

# **GATEWAY DEVELOPMENT COMMISSION BOARD MEETING**

July 28, 2025

## **Public Comments for July 28, 2025, Board Meeting**

*(Received as of July 28, 2025)*

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

Name	Nathan Kilbert
Organization	United Steelworkers International Union
Comment Topic	Project Labor Agreements
<p>The United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO (“USW”) submits this public comment regarding the Gateway Development Commission’s potential use of exclusionary Project Labor Agreements (“PLAs”).</p> <p>The Commission’s Palisades Tunnel PLA unfairly and arbitrarily excluded the USW. We are concerned that the Commission may utilize a similarly unfair PLA for the New Jersey Surface Alignment project and other projects that would exclude the USW as a signatory union without any legitimate reason, with the result that contractors who have agreements with the USW will not be able to bid on the project. The resulting exclusion of responsible contractors will decrease competition for public work and result in higher costs, to the detriment of taxpayers.</p> <p>The Union objects in the strongest terms to any effort to exclude our Union from being a signatory union to any PLA covering Heavy and Highway Industry work performed in New Jersey. USW Local 318 is a qualified source of labor for the Project -- and has been recognized as such by the New Jersey Department of Labor. Excluding the USW from the Project would be arbitrary and would not serve to promote labor harmony or any other legitimate interest. It would be inappropriate for the Commission to select one union over another as the exclusive source of labor.</p> <p>For over 50 years our Union has represented experienced and qualified workers in the Heavy and Highway Industry in New Jersey through collective bargaining agreements with employer members of the Multi-Skilled Contractors Association (MSCA). There is no reason for the Commission to exclude USW members. Since 1994, the USW and North America’s Building Trades Unions (NABTU) and their local union affiliates have operated under a “Harmony Agreement” permitting workers represented by NABTU and the USW to work side by side on the same work projects in New Jersey and to obviate jurisdictional disputes between them. As PLAs have become more prevalent, both organizations have been included as signatories to PLAs for significant projects.</p> <p>Arbitrary action by the Commission on this issue would cause real harm. Hundreds of USW members in New Jersey, their families, and their communities rely on family-sustaining jobs with union construction contractors.</p> <p>The USW respectfully urges the Commission not to permit the Chief Executive Officer to approve any PLA that arbitrarily excludes the USW as a union signatory or that would prohibit</p>	

USW contractors from using their USW workforce under their existing labor agreements with the USW.

Name	Joshua Berman
Organization	Regional Plan Association
Comment Topic	Support for Gateway Progress
<p>It is remarkable to see how far the Gateway Development Commission has come on the Hudson Tunnel Project in just one year since securing full federal funding. This time last year, excavation was just beginning at key sites, and major contracts for the Palisades and Manhattan tunnel segments had yet to be awarded. Today, thanks to the GDC team's expertise and the leadership of the Board, the project is on time, on budget, and well on its way to delivering the modern, resilient rail infrastructure our region urgently needs.</p> <p>Reliable rail service is the backbone of our region's economy and a key to supporting a growing, dynamic workforce. More and more New Yorkers are commuting from west of the Hudson, and dependable, on-time trains are essential not just for a strong quality of life, but for attracting talent and fueling long-term economic growth. For hourly workers especially, reliable service means real opportunity, ensuring every minute counts toward building a stable and thriving future.</p> <p>RPA is proud to stand with the Gateway Development Commission and our partners in the Build Gateway Now Coalition to advance a modern, resilient, and equitable transportation system. The Hudson Tunnel Project is a transformative investment that will deliver lasting benefits for generations to come.</p> <p>RPA would also like to congratulate Victor Herlinsky on his confirmation to the GDC Board of Commissioners. We look forward to working with him in support of this critical work. We extend our sincere thanks to Commissioner Janine Bauer for her dedicated service and key role in GDC's early success.</p>	

Name	Liam Blank
Organization	City Club of New York
Comment Topic	Penn Station Optimization
<p>Good morning, Commissioners. My name is Liam Blank, and I chair the Transportation and Infrastructure Committee at The City Club of New York.</p> <p>I commend you on the tangible progress on the Gateway Program. The sight of construction on the \$16 billion Hudson Tunnel Project is a monumental achievement.</p> <p>That investment buys one thing: capacity. The central question now, in this new era of federal leadership under Andy Byford, is how we design a station that unleashes that capacity, rather than strangles it.</p> <p>For years, the default answer to this question has been a costly and destructive southern expansion. This long-held preference was seemingly justified last fall, with the conclusion of the October 2024 Feasibility Study, commissioned by the railroad partners, which dismissed all in-station solutions.</p> <p>But a forensic reading of that study reveals a critical fact: it confirmed that one through-running concept, the "Limited Track and Platform Reconfiguration," is physically constructible with manageable service disruptions. The railroads' own analysis shows a buildable, lower-cost, lower-impact path exists.</p> <p>It was dismissed not on engineering grounds, but on subjective operational modeling—a model that is now obsolete. The debate over whether through-running is operationally feasible is over. Amtrak itself has settled it. Its own plan, announced in May, to run seamless, one-seat service from Washington D.C., through Penn Station, and onto LIRR tracks to Ronkonkoma, proves that coordinating agencies and integrating power systems is not an insurmountable barrier; it is an active, approved project.</p> <p>The old arguments have collapsed under the weight of new facts and new leadership. Recognizing this, Mr. Byford announced last week that the Federal Railroad Administration will now conduct a new, truly independent service optimization study.</p> <p>This brings the GDC to a pivotal moment. You must protect your investment. Can we risk the success of your \$16 billion tunnel on a massive, high-risk annex, managed by an agency whose own Inspector General flagged "ad hoc" management and a 69% cost overrun on its last</p>	

major New York project? Or do we embrace a more prudent path that aligns with established federal policy?

The FRA's own NEC FUTURE plan—the controlling vision for the region—explicitly calls for "run-through services at Penn Station" to create "greater transportation and economic benefits".

Therefore, we urge this Commission to fulfill its fiduciary duty by passing a formal resolution with two points:

It is the position of the GDC that any plan for Penn Station must, as a baseline, accommodate the full 48 train-per-hour capacity of the Gateway Tunnels.

The GDC formally requests that the new, independent FRA study use the constructible "Limited Track and Platform Reconfiguration" concept as its baseline for analysis, consistent with the FRA's own NEC FUTURE policy.

Your voice, as the guardian of the Gateway investment, is uniquely powerful. This is the moment to insist on a station that matches the ambition of your tunnels—not with brute force, but with the proven, buildable, and superior logic of a truly connected network.

Thank you.

Name	Letia Pyle
Organization	Channels Business Solutions
Comment Topic	GDC-25-030-OP - PROCUREMENT SUPPORT SERVICES
<p>Good Afternoon,</p> <p>My name is Letia Pyle, and I am the CEO of Channels Business Solutions, a project management and business advisory firm.</p> <p>I am writing to inquire about the status of the Round 1 vendor selection for GDC-25-030-OP – Procurement Support Services. Could you please confirm when the Round 1 selection decisions will be made? Additionally, will all proposal submitters be notified of the outcome, regardless of whether they are selected to move forward?</p> <p>Thank you in advance for your time and consideration. I look forward to your response.</p>	

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Comment Topic	
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Name	Chad Purkey
Organization	Association for a Better New York (ABNY)
Comment Topic	Staffing and Construction Milestones
<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 continued progress of key construction projects over the past year and in continuing to build a highly capable and qualified leadership team to ensure continued success of the program.</p> <p>We commend both the Corporation and Jim Starace on his recent appointment to the Chief of Program Delivery role, bringing a wealth of experience from his previous leading engineer roles. His appointment, along with Hamed Nejad's promotion to Chief Engineer, helps ensure GDC continues to be set-up for success in completing increasingly complex construction projects. These two appointments come at a critical moment as several procurement and tunnel boring packages continue to advance. Their combined decades of hands-on experience will help ensure that the critical Hudson Tunnel Project progresses on schedule, scope and budget.</p> <p>ABNY is proud to continue to support the Gateway Development Commission, along, with our Build Gateway Now Coalition partners, in building a more resilient and higher-capacity transportation system that will benefit the region for generations to come.</p>	



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

July 28, 2025

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ABNY is proud to continue to support the Gateway Development Commission, along, with our Build Gateway Now Coalition partners, in building a more resilient and higher-capacity transportation system that will benefit the region for generations to come.