

**GATEWAY DEVELOPMENT COMMISSION
BOARD MEETING**

June 1, 2026

Public Comments for June 1, 2026, Board Meeting

(Received as of May 31, 2026)

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

Name	Gary LaBarbera
Organization	Building & Construction Trades Council of Greater New York & Vicinity
Comment Topic	In Support of the Hudson Tunnel Project
<p>On behalf of Building and Construction Trades Council of Greater New York & Vicinity</p> <p>In Support of the Hudson Tunnel Project Gateway Development Commission Board Meeting June 1, 2026</p> <p>My name is Gary LaBarbera, and I am President of the Building and Construction Trades Council of Greater New York & Vicinity (“BCTC”). I am submitting this testimony to express the strong support of the BCTC for the Hudson Tunnel Project and to urge the continued flow of federal funding to keep this critical infrastructure investment on track.</p> <p>The Building and Construction Trades Council of Greater New York & Vicinity is an organization of local building and construction trade unions affiliated with 15 International Unions in the North American Building Trades Union. Our local union affiliates represent approximately 100,000 union construction workers. Our mission is to raise the standard of living for all workers, to advocate for safe working conditions, and to collectively advance the interests of our affiliates’ members and all workers in New York City.</p> <p>The awarding of the NJ Surface Alignment Project contract marks a significant milestone in the Hudson Tunnel Project. It reaffirms our commitment to moving the project forward. The Gateway Development Commission awarded major construction contracts for critical sections, with seven out of ten Hudson Tunnel Project construction packages in progress or complete. We are thrilled to witness this project’s resurgence.</p> <p>The Hudson Tunnel Project supports tens of thousands of good-paying union jobs. Thousands of our members are employed, and the award of the NJ Surface Alignment Project contract and the Hudson River Tunnel Section will create more opportunities for working families in our region. The project generates billions of dollars in economic activity and supports workers and businesses nationwide.</p> <p>This project transcends state boundaries. Our national economy relies on it, so federal funding is crucial to maintain job creation and construction progress. The North River Tunnel will require closure for repairs. Delaying construction increases the risk of a sudden closure that disrupts travel along the East Coast, resulting in billions of dollars in lost economic activity and a halt to commerce.</p> <p>The billions invested, thousands of hours of labor, and years of planning must not be wasted. We must continue building to ensure a return on this substantial investment. The federal government must provide continued funding, or the investment, jobs, planning, and progress</p>	

will be at risk.

On behalf of the Building and Construction Trades Council of Greater New York & Vicinity, I urge all stakeholders to support the Hudson Tunnel Project. Maintain federal funding, keep workers employed, and ensure the project progresses.

Thank you for allowing us to submit testimony in support of the Hudson River Project.



BUILDING & CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK

GARY LaBARBERA
PRESIDENT

AFFILIATED WITH THE
BUILDING CONSTRUCTION TRADES DEPARTMENT
OF WASHINGTON, DC

NBTA

NYS BUILDING AND CONSTRUCTION TRADES COUNCIL
AMERICAN FEDERATION OF LABOR AND CONGRESS
OF INDUSTRIAL ORGANIZATIONS

Testimony

On behalf of

Building and Construction Trades Council of Greater New York & Vicinity

In Support of the Hudson Tunnel Project

Gateway Development Commission Board Meeting

June 1, 2026

My name is Gary LaBarbera, and I am President of the Building and Construction Trades Council of Greater New York & Vicinity ("BCTC"). I am submitting this testimony to express the strong support of the BCTC for the Hudson Tunnel Project and to urge the continued flow of federal funding to keep this critical infrastructure investment on track.

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On behalf of the Building and Construction Trades Council of Greater New York & Vicinity, I urge all stakeholders to support the Hudson Tunnel Project. Maintain federal funding, keep workers employed, and ensure the project progresses.

Thank you for allowing us to submit testimony in support of the Hudson River Project.

