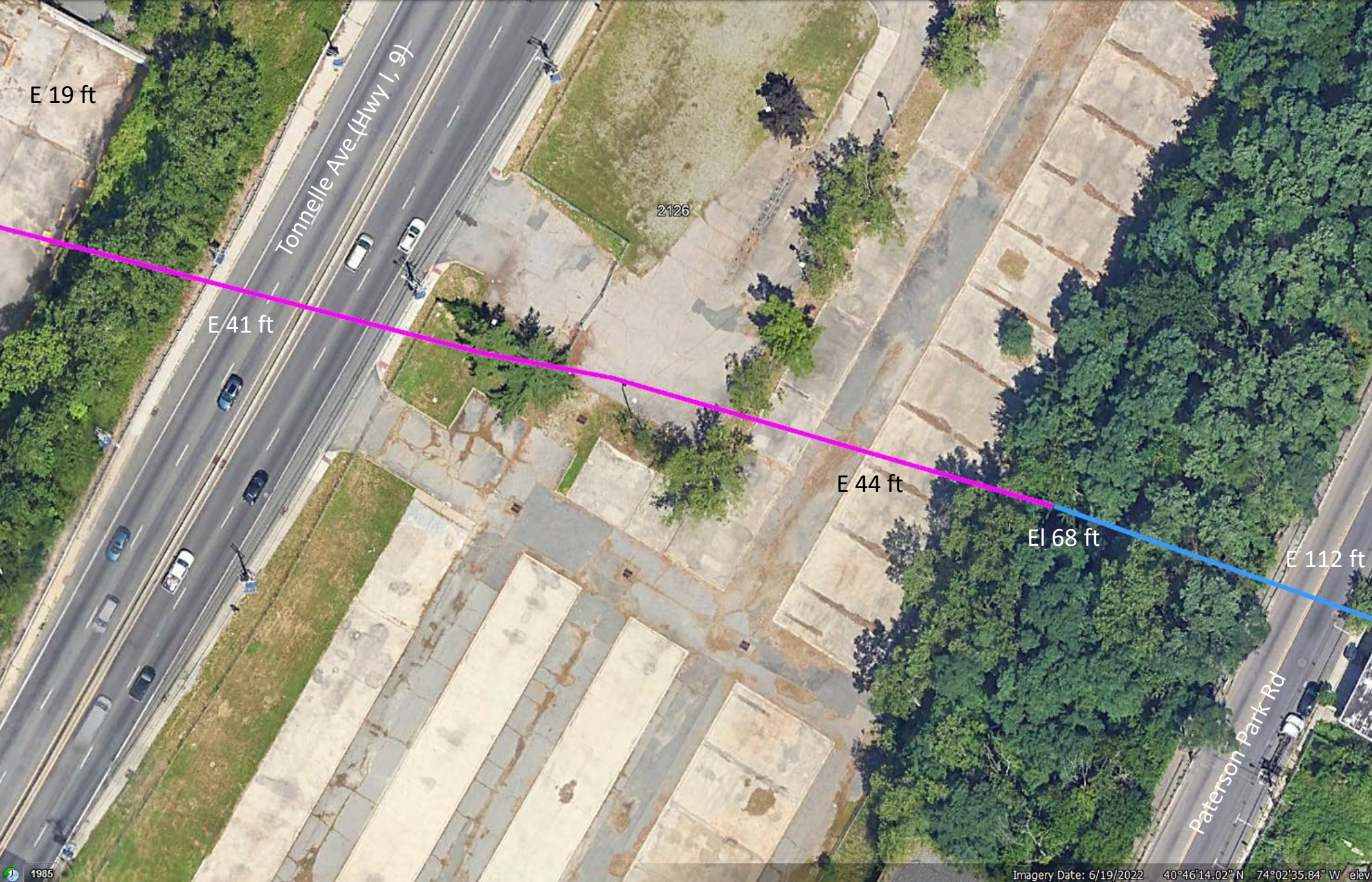


HSR at Secaucus Station

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.

