

GATEWAY DEVELOPMENT COMMISSION BOARD MEETING

January 27, 2026

Public Comments for January 27, 2026, Board Meeting

(Received as of January 26, 2026)

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

Name	Rob Menendez
Organization	Rep. Rob Menendez
Comment Topic	Hudson Tunnel Project

January 26, 2026

Gateway Development Commission Board,

Thank you for the opportunity to comment on the Hudson Tunnel Project. This project is a once-in-a-generation investment in our regional and national infrastructure and is the largest infrastructure project in the country.

In July 2024, the Federal Transit Administration recognized this project's significance by issuing their formal commitment to spend \$6.88 billion on the project, marking the largest federal investment in an infrastructure project in our country's history. Unfortunately, on October 1, 2025, the Trump Administration made the ill-advised and politically motivated decision to freeze that funding. Despite the Gateway Development Commission's ("GDC") good-faith efforts to comply with the Trump Administration's review process, that funding is still being withheld. As the Representative for the cities in New Jersey where significant work is well under way, I know first-hand this project's importance to our district, region, and country, and I am in full support of all efforts to restore federal funding for this project as quickly as possible.

This project is a long overdue investment in our regional and national economy and will meet rising travel demands between New Jersey and Manhattan by providing reliable, on-time cross-Hudson transportation services to 200,000 passengers per day. In addition, this project will create 95,000 jobs and generate \$19.6 billion in economic activity from construction alone. Several pieces of this project are near completion, and major milestones have consistently been met on schedule and on budget. And thousands of hardworking Americans are showing up to work every day to drive this project forward. Commuters, businesses, and workers deserve the certainty that the federal government will make good on their promise to support this project's on-time completion. These benefits are now at risk because of the Trump Administration's meddling in this critical project.

We've been through this before. In 2011, then-Governor Christie made the short-sighted and disastrous decision to cancel the Access to the Region's Core ("ARC") commuter rail project. Had this project never been cancelled, our region would have been reaping benefits such as job creation, increased income and business activity, and improved air quality for over a decade. The Hudson Tunnel Project is an opportunity to realize these benefits, and it's unfortunate that the Trump Administration would make a similarly ill-advised decision that jeopardizes this project and these essential benefits.

In addition to the economic benefits of this project, the fact is that if we do not build the new Gateway Tunnels, the current North River Tunnels are at significant risk of failure. If this were to occur, it would cripple the Northeast Corridor and disrupt not only our regional economy, but our national economy. It is time for the President to stop playing games with the lives of

commuters, with our economic security, and to resume funding for this project of immense national importance.

GDC has responded to the Administration's requests expeditiously, thoroughly, and has continually proved their willingness to be good partners on this project. As your partner in Washington, I will do everything I can to push the project forward and restore federal funding for this project.

Thank you for holding this public board meeting today, and I look forward to continuing our work with you, the New Jersey Congressional Delegation, and Governor Sherrill on this critical matter.

Sincerely,

Robert J. Menendez
Member of Congress
New Jersey's Eighth Congressional District

Congress of the United States
House of Representatives
Washington, DC 20515-3008

January 26, 2026

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Sincerely,



M.C.

Robert J. Menendez
Member of Congress
New Jersey's Eighth Congressional District

Name	State Senator Liz Krueger and Assemblymember Tony Simone
Organization	New York State Legislature
Comment Topic	Joint testimony in favor of Hudson Tunnel Project
<i>See testimony attached on following page</i>	



January 27, 2026

Gateway Development Commission
Board of Commissioners

22 Cortlandt Street, 16th Floor
New York, NY 10007

Three Penn Plaza East, 10th Floor
Newark, NJ 07105

Dear Commissioners,

We are testifying today regarding the importance of the Hudson Tunnel Project to the transportation grid and the economy of New York City, New York State, and the entire East Coast of the United States of America. Once completed, the tunnel will facilitate critical rail travel between New York and New Jersey by doubling the number of active tracks between the two states, and reducing disruption in travel from repair work on the century-old North River Tunnel. These two improvements alone will save hundreds of thousands of daily riders many minutes of delays in their commutes, adding up to significant time savings over the course of even one year.

Without a properly funded and completed Hudson Tunnel, the alternative is clear: when the North River Tunnel must be shut down for repairs, which is all but guaranteed due to its age and the damage sustained during Hurricane Sandy, travel along the entire Northeast Corridor, which contributes to an economy that accounts for fully one-fifth of our country's GDP, will be disrupted in a major way. The economic costs of such a disruption, which would prevent workers from getting to their jobs and businesses from functioning, would be catastrophic. The Regional Plan Association estimates such a disruption would cost the national economy \$16 billion, reduce property values in the region by \$22 billion, and force a 50% reduction in train service between New York City and Washington, D.C.

In addition to the economic costs of inaction, there are strong economic benefits to continued funding for the Hudson Tunnel Project. This project, if fully funded, is estimated to support 95,000 jobs and contribute \$19.6 billion in economic activity to the region. Right now, the active stage of the project is supporting 11,000 jobs in the construction sector and 20,000 jobs total.

This project is moving quickly and has already hit key milestones in a timely manner. Extensive federal money has already been spent on this project and is supporting jobs and families across

the region. Five out of ten of the construction packages that make up the Hudson Tunnel Project are in progress, and two more are scheduled to begin this year.

This project is being delivered on time, is making good use of the money that has already been disbursed, and is supporting thousands of jobs throughout the region. We strongly urge you to continue funding this project and helping to ensure that the Northeast Corridor remains one of the strongest links in our national economy, helping to keep our region and our country competitive for decades to come.

Sincerely,



Liz Krueger
New York Senate - 28th District



Tony Simone
New York Assembly - 75th District

Name	Michael Makarski
Organization	Engineers Labor-Employer Cooperative 825
Comment Topic	IUOE Supports The Completion of the Gateway Tunnel
<p>On behalf of the more than 8,000 men and women of the IUOE Local 825 and the nearly 1,000 signatory contractors who employ them - we applaud the Gateway Development Commission for your leadership on this critical project - ensuring construction milestones are on time and on budget.</p> <p>Now is the time to complete the Gateway Program and we urge the federal government take the steps needed to make that happen. The Hudson Tunnel Project is an urgent investment in America's passenger rail network that will improve transportation up and down the East Coast, create hundreds of thousands of jobs, and strengthen the national economy for decades to come. This must be completed. Without a new tunnel, closing the North River Tunnel will disrupt travel up and down the East Coast, costing the national economy billions. On the heels of storm this past weekend we can easily see the importance of critical infrastructure investment like these.</p> <p>Five of the ten construction packages that make up the Hudson Tunnel Project are in progress and work on two additional projects is scheduled to begin this year - these provide great union construction jobs and will result in significant economic benefit to the region. Any tunnel closings at this point would cost the national economy \$16 billion, increase traffic, resulting in longer commutes for drivers and delayed emergency, reduce property values in the region by \$22 billion, and cut train service between New York City and Washington, DC in half.</p> <p>On behalf of our members, contractors and their families...we again urge the federal government take the steps needed to make this project a reality now. Thank you.</p>	

Name	Samuel Turvey
Organization	ReThinkNYC/Empire Station Coalition/Penn Community Defense Fund
Comment Topic	RTC Capacity Calculations for Gateway Tunnels/Penn Station, NYC

We would like to renew our request for the Gateway Commission's and this Board's assistance in determining if Berkeley Simulation Software's Rail Traffic Controller (RTC), a computer program for realistically simulating the movement of trains through rail networks, was used in determining the trains-per-peak hour that could be achieved by the various operating models that have been put forward for a redeveloped Penn Station. There are essentially two models in question: the building of additional stub-end terminal tracks to the south of today's Penn Station and, alternatively, the conversion of Penn Station's current track lay-out to through-running. We believe at least one of the three railroads that are Penn Station's main users/tenants (either Amtrak, the MTA, or NJ Transit) has employed RTC but may not have shared the results with the public. An anonymous and credible member of the RTC community has indicated to us that New Jersey Transit carried out RTC simulations and that their results were favorable to a through-running solution within Penn Station's current footprint. It is believable that such work was done because the railroads routinely use RTC for lesser projects having to do with capacity at Penn Station. If it is true that RTC was employed, it is incredible that they have not released this information, and unfair to the public that they have not placed their cards on the table. After all, at stake is giving Greater New York truly modern and cost-effective commuter rail operations, which the Gateway Tunnels would enable and, sparing a vibrant neighborhood from destruction. While we eagerly await the RTC results that have been promised and will be generated through the Federal Railroad Administration's upcoming independent review, we will keep vigorously pursuing the disclosure of work that may have already been done by New Jersey Transit, one of the other railroads or their consultants. We would ask the Gateway Commission to make inquiries on this subject and prompt disclosure to the public if such work has been performed by one of the railroads or their consultants and has been withheld from the public.

Name	Maddie DeCerbo
Organization	Real Estate Board of New York (REBNY)
Comment Topic	Gateway Funding
<i>See testimony attached on following page</i>	

REBNY Comments | January 27, 2026

The Real Estate Board of New York to Gateway Development Commission

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 others active in New York City real estate. REBNY strongly urges the continued federal funding of the Hudson Tunnel Project.

The Hudson Tunnel Project is essential to the functioning of the Northeast Corridor, which supports nearly 20 percent of the nation's GDP. The existing North River Tunnel is 116 years old, was severely damaged by Hurricane Sandy, and must be taken out of service for repairs. Without a new tunnel in place, the resulting service disruptions would ripple up and down the East Coast, costing the national economy billions of dollars, cutting intercity rail service in half, and increasing congestion, commute times, and emergency response delays.

Continuing to fund the Hudson Tunnel Project fulfills existing commitments and protects significant public investment. More than \$1 billion in taxpayer funds have already been spent, and construction is actively underway at five major sites in New York and New Jersey. Halting or continuing to delay funding now would undermine that investment and delay urgently needed returns.

The Hudson Tunnel Project is also a powerful engine for job creation and economic growth. Current construction activity supports approximately 11,000 construction jobs and more than 20,000 jobs overall, generating \$4.5 billion in economic output. Over the life of the project, construction will support 95,000 jobs and nearly \$20 billion in economic activity, delivering good-paying jobs while strengthening the national economy.

The Gateway Development Commission has demonstrated strong stewardship of this investment. Since breaking ground in 2023, the project has met key milestones on time and on budget. Five construction packages are already underway, and additional work is set to begin this year. The project is advancing and prepared to move forward without delay.

Restoring and maintaining full federal funding for the Hudson Tunnel Project is critical to protecting the national economy, supporting the region's workers, and demonstrating that the United States can still deliver complex, transformative infrastructure. I urge the Commission to continue pressing for the full funding necessary to complete this vital project.

CONTACTS:

Maddie DeCerbo

Director of Urban Planning
Real Estate Board of New York

Mdecerbo@rebnny.com