

Congress of the United States

Washington, DC 20515

January 28, 2026

President Donald J. Trump
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear President Trump:

We write to urge you to promptly release previously committed, and already appropriated, allocated, and obligated federal funding to the nation's largest and most urgent infrastructure project – the Gateway Hudson Tunnel Project. The existing Hudson River Tunnels are over 115 years old; they have been further weakened by flooding from Superstorm Sandy and must be repaired.

Every day, the tunnels carry hundreds of thousands of passengers and commuters and serve as a vital, although bottlenecked, link between the Northeast and Mid-Atlantic. Currently, there is only one track in and one track out of New York Penn Station underneath the Hudson River. Failure in any one of these tunnels would be catastrophic for the New York, New Jersey, and national economy.

Constructing the new Hudson River Tunnels would add desperately needed capacity and resiliency to our transportation system. The project currently employs approximately 1,000 workers, and over its lifetime will involve as many as 95,000 mostly union workers. Stopping this project would eliminate those tens of thousands of building trades jobs and forego billions in positive economic-multiplier benefits, while leaving the region and nation vulnerable to bottlenecks, disruptions, and even catastrophic collapse.

The funding for this project is secured, environmental reviews are complete, and shovels are in the ground. Stopping work now makes no economic or practical sense. Construction on the project is already underway at five sites in New York and New Jersey and in the Hudson River itself thanks to the Full Funding Grant Agreement signed by the United States Department of Transportation (USDOT) and the Gateway Development Commission (GDC). That agreement finalized a \$6.88 billion federal commitment to construct the new tunnels and rehabilitate the existing over 115 year old ones. In addition, \$3.8 billion in Federal Railroad Administration grant funding, \$4.4 billion in local support through federal RRIF loans, and another \$1 billion in Amtrak funding will support this \$16.1 billion project. Through these vital federal and local funding sources, GDC secured the commitments needed to construct and complete Gateway by 2035.

However, on October 1, 2025, your Office of Management and Budget (OMB) Director Russell Vought announced his intention to stall funding for the Hudson River Tunnels along with funds for the Second Avenue Subway Phase II in New York City for a supposed “Disadvantaged Business Enterprise” review that could only be completed after the government shutdown concluded. That shutdown concluded on November 13, 2025, and USDOT has had ample time since to complete its review. In fact, on multiple occasions since initiating these reviews, the USDOT told Congress and the American people that these reviews would be “quick administrative review[s]”¹ and that “administrative reviews, such as these, conducted by the Department typically are completed quickly.”² Your own USDOT Secretary reaffirmed the administration's support for these critical transportation stating, “The president in his budget fully funded these projects. We're not trying to shut down

¹ Press Release. “U.S. Department of Transportation Statement on Review of New York's Discriminatory, Unconstitutional Contracting Process.” October 1, 2025, <<https://www.transportation.gov/briefing-room/us-department-transportation-statement-review-new-yorks-discriminatory>>.

² DOT email response to Congressional staff, October 3, 2025.

these projects. To the contrary, we're trying to make sure these projects move forward and move forward fast. They're important."³ Further, correspondence between GDC and USDOT on December 1 and then again on December 8 indicate that the review is complete and that no further action from either party is necessary.

All that is needed now is for you to reestablish the flow of the already appropriated and obligated funds. We urge you to do this immediately. Failure to do so in the coming days will cause contractors to cease work, workers to lose jobs, and perhaps permanently kill this nationally significant transportation infrastructure project. Every day that funding is withheld from Gateway brings us closer to the unthinkable: a derailed project that is already funded, the risk of tunnel failure or collapse, vastly reduced or even halted train traffic under the Hudson River, and profound negative national economic impacts.

On the other hand, reestablishing the flow of federal funding will allow work to continue, avoid the monumental loss of jobs, and permit progress to be made in a timely and economic fashion to complete this vital transportation infrastructure project. We look forward to working with you and the USDOT and its agencies to once again move forward on the Gateway Hudson Tunnel Project.

Signed,



Charles E. Schumer
United States Senator



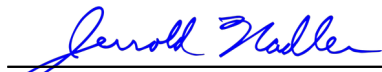
Kirsten Gillibrand
United States Senator



Andy Kim
United States Senator



Cory A. Booker
United States Senator

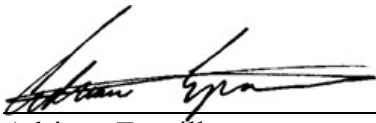


Jerrold Nadler
Member of Congress

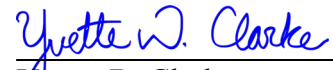


Frank Pallone, Jr.
Member of Congress

³ Marquette, Chris. "'We're not trying to shut down these projects,' Duffy insists about NY tunnels." *Greenwire*, October 7, 2025, <<https://www.eenews.net/articles/were-not-trying-to-shut-down-these-projects-duffy-insists-about-ny-tunnels/>>.



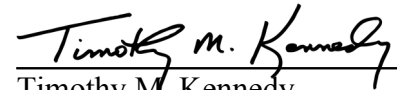
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Yvette D. Clarke
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Timothy M. Kennedy
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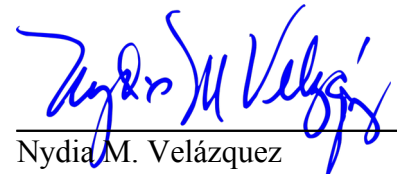
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Nydia M. Velázquez
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Laura A. Gillen
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Josh Riley
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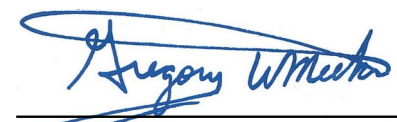
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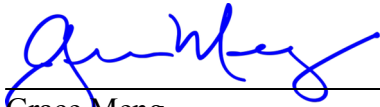
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Grace Meng
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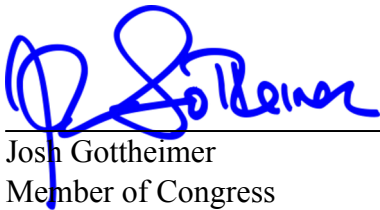
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Nellie Pou
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Josh Gottheimer
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Bonnie Watson Coleman
Member of Congress



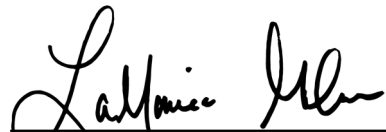
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