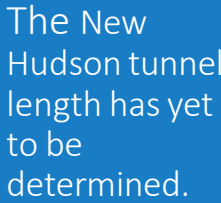
The rail corridors at this station are the Bergen Line, the Amtrak/NJ TRANSIT, and the new HSR.



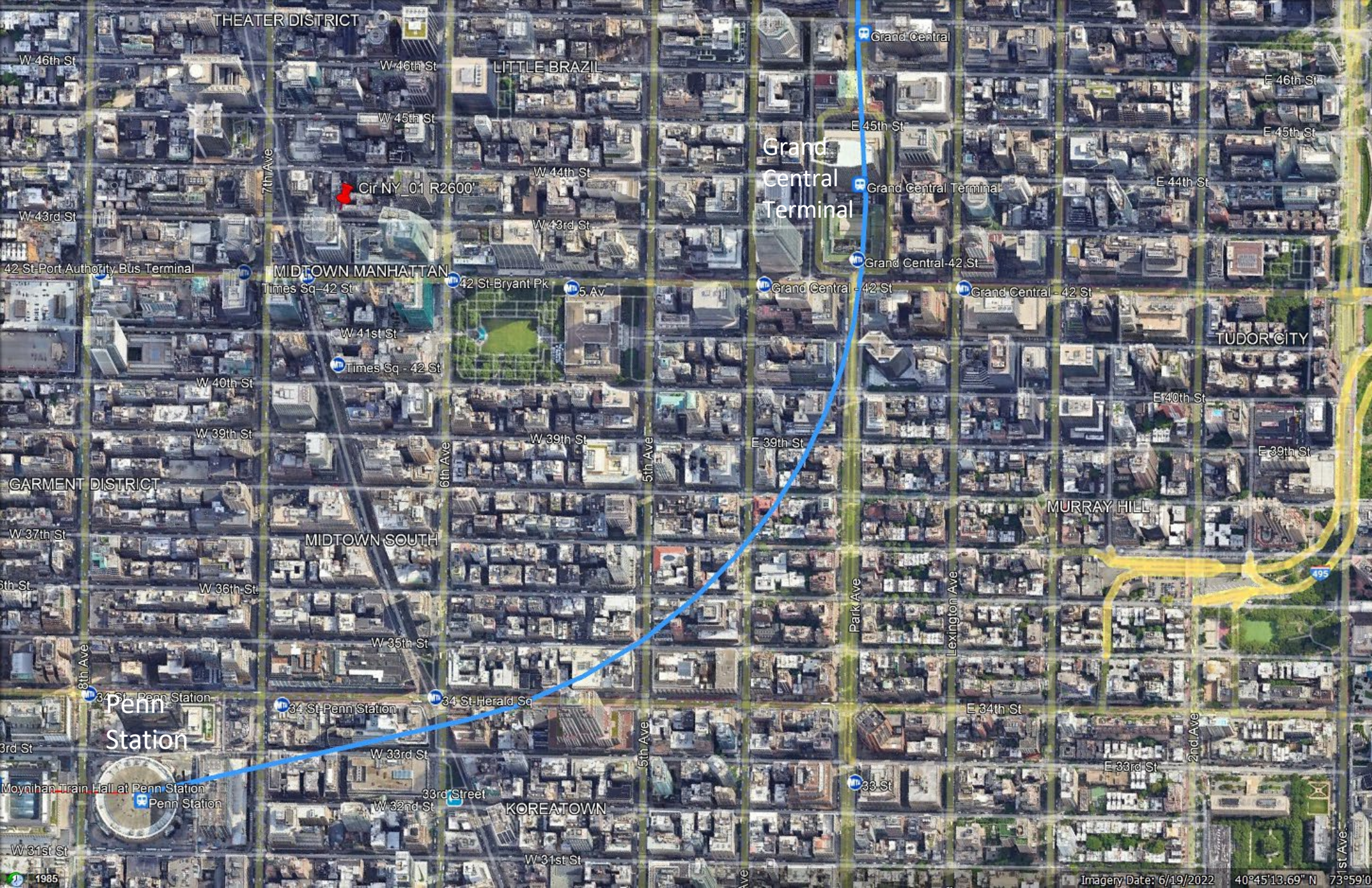
New HSR
Corridor
between
Tonnelle Ave
and Paterson
Park Rd

The HSR will fly
over the
Tonnelle Ave.

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



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.

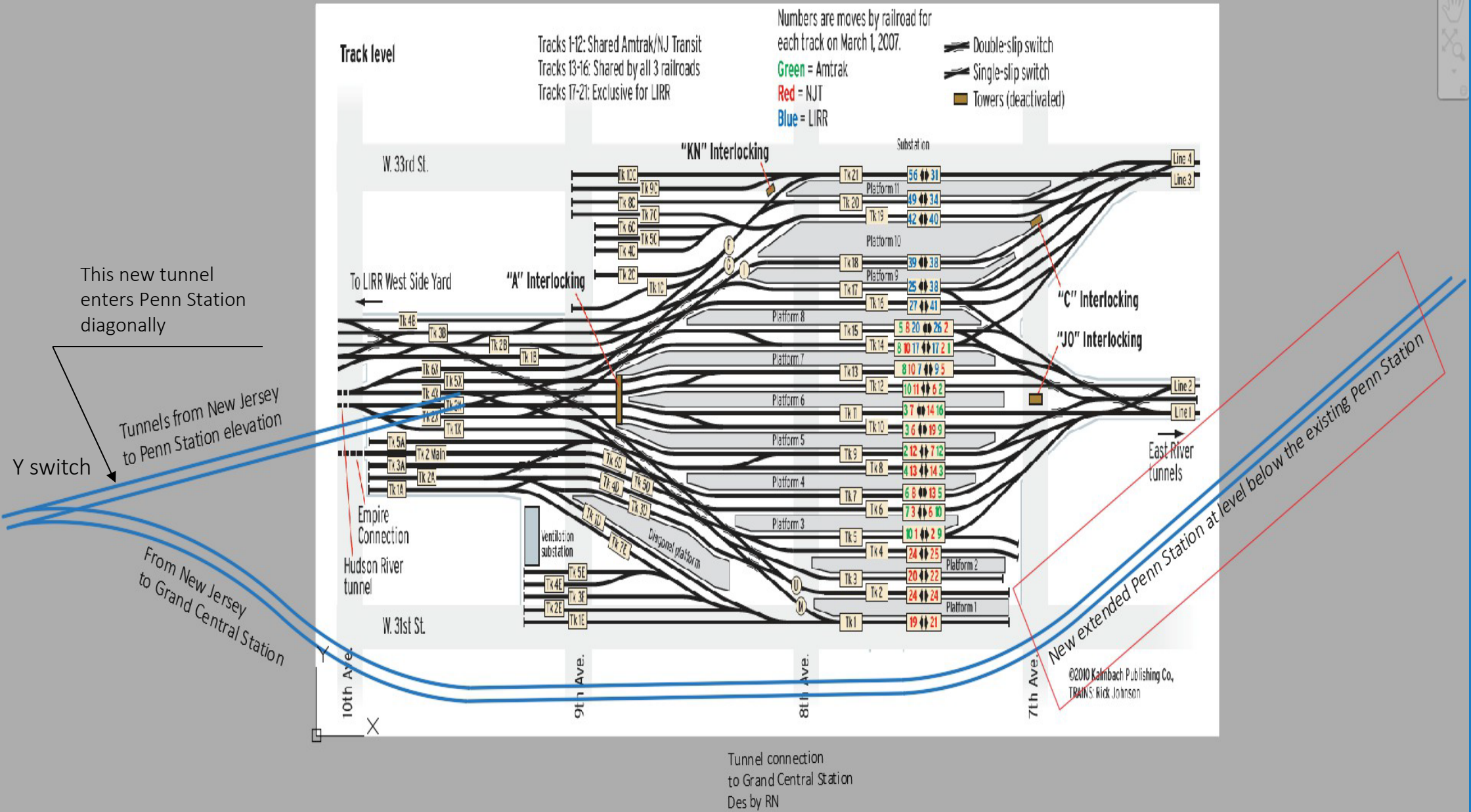
The HSR will be an independent rail transport system, not using the freight RR tracks.

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.



Name	Chad Purkey
Organization	Association for a Better New York
Comment Topic	2025 Hudson River Tunnel Progress
<p>As a proud member of the Build Gateway Now coalition, the Association for a Better New York (ABNY) commends the Gateway Development Corporation on having made significant accomplishments over this past year on the Hudson Tunnel Project.</p> <p>Consistently throughout 2025, the Commission’s leadership has demonstrated its commitment to realizing the critical new tunnel project which will benefit millions of riders and unlock incredible economic growth for the region. This past year alone witnessed significant progress on the beginning the new tunnels, with the manufacturing of the tunnels’ first pair of boring machines completed, completion of critical prep work such as the Tonnelles Avenue bridge on the New Jersey side and trenching on the Manhattan side, along with creating access shafts on both sides of the tunnel.</p> <p>These projects and dozens of the other program components simultaneously underway, are creating thousands of new jobs with more economic stimulus for the region still ahead once boring begins.</p> <p>These thousands of workers, along with millions of riders, personify how the Hudson Tunnel Project is the most urgent rail project in the country and are dependent on both local leaders and those in Washington to keep this project progressing on schedule. After decades of stalled starts, we are finally today making real and sizeable progress in replacing this 116-year-old crossing and must see it through to completion for the benefit of millions of riders and our nation’s economy.</p> <p>The Gateway program has demonstrated that American can still build big things, and it will continue to rely on leaders across Washington, Trenton and Albany to keep working collaboration to get it done.</p> <p>We congratulate and thank the Board for its accomplishments and ongoing commitment to the Hudson Tunnel Project and look forward to continuing our support.</p>	



**PUBLIC COMMENT FROM THE ASSOCIATION FOR A BETTER NEW YORK SUBMITTED TO THE
GATEWAY DEVELOPMENT COMMISSION REGARDING THE GATEWAY PROGRAM**

December 15, 2025

As a proud member of the Build Gateway Now coalition, the Association for a Better New York (ABNY) commends the Gateway Development Corporation on having made significant accomplishments over this past year on the Hudson Tunnel Project.

Consistently throughout 2025, the Commission's leadership has demonstrated its commitment to realizing the critical new tunnel project which will benefit millions of riders and unlock incredible economic growth for the region. This past year alone witnessed significant progress on the beginning the new tunnels, with the manufacturing of the tunnels' first pair of boring machines completed, completion of critical prep work such as the Tonelle Avenue bridge on the New Jersey side and trenching on the Manhattan side, along with creating access shafts on both sides of the tunnel.

These projects and dozens of the other program components simultaneously underway, are creating thousands of new jobs with more economic stimulus for the region still ahead once boring begins.

These thousands of workers, along with millions of riders, personify how the Hudson Tunnel Project is the most urgent rail project in the country and are dependent on both local leaders and those in Washington to keep this project progressing on schedule. After decades of stalled starts, we are finally today making real and sizeable progress in replacing this 116-year-old crossing and must see it through to completion for the benefit of millions of riders and our nation's economy.

The Gateway program has demonstrated that American can still build big things, and it will continue to rely on leaders across Washington, Trenton and Albany to keep working collaboration to get it done.

We congratulate and thank the Board for its accomplishments and ongoing commitment to the Hudson Tunnel Project and look forward to continuing our support.