Name	Talia Crawford
Organization	Tri-State Transportation Campaign
Comment Topic	NJ Surface Alignment Project
<p>My name is Talia Crawford, I'm the Advocacy and Organizing Manager at Tri-State Transportation Campaign. TSTC is a non-profit advocacy and policy organization, dedicated to fighting for improved mobility, accessibility, affordability, and sustainability in NY, NJ, and CT. Thank you for the opportunity to submit a written comment.</p> <p>Awarding the contract for the NJ Surface Alignment Project sends a clear message to everyone who relies on this corridor: the Hudson Tunnel Project is finally back on track and moving with real momentum. Seeing major construction contracts awarded at back-to-back board meetings is exactly the kind of urgency riders have been waiting for. With seven out of ten construction packages now underway or complete, we are finally seeing concrete progress on a project that is vital to our daily lives and our economy. The Hudson Tunnel Project is creating tens of thousands of good jobs locally, and the two newest construction packages (The Hudson River Tunnel Section and NJ Surface Alignment Project) will create even more opportunities. However, we must ensure that federal funding continues to flow without interruption. Any delay in funding risks sidelining workers, stalling construction timelines, and derailing the momentum we've fought so hard to build.</p> <p>We strongly support GDC's recommended contractor for the NJ Surface Alignment package. This isn't standard construction. This isn't just standard construction, it requires highly technical skills like building bridges and relocating utility lines in an especially challenging area next to the Northeast Corridor and the wetlands. GDC has recommended a contractor with a proven, successful track record, ensuring that this critical piece of the Hudson Tunnel infrastructure is in the most capable hands.</p> <p>TSTC has always supported the Hudson Tunnel Project as it will strengthen the nation's busiest rail corridor. We are investing in essential infrastructure that riders, workers, and our regional economy rely on every day. Beyond creating tens of thousands of good jobs locally, this project injects billions of dollars into the broader economy, supporting businesses and workers far beyond the Northeast. Our national economy depends on this project. A closure of the North River Tunnel for repairs is inevitable, it is a matter of when, not if. Putting off construction increases the risk of a sudden shutdown, one that would halt East Coast travel and trigger a multi-billion-dollar hit to the U.S. economy. We must keep building to get a return on the massive investment we've made in the Hudson Tunnel Project: the money, time, planning will be wasted if the federal government doesn't continue funding this project.</p> <p>Thank you for your time and looking forward to the continued work ahead.</p>	



Talia Crawford, Advocacy and Organizing Manager
Tri-State Transportation Campaign
Written Public Comment: Gateway Development Commission Board Meeting
June 1st, 2026

My name is Talia Crawford, I'm the Advocacy and Organizing Manager at Tri-State Transportation Campaign. TSTC is a non-profit advocacy and policy organization, dedicated to fighting for improved mobility, accessibility, affordability, and sustainability in NY, NJ, and CT. Thank you for the opportunity to submit a written comment.

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TRI-STATE TRANSPORTATION CAMPAIGN



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Thank you for your time and looking forward to the continued work ahead.



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Name	Samuel Turvey
Organization	ReThinkNYC
Comment Topic	Penn Expansion/Penn Reconstruction
<p>ReThinkNYC Applauds Selection of Master Developer Penn Transformation Partners [ASTM/Halmar] for Long Stalled Penn Station Improvements</p> <p>Excerpt from Press Release:</p> <p>"We applaud Penn Transformation Partners [ASTM/Halmar] as well as the efforts of the other competitors for the Master Developer role: Grand Penn Partners [Macquarie] reflecting the efforts of architect Alex Washburn and the Grand Penn Community Alliance, and Penn Forward Now [Fengate] associated with Skidmore, Owings and Merrill. Likewise, the efforts of that did not make it to the final round of the selection process, namely, the Metropolitan Transportation Agency via FX Collaborative and John McAslan, the "McKim Variations" of Renaissance Rails by architect Richard Cameron and the Beaux Art Atelier (a plan ReThinkNYC favored). There were also earlier entries in the competition linked to the Municipal Art Society that should be applauded, including submissions by Diller Scofidio + Renfro, H3 Hardy Collaborative Architects (Hugh Hardy), SHoP and Skidmore, Owings and Merrill.</p> <p>In sum, there was no shortage of highly competent and inspired teams competing for more than a decade to create a Penn Station worthy of New York. All of their efforts have helped shape and will shape the direction the station takes. Andy Byford of Amtrak is to be credited for moving expeditiously to put an end to the uncertainty that had enveloped the project for years. We are encouraged by his commitment to have shovels in the ground before the end of 2027. As we have said in the past, he will need the support of all of us to bring to a good conclusion the most complex and important infrastructure project in decades, one vital to the future of Greater New York".</p>	

ReThinkNYC

Penn Transformation Partners [ASTM/Halmar] Selected to be Master Developer of Penn Station

For Immediate Release:

May 20, 2026

**Contact: Sam Turvey,
Chairperson, ReThinkNYC**

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Photo Credit: Sean Zanni

Andy Byford at ReThinkNYC year-end event December 2025 at The Purple Tongue in Manhattan

We are pleased with Amtrak's selection of **Penn Transformation Partners [ASTM/Halmar]** as Master Developer for Penn Station's transformation, which looks to convert what now is a national embarrassment into the world-class transportation hub and civic asset it can and should be. The architecture firms of Vishaan Chakrabarti/PAU and HOK are to be congratulated for this selection.

We applaud **Penn Transformation Partners [ASTM/Halmar]** as well as the efforts of the other competitors for the Master Developer role: **Grand Penn Partners [Macquarie]** reflecting the efforts of architect Alex Washburn and the Grand Penn Community Alliance, and **Penn Forward Now [Fengate]** associated with Skidmore, Owings and Merrill. Likewise, the efforts of that did not make it to the final round of the selection process, namely, the **Metropolitan Transportation Agency** via FX Collaborative and John McAslan, the "McKim Variations" of **Renaissance Rails** by architect Richard Cameron and the Beaux Art Atelier (a plan ReThinkNYC favored). There were also earlier entries in the competition linked to the Municipal Art Society that should be applauded, including submissions by Diller Scofidio + Renfro, H3 Hardy Collaborative Architects (Hugh Hardy), SHoP and Skidmore, Owings and Merrill.

In sum, there was no shortage of highly competent and inspired teams competing for more than a decade to create a Penn Station worthy of New York. All of their efforts have helped shape and will shape the direction the station takes. **Andy Byford** of Amtrak is to be credited for moving expeditiously to put an end to the uncertainty that had enveloped the project for years. We are encouraged by his commitment to have shovels in the ground before the end of 2027. As we have said in the past, he will need the support of all of us to bring to a good conclusion the most complex and important infrastructure project in decades, one vital to the future of Greater New York.

In congratulating **Penn Transformation Partners [ASTM/Halmar]**, we would point out that in addition to their excellent design for Penn Station, they deserve credit for the following:

- They have never proposed tearing down the adjoining neighborhood to fund Penn Station improvements.
- They have been very open to through-running solutions and early on produced a drawing of a twelve-track, through-running plan very similar to ReThinkNYC's. They also suggested improved means of circulation along the southeast corner of the station, which do not require building terminal tracks below W. 31st Street and the demolition that would go with it.

- We believe they have even promised to cap and absorb cost overruns as part of their proposed partnership with Amtrak.
- Their proposal to remove the Hulu theatre would allow for natural light to come into the west side of the station
- Their plan would lift crossbeams at the truck entrances on W. 33rd Street that impede truck clearance, thus enabling the through-routing of vehicles that now have no choice but to park in the streets adjacent to the Garden, impeding pedestrian traffic and harming the public realm. This will eliminate the constant incursion of sound trucks on Eighth Avenue which impede pedestrian flow at the largest transit hub in America and mar the view from the Farley/Moynihan colonnade

These aspects of the ASTM/Halmar plan are very attractive to ReThinkNYC; we would like to think influenced the decision-makers at Amtrak.

We should point out that the winning plan was the first to nix moving Madison Square Garden to an alternate site. There are and remain pluses and considerable minuses to this approach. We do not doubt that the vertical support columns of MSG and Two Penn Plaza negatively impact the circulation patterns in the station. We assume the Amtrak decision-makers asked very hard questions about this.



Photo credit: Sean Zanni

*Anita Dematteo, Gene Sinigalliano and William Otterson show the unity that is typical of residents of Block 780 (bounded by West 31st and 30th Streets and Seventh and Eighth Avenues). If the Railroads that used Penn Station had gotten their way, this vibrant part of Midtown West might have fallen victim to the wrecking ball. The unity of these three intrepid New Yorkers seems to have been rewarded as the winning entry of **Penn Transformation Partners [ASTM/Halmar]** does not entail demolition of Block 780.*

We are pleased, however, that many of the positive aspects of the **Penn Transformation Partners [ASTM/Halmar]** plan remained in place throughout the selection process. We are hopeful that Greater New York and the nation will be gaining an asset of the highest order that will redound to a much-improved travel experience into and out of Penn Station, the replacement of the current station with a sound and inspiring work of architecture and the removal of the Sword of Damocles that long dangled over the vibrant Midtown West neighborhood. This is no small accomplishment.



*Photo Credit: Sean Zanni
ASTM/Halmar's Peter Cipriano*

We believe **Penn Transformation Partners' [ASTM Halmar]** Peter Cipriano, a native of our beloved Brooklyn and a graduate of the Bronx High School of Science, and Amtrak's Andy Byford, an Englishman in New York, should be singled out for the important roles they played in bringing us to this promising point.

Name	Fatemeh Rezaeifar
Organization	Small Business and DBE/WBE Opportunities
Comment Topic	FAREXENGINEERING Group
<p>I appreciate the Gateway Development Commission's efforts to advance critical transportation infrastructure projects. I would like to discuss opportunities for small, DBE/WBE firms to participate in upcoming Gateway projects and encourage continued outreach, transparency, and engagement with the engineering and construction community. Thank you for your time and consideration.</p>	