

GATEWAY DEVELOPMENT COMMISSION BOARD MEETING

September 30, 2025

Public Comments for September 30, 2025, Board Meeting

(Received as of September 30, 2025)

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

Name	Carlo Scissura
Organization	New York Building Congress
Comment Topic	Delivery-Partner Model
Members of the Gateway Development Corporation Board, we at the New York Building Congress, applaud your innovative Delivery-Partner Model approach for the Hudson Tunnel Project. Our coalition of more than 500 organizations and 250,000 skilled tradespeople exists to turn big infrastructure ideas into finished projects that move the region forward. The Hudson Tunnel Project is the largest of them all, and it is well on its way because GDC chose the Delivery-Partner model. Eighteen months ago you brought MPA Delivery Partners on board. In that short span GDC has nearly finished its first construction package, pushed a second past the halfway mark, and launched three additional contracts. Those jobsites already sustain more than 20,000 workers and generate \$4.5 billion in economic activity for firms on both sides of the Hudson and across the country. Two more packages will be awarded in the next six months, adding thousands of paychecks to the ledger. Such momentum—on a project of this scale—proves that the Delivery-Partner approach is doing exactly what it was designed to do: keep a megaproject on time, on budget, and under steady public oversight. The model works because it marries public stewardship with private-sector horsepower. GDC remains a lean agency focused on accountability while its delivery partner brings the surge capacity in engineering, procurement, risk management, and value engineering that a \$16-billion tunnel demands. London’s Olympic Park and Ontario’s Metrolinx proved the concept overseas; Gateway is proving it right here on the Northeast Corridor. Every milestone you reach strengthens the case for finishing the job. Riders who still endure daily delays can now see progress in steel and concrete, not just PowerPoint slides. A second, resilient rail link under the Hudson is no longer a distant hope—it is underway. The Building Congress applauds your commitment, welcomes the continued private-sector partnership, and stands ready to help in any way we can. Let’s keep the shovels moving, the schedules tight, and the budgets disciplined. A reliable, modern tunnel is within reach, and the Delivery-Partner model is the tool that will get us there. Thank you for your leadership.	

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*YOUNG PROFESSIONALS LIAISON



Gateway Development Corporation
22 Cortlandt Street – 16th Floor
New York, NY 10007

Board of Commissioners Hearing, September 30, 2025

Re: Endorsing the Delivery-Partner Model for the Hudson Tunnel Project

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Thank you for your leadership.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Carlo Scissura'.

Carlo A. Scissura, Esq.
President and CEO
New York Building Congress

Name	Amanda Adair
Organization	Individual
Comment Topic	Noise hours
The hours that the jack hammering and other VERY loud construction noises are completely unacceptable. My preschool aged children are losing sleep and it is impacting their behavior as well as their school experience. We have done our part - sound machines, discussions with the kids to try to tune this out, but the bags under their eyes is too much! I suspect if a noise study was done, it would indicate that the duration of and decibels levels would not meet osha standards. We are asking for reasonable hours for this level of sound - 7am to 8pm. Please consider	

Name	Samuel Turvey
Organization	ReThinkNYC
Comment Topic	Public Participation in Meetings
I am hopeful that tomorrow's meeting format, where public is limited to pre-recorded writings or videos, is a one time aberration. The Gateway projects are important enough that the public should be allowed to fully participate in these meetings as they are the taxpayers who will be paying for all this. As most of you are aware, ReThinkNYC fully supports construction of the Gateway Tunnels but believe the planned (and quixotic) Penn expansion and prior thoughts about Penn Reconstruction effectively snatched defeat from the jaws of victory in seeing these tunnels completed. A through-running conversion is the right way to leverage the public benefit the Gateway Tunnels, While not the Erie Canal, rural electrification or the GI Bill of Rights, a through-running conversion at Penn Station is however, similarly, the rare infrastructure project that is a win -win for everyone. The public deserves to be able to present this point of view to GDC in real time and in person. Democracy can at times be awkward but that is the price of the ticket. Again, I hope tomorrow's format is an aberration.	

