



## Issue Essentials

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### **Mikie Sherrill Gets It - Gateway Project Is Vital for NJ/US**

*Unlike her opponent, Mikie Sherrill has been [highlighting](#) for over a year the urgency for the region and the nation of the Gateway Project, with its proposed second Hudson rail tunnel. She accused President Trump of “sabotaging” NJ’s economy after he said he’d [rather shut down](#) the federal government than fund the project.*

- Sherrill [puts](#) the Gateway Project among her top three issues. Jay Webber failed to even mention it on his [website](#) until Sept. 25 – and then only as an afterthought.
- If elected, Sherrill says she’d work to pass “*an infrastructure package that improves New Jersey’s crumbling infrastructure and secures funding for critical projects like the Gateway tunnel.*”
- The Gateway Project is “*arguably the nation’s most urgent infrastructure project,*” [wrote](#) Cameron Davidson for *Politico Magazine*. The project would:
  - build a second rail tunnel to connect NJ and New York City,
  - renovate the current 106-year-old – and decrepit – tunