



Testimony to Gateway Development Commission Board Regarding the Status of the Gateway Project

**By Congressman Jerrold Nadler, Manhattan Borough President Brad Hoyman-Sigal,
NYS Senator Erik Bottcher, NYS Senator Liz Krueger, and
NYS Assemblymember Tony Simone**

March 23, 2026

Thank you for the opportunity to testify today. We represent the federal, state, and city elected officials whose districts encompass the Manhattan side of the Gateway Project, including the Central Business District of New York City, the largest CBD in the country.

We are elated that construction for Gateway has resumed for the benefit of the hundreds of union construction workers on the project and their families who were left in the lurch during the pause, as well as for the millions of metropolitan-area riders affected by delays and the regional economy, which depends on this project. We thank New York Governor Hochul and New Jersey Governor Sherrill for their advocacy, along with NYS Attorney General Tish James for helping lead the legal effort to secure the temporary restraining order that directed the resumption of federal funding. That said, this multi-billion-dollar project is still in jeopardy if the continued flow of funding is interrupted once again.

We implore the federal government to disburse the funds in a timely fashion, as it is legally required to release them without being ordered to do so by a federal court. The Gateway Development Corporation has met its obligations on schedule and on budget until federal funding was interrupted.

The economic importance of this project – the most important infrastructure project in the country – cannot be overstated. The Gateway Project is expected to create 95,000 jobs and create \$19.6 billion in regional economic activity across the Northeast and beyond. The growth of our regional and national economy depends on the completion of Gateway.

In addition to the economic importance of this landmark project, without Gateway, regional transit across the Hudson River will end. It is not a matter of if, but when, the North River Tunnel will be closed for repairs. However, if Gateway is further delayed, this risks a complete tunnel closure, jeopardizing billions of dollars of national

economic activity. Many of us have already had the opportunity to tour the project site and witness personally the product of significant investment of government funds, hundreds of hours of sweat equity, and engineering brilliance already expended on Gateway. Trying to turn back now is dangerous, reckless, and futile.

It is also worth highlighting how destructive this stop-and-start pattern from the federal government is. All of this money, time, and effort will be wasted if the federal government stops funding the project now. Gateway affects some of the most complex infrastructure and geography in the Tri-State area, including Penn Station, the Hudson River, and the Portal Bridge replacement project. A project of this magnitude cannot be stopped and resumed with the flick of a switch. If funding Gateway is a matter of responsible budgeting, the federal government must let the congressionally appropriated and legally obligated funds flow.

As Manhattan elected officials, we can say with certainty that time is money. In order to see a return on the massive investment we've already made on this project, we must resume construction now without the threat of further delay. For the sake of our local economy and national economy, the hundreds of laborers who are members of LIUNA, and our passenger rail infrastructure, and millions of riders across the Northeast corridor, we demand that the federal government provide the funding required to complete Gateway without further delay.