

**GATEWAY DEVELOPMENT COMMISSION**  
**REGULAR MEETING**  
December 12, 2022

**Public Comments for December 12, 2022 Board Meeting**

*(Received as of 5pm December 11, 2022)*

*The public was encouraged to submit public comments via the comment form on  
[www.GatewayProgram.org](http://www.GatewayProgram.org).*

Name	Joe Nolan
Organization	ICURRY, LLC
Comment Topic	Movie about the ARC project
<a href="https://youtu.be/igU8bgQcX4Q">https://youtu.be/igU8bgQcX4Q</a>	

Name	Brian Fritsch
Organization	Regional Plan Association
Comment Topic	2022 in review, public/private partnerships
<p>Hello, I'm Brian Fritsch, Regional Plan Association's Communications Director and the Campaign Manager for the Build Gateway Now Coalition.</p> <p>As 2022 comes to an end, it's worth recognizing the tremendous progress made this year by the GDC and project partners. In the past year, Governors Murphy and Hochul signed the MOU codifying funding and the GDC became the official project sponsor of the Hudson Tunnel Project. Construction began on Portal North Bridge, and the cost/schedule analysis for the Hudson Tunnel project was updated. And most recently, the GDC and project partners successfully submitted the Full Funding Grant Agreement application. There is a great amount of momentum heading into 2023. It was not a quiet year!</p> <p>The Private Sector will be critical to advancing the projects further, particularly around developing and negotiating contracts. It's noteworthy that private-sector cooperation was extremely helpful in advancing the Hudson Tunnel project's early planning, even before the EIS was approved. Much additional work needs to be done as the project starts pre-construction. The cooperation between Gateway advocates within the public and private spheres is as paramount as ever as we enter this phase.</p> <p>Facilitating cooperation across industries is part of why the Build Gateway Now coalition exists; we span industries, sectors and expertise but share the common goal of advocating for this project by working together to support the GDC and project sponsors. As advocates, we've spent much of this year discussing these projects with the public and the press, conducting original research, and creating tools to highlight the many positive elements of the Gateway Program and the dire consequences to the environment and economy if we fail to act. We look forward to continuing this work as the Hudson Tunnel Project enters into its engineering phase in 2023.</p> <p>Thank you to the Gateway Development Commission for inviting public comments today.</p>	

Name	Maddie DeCerbo
Organization	REBNY
Comment Topic	GDC Comments
<p>The Real Estate Board of New York (REBNY) is the City’s leading real estate trade association representing commercial, residential, and institutional property owners, builders, managers, investors, brokers, salespeople, and other organizations and individuals active in New York City real estate.</p> <p>REBNY appreciates the opportunity to submit comment to the Gateway Development Corporation Board Meeting in favor of full funding for the Gateway project and timely completion of one of the most ambitious and critical infrastructure projects in the Northeast.</p> <p>Continued investment in our region’s infrastructure is essential for attracting and retaining an in-person workforce and businesses, which will help accelerate a robust and equitable economic recovery. This point is one of many reasons why REBNY is a proud member of the Build Gateway Now Coalition, comprised of civic, labor, and business leaders building support for the construction of this new rail tunnel.</p> <p>Providing full operational and capital funding for the Gateway Project and ensuring its quick completion will play a critical role in advancing a strong economic recovery for New York City. The Gateway Program made major progress and built momentum during 2022 with Governor Hochul signing an MOU codifying funding for Phase One of the Gateway Projects. Phase One encompasses the construction of the Hudson Tunnel and replacement of the Portal North Bridge, which GDC became the official project sponsor of. The Full Funding Grant Agreement Application to enter engineering for the tunnel was successfully submitted and a fully updated cost schedule analysis was completed.</p> <p>These are important milestones the advancement of the Gateway Project, which is critical to the region’s economic growth and recovery. The construction of the tunnel and replacement of the Portal North Bridge will spur job growth in the region and increase ridership beyond pre-pandemic levels. As an organization representing private sector real estate interests, REBNY is proud to support these efforts. Thank you for your time and consideration.</p>	

Name	Leon Zaharis
Organization	N/A – Private Individual
Comment Topic	How tunneling for the Gateway Tunnel(s) can be done at a lower cost per foot.
<p>As a retired hard rock mine mechanic involved in room and pillar mining and tunneling on a daily basis where I was involved in the repair and rebuilding of mining machinery and conveyors I wish to provide some insight into this.</p> <p>I hope that by doing so it will show you how the Sheild Method of Tunnel Mining using the Pneumatic Capsule Pipeline Transport Method of tunnel excavation allows the user to mine the tunnel bore at a lower cost per foot and at the same time have a high rate of advance per foot of tunnel per shift.</p> <p>The Pneumatic Capsule Pipeline Method of Mining Mass Transportation will allow the user to mine the tunnel bore and at the same time transport the crushed tunnel rock and deliver high strength sand mix concrete to the tunnel face using the same capsule liners duplicating the same method exactly as was done for the east section extension of the Akima Tunnel.</p> <p>The Akima Tunnel was bored out from the lower elevation of the mountain to the upper elevation of the tunnel exiting at the planned portal location for the twin track Shinkansen tunnel as the waste rock was dumped at the rock dump just outside the lower tunnel portal and where the ready mix concrete plant loaded the capsule liners with concrete that was delivered to the tunnel face where it was dumped into the concrete pump that pumped the concrete into the self-propelled concrete tunnel lining form used to line the tunnel bore with the ready mix concrete.</p> <p>At the time of the Akima Tunnel construction the self-propelled concrete tunnel lining form was the largest concrete lining form in the world.</p> <p>The Pneumatic Capsule Pipeline Method of Mining Mass Transportation of valued ores and waste rock is economical because it uses air under low pressure to transport the capsule liners from point a to point b and back to point a at 90+ percent efficiency as a high volume of low-pressure air pushes the capsule liners using the weight of the payload in the capsule liner as an additional force to propel the capsule liner forward in both directions within the capsule pipeline.</p> <p>The first twin pipe capsule pipeline is still in use 31 years later transporting broken limestone ore from the Karasawa limestone mine to the Sumitomo cement plant slightly less than 10,000 feet away from the quarry.</p> <p>The installation of the twin pipe Pneumatic Capsule Pipeline in the old railroad route eliminated the need for a quarry dedicated narrow gauge rail line that had been in operation since the quarry was developed in 1937. This narrow gauge rail line made three round trips per day from the quarry through the small village next to the quarry to the cement plant delivering broken limestone ore to the receiving hoppers at the cement plant railroad siding.</p>	

Japan Rail decided to use the Pneumatic Capsule Pipeline Method of Mining Mass Transportation for the construction of the Akima Tunnel based on the high efficiency and low cost of operation of the twin pipe system used at the Karasawa limestone mine.

The Pneumatic Capsule Pipeline used for the construction of the Akima Tunnel where a single pipe was used to transport crushed rock away from the tunnel face and return with ready mix concrete to be pumped into the self-propelled concrete tunnel lining form.

The Pneumatic Capsule Pipeline used for the Akima Tunnel consisted of reinforced concrete panels that were bolted together as the tunnel advanced up the mountain all the way to the exit point of the upper portal.

The short distance of the Hudson and East River crossings would benefit greatly by the use of the Shield Tunnel lining method as the tunnel bore would be flat rather than concave allowing for a quicker installation of the railroad base and track whether it is 136-pound ribbon rail or jointed rail.

When the Akima Tunnel was constructed there was no need for a rail line to deliver precast concrete tunnel lining sections to the tunnel face as the high strength ready mix concrete was delivered to the concrete pump behind the tunneling road header that was located in the center of the shielded tunnel boring machine.

The Pneumatic Capsule Pipeline for the Akima Tunnel was constructed using 3 reinforced concrete panels for the top and sides as the tunnel floor was flat and the volcanic rock dust was compacted.

A single pipe Pneumatic Capsule Pipeline could be employed using small reinforced rectangular box culverts using high strength concrete in their construction where the Pneumatic Capsule Liners would be 3 feet wide and 15 feet long allowing for greater tonnages of finely crushed tunnel waste rock to be transported per trip and returning with 3 yards ready mix concrete per trip.

If the limestone is of high quality for cement making all the better as the cost of tunneling will go down even further as the limestone ore could be sold for cement making.

The savings in labor cost, electricity, fuel and materials demonstrated by the construction of the East Section Akima Tunnel more than justify the use of this method to create the Gateway Tunnel(s) as many fewer personnel and future dollars are needed to operate the system per shift and much less money will be spent to do the preparatory work for the tunnel(s) mining and installation of the concrete liner.

One should also examine how the work done by Dr. Sanai Kosugi (deceased) and Dr. Henry Liu (deceased) created the twin pipe Pneumatic Capsule pipeline system at the Karasawa limestone mine as well as the work done by Dr. Liu for the United States Department of Energy showing how a Pneumatic Capsule Pipeline System can move rail traffic under the Hudson River at a very low cost per net ton.

I sincerely hope that you visit Japan and talk to the managers at Japan Rail prior to any decision being made as this project can be done very

economically per foot using the Pneumatic Capsule Pipeline Method of Mining Mass Transportation saving the expense of billions in future dollars.

I sincerely hope that the Robbins Company is selected to build the shield tunnel boring machine and the self propelled tunnel lining machine as well as it can be reused to build more rail tunnels at a lower cost.

Respectfully,

Leon Edward Zaharis  
1398 Mecklenburg Road  
Ithaca, New York

Name	John McHugh
Organization	None
Comment Topic	Tunnels and rail lines
<p>Due to the strategic consequences of the condition of the existing tunnels, the new tunnels are of national significance and must be built, no matter the cost. Given this once in a century necessity-opportunity, what is being done to fully study and determine the maximize number of cross harbor transportation problems this vast project can be designed to address.</p>	



Name	William Galligan
Organization	East of Hudson Rail Freight Task Force, Inc.
Comment Topic	Gateway Hudson Tunnel status
<p>Much of the public information about the Gateway Project appears to be focused on the 31st Street Real Estate Debate with little reported about the tunnel. Could a Commission member give me and others attending this meeting an update on the Tunnel, how far is the design progressed, has all the funding been secured. Who on this Commission is specifically watching over the tunnel details/issues.</p>	

Name	Joseph Clift
Organization	Citizen
Comment Topic	Demand thorough HTP value engineering & correction of illegal GDC meeting procedures
<p>Good afternoon. My name is Joe Clift*. I am a past Director of Planning for the Long Island Railroad and a long-time advocate for improved, affordable trans-Hudson passenger rail mobility.</p> <p>I have two ASKs of you seven Gateway Commissioners today:</p> <ol style="list-style-type: none"> <li>1. Please demand that staff conduct thorough HTP value engineering, not just nibbling at the edges. Examples of thorough value engineering:             <ol style="list-style-type: none"> <li>a. The Hudson Tunnel Project has significant non-value added scope that, if eliminated, would cut the current \$14 billion price tag in half.</li> <li>b. Conversion of the current two-track separate railroad design to ARC's original expansion of the Northeast Corridor from two to four tracks would enable increased train capacity to occur at far lower cost and much sooner.</li> <li>c. Application of the international best practice of repair-in-place would accelerate the start of the critically important repair and upgrade of the existing Hudson Tunnel tubes by 12 years, from 2035 to 2023.</li> </ol> </li> <li>2. Please force GDC staff to correct illegal meeting procedures &amp; opaque practices Absent these corrections, GDC Commission votes can be challenged as technically illegal and GDC will be viewed as an organization that skirts the clear intentions of its own bylaws and procedures and its bi-state enabling legislation. Some examples:             <ol style="list-style-type: none"> <li>a. Current meeting procedures ignore the Public Meetings Policy's 72-hour notice for posting the meeting agenda and any public documents pertaining to such meeting, putting all meeting votes at technical risk of being challenged.</li> <li>b. Regular Board meetings are still not calendared in advance and posted on the website, as required by Public Meeting Policy and GDC bylaws.</li> <li>c. Public comments are not included in meeting minutes, nor are written statements presented by the public at meetings posted on the website.</li> <li>d. No provision in made for live video presentation of public comments at virtual meetings, as is done by most other transit agencies.</li> </ol> </li> </ol> <p>Thank you for this opportunity to comment.</p> <p>* Joseph M. Clift served as Director of Planning and Director of Strategic Planning for the Long Island Rail Road and Manager of Operations Improvement and Strategic Planning Analyst for Conrail. He holds a B.S. (M.E.) degree from the Massachusetts Institute of Technology and an M.B.A. from the Stanford Graduate School of Business. He is a 42-year resident of Manhattan. jmclift@alum.mit.edu, 212-245-6299 or 646-343-7332 (mobile).</p>	