Name	Sean Kelly
Organization	Resident 15 Hudson Yards
Comment Topic	Extreme construction noise
To whom it may concern, We live in 15 Hudson Yards and have been subjected to extreme amounts of loud construction noise from 6 am to midnight on a constant basis preventing us from getting any rest or sleep during these hours. The management of our building have been in touch with representatives of the Gateway project who made an agreement with them that loud work would only be conducted between 7am and 8pm they have no honored this agreement. We are writing to express our extreme dissatisfaction with this situation and demand that noisy work be conducted within reasonable hours. The conduct of the Gateway project has been extremely disrespectful to its neighbors and residents in the area.....Sean and Mary Kelly	

Name	Joshua Berman
Organization	Regional Plan Association
Comment Topic	Gateway Progress
Regional Plan Association applauds the Gateway Development Commission for the progress made on the Hudson Tunnel Project. Reliable rail service is essential to sustaining our regional economy, workforce, and quality of life, and the Commission's steady momentum is laying the groundwork for a stronger, more connected future. With hundreds of thousands of commuters traveling to New York from west of the Hudson by train every day, ensuring safe, modern, and resilient rail infrastructure is critical not only for daily life but also for long-term economic growth. We are especially encouraged to see how quickly construction is advancing. In just the past 18 months, GDC has nearly completed the first construction package, advanced a second project past the halfway mark, and begun three additional packages. This progress is already supporting more than 20,000 jobs and generating \$4.5 billion in economic activity across the region and beyond. The adoption of the Delivery Partner model, a procurement approach where a client hires a strategic partner to provide specialized project and program management knowledge for complex infrastructure projects, has been a key factor in this success. By drawing on the best expertise, talent, and innovation from both the public and private sectors, GDC has demonstrated how this proven approach can deliver large-scale, complex projects efficiently and effectively. This partnership has made it possible to move the Hudson Tunnel Project forward faster, while maintaining a lean agency and maximizing economic benefits for local communities. Most importantly, the Delivery Partner model ensures that the right team is in place so that our new infrastructure will be built to last. RPA commends the Commission for its vision and commitment to building the world-class infrastructure our region deserves. We look forward to continuing to support this work as the Hudson Tunnel Project advances and helps secure the region's economic vitality for decades to come.	

Public Comment from Regional Plan Association Submitted to the Gateway Development Commission

September 29, 2025

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RPA commends the Commission for its vision and commitment to building the world-class infrastructure our region deserves. We look forward to continuing to support this work as the Hudson Tunnel Project advances and helps secure the region's economic vitality for decades to come.

Name	Jerry Keenan
Organization	NJ Alliance for Action
Comment Topic	
Hi. I'm Jerry Keenan, president of the New Jersey Alliance for Action. Thank you for the opportunity to speak. Founded in 1974 — the Alliance for Action is a non-partisan, non-profit group that brings together thousands of leaders from business, labor, government, utilities, academia, and more. Our mission is straightforward: strengthen New Jersey's economy by supporting smart, environmentally responsible construction and infrastructure investment. It's great to be with you again — this time virtually — as Gateway continues to hit big milestones. The upcoming completion of the Tonnelles Avenue overpass is an exciting one. It's hard to believe that work started just two years ago, and now the first major piece of the project on the Jersey side is nearly done. We're also seeing important progress with the Hudson River stabilization and the Hudson Yards concrete casing — both critical steps before tunneling begins, which we're all eager to see kick off in 2026. This project is and will continue changing lives. Once complete, Gateway will replace tunnels that were built when Teddy Roosevelt was president — and will transform rail service for the hundreds of thousands of New Jerseyans who rely on it every day. Even now, with just five contracts underway, Gateway is supporting more than 20,000 jobs — and that number will only grow. Most importantly, Gateway is about the future. Transportation access is the backbone of economic growth, and this project will help drive that growth well into the next century. Thank you for letting me join you this morning. The Alliance for Action is proud to support this project — and we'll stay in the fight until the job is done. <u>Click here to view the public comment submitted via pre-recorded video statement</u>	

Name	Ashley Mazzamaro
Organization	Individual
Comment Topic	Noise Issue
Our unit faces the construction site and we can hear the extremely loud rock chopping in our unit. It prevents our one year old son from being able to fall asleep or wakes him up, despite having a sound machine running. The rock chopping goes on as late as 10:15pm during the week, preventing my husband and I from being able to go to sleep at a decent time or even be able to wind down after a hectic day. It's a huge problem and I would like to request that all rock chopping and construction stop by 8pm at the latest. We deserve some peace and quiet in the evenings. This is absolutely ridiculous!	

Name	Liam Blank
Organization	City Club of New York
Comment Topic	GDC Must Protect Gateway Investment by Prioritizing Prudent, Buildable Penn Station Solution
Good morning, Commissioners. My name is Liam Blank, and I chair the Transportation and Infrastructure Committee at The City Club of New York. I commend this Commission for its tangible progress. The sight of construction on the Hudson Yards Concrete Casing is a testament to your focus, turning a generational vision into a physical reality. My purpose today is to discuss how we can best protect that monumental \$16 billion investment. A tunnel, no matter how well-built, is only as good as the station it connects to. And in the past year, the ground has shifted beneath all of us regarding Penn Station's future. The federal government's new leadership, under the expert guidance of Andy Byford, has brought a welcome mandate for clarity, efficiency, and a rigorous re-evaluation of long-held assumptions. This new landscape presents this Commission with new risks to its investment, but also a clear opportunity to de-risk the entire program. First, the risks. Technical Risk: The conclusions of the railroads' October 2024 Feasibility Study—which dismissed all in-station solutions—have been rendered untenable by Amtrak’s own actions. Their plan for a one-seat ride to Ronkonkoma proves that inter-agency coordination and power system integration are not insurmountable barriers, but solvable fleet and operational challenges. Relying on a study whose core technical objections are being actively disproven by its own co-author creates a serious planning vulnerability. Execution Risk: The alternative—a massive, high-risk, ground-up southern expansion—carries its own profound dangers. Amtrak’s own Inspector General, in a 2022 review of the Gateway Program, flagged an institutional culture of "ad hoc" management and noted a 69% cost overrun on Amtrak's portion of the Moynihan project. Your fiduciary duty demands that you question whether tying your \$16 billion tunnel to a separate, even more complex \$17 billion construction project, led by an agency with that documented history, is the most prudent path forward. Reputational Risk: Finally, we now know that key analyses and advocacy campaigns supporting the expansion-first model have been underwritten by project proponents. This casts a shadow of perceived conflicts of interest over the entire previous planning process. To proceed without acknowledging this new reality is to risk this Commission's reputation for independent, objective oversight.	

Commissioners, these are not critiques but clear-eyed risks to the successful delivery of your program. Fortunately, the new federal leadership has provided a clear and powerful tool to mitigate all of them: a new, truly independent FRA Service Optimization Study.

This study is your shield. It allows you to insulate this Commission from flawed prior analyses and align yourselves with a data-driven, evidence-based path forward.

And you do not have to start from scratch. A forensic reading of the railroads' own, now-discredited 2024 study reveals a critical fact: it confirmed that one through-running concept, the "Limited Track and Platform Reconfiguration," based on the ReThinkNYC plan, is physically constructible with manageable service disruptions. The railroads' own analysis shows a buildable, lower-cost, lower-impact path exists. It was dismissed not on engineering grounds, but on subjective operational modeling that is now obsolete.

This is your opportunity.

We urge this Commission to take the prudent step of formally aligning itself with the new federal direction. Your voice, as the guardian of the Gateway investment, is uniquely powerful. A formal resolution from this body would send an unmistakable signal that you are committed to protecting your investment by ensuring it connects to the most efficient, reliable, and fiscally responsible station possible.

We propose a resolution with two points:

- 1) To affirm the Commission's commitment that any plan for Penn Station must, as a baseline, accommodate the full 48 train-per-hour capacity of the Gateway Tunnels.
- 2) To formally request that the FRA's independent Service Optimization Study begin its analysis with the buildable, lower-risk "Limited Track and Platform Reconfiguration" concept as its baseline, consistent with the FRA's own NEC FUTURE policy which explicitly calls for "run-through services at Penn Station."

This is not about choosing one plan over another. It is about choosing a prudent process over a risky one. It is about ensuring the station is an asset, not a liability, to the generational investment you are making. It is about ensuring the "gateway" actually leads to a world-class network instead of a more expensive bottleneck.

Thank you.

Gateway Development Commission Testimony

GDC Must Protect Gateway Investment by Prioritizing Prudent, Buildable Penn Station Solution

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This new landscape presents this Commission with new risks to its investment, but also a clear opportunity to de-risk the entire program.

First, the risks.

1. **Technical Risk:** The conclusions of the railroads' October 2024 Feasibility Study—which dismissed all in-station solutions—have been rendered untenable by Amtrak's own actions. Their plan for a one-seat ride to Ronkonkoma proves that inter-agency coordination and power system integration are not insurmountable barriers, but solvable fleet and operational challenges. Relying on a study whose core technical objections are being actively disproven by its own co-author creates a serious planning vulnerability.
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3. **Reputational Risk:** Finally, we now know that key analyses and advocacy campaigns supporting the expansion-first model have been underwritten by project proponents. This casts a shadow of perceived conflicts of interest over the entire previous planning process. To proceed without acknowledging this new reality is to risk this Commission's reputation for independent, objective oversight.

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Thank you.