


**From:** [REDACTED]   
**Subject:** Fwd: FW: RPA Board Update, 8/24/25  
**Date:** August 25, 2025 at 10:17 AM  
**To:** Liam Blank liam.blank@gmail.com



---

**From:** Tom Wright <[Tom@RPA.ORG](mailto:Tom@RPA.ORG)>  
**Sent:** Sunday, August 24, 2025 6:56 PM  
**To:** Tom Wright <[Tom@RPA.ORG](mailto:Tom@RPA.ORG)>  
**Cc:** Kate Slevin <[kslevin@RPA.ORG](mailto:kslevin@RPA.ORG)>; Sam Bowden Akbari <[bowdenakbari@rpa.org](mailto:bowdenakbari@rpa.org)>;  
Joshua Berman <[jberman@rpa.org](mailto:jberman@rpa.org)>; Ian Acriche <[iacriche@rpa.org](mailto:iacriche@rpa.org)>  
**Subject:** RPA Board Update, 8/24/25

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.



To the RPA Board of Directors,

This morning the New York Daily News published an editorial reporting calling into question RPA's independence on Gateway and Penn Station because we have received funding from Amtrak to support the Build Gateway Now coalition.

The editorial (attached) was not a surprise. We have disagreed with the NYDN editorial board for years about important aspects of these projects. I expect other groups that disagree with us will attempt to elevate and amplify these attacks.

We aren't issuing a public statement at this time, but I want to emphasize several points to the RPA Board:

RPA's advocacy for a new commuter rail tunnel under the Hudson River goes back over 30 years, when we made it a central component of our Third Regional Plan (1996), and again when we elevated the project in our [Fourth Regional Plan](#) (2017). Similarly, we have advocated for a transformed Penn Station with greater capacity for over 20 years.

RPA is funded by a wide range of supporters. Hundreds of individuals, foundations, corporations, and public agencies from across the region support our research, planning, and advocacy. We receive funding from multiple sources precisely so that we are not over-reliant on a single funder or industry.

Amtrak's financial support, averaging about \$180K/year, is less than 3% of RPA's budget. It allows us to staff the [Build Gateway Now](#) coalition of over 40 independent civic groups and to research aspects of the Gateway program, such as the economic benefits of building the new tunnels.

RPA stands by the results of our research and our long-term advocacy for infrastructure investments to secure the health, prosperity, sustainability, and equity of the tri-state metropolitan region. [As we have demonstrated in dozens of reports](#), the region desperately needs the new capacity and reliability that the Hudson Tunnel Project and associated improvements will bring to the Northeast Corridor and New York needs an improved and expanded Penn Station to handle the growth in trans-Hudson ridership that the new tunnels will bring. Groups arguing for quick fixes or renovations that don't provide this long-term capacity are undercutting our city and region's future growth and prosperity.

This is not the first time that opponents have tried to attack our integrity when we disagreed on substance. Every position RPA takes reflects the work of our professional staff informed by our board of directors, advisory committees, and civic partners. We are transparent with our analyses and methodologies, and consistent with our recommendations. We stand by our positions and will continue to advocate forcefully for the best outcomes for our region and its communities.

If you have questions or concerns about these issues, please feel free to email or call my cell at 917-623-8494.

--Tom

**Tom Wright**



President & CEO

Regional Plan Association

One Whitehall, 16<sup>th</sup> Floor, New York, NY 10004

[tom@rpa.org](mailto:tom@rpa.org)

NYDN\_RPA sells out to Amtrak\_  
Taking railroad's money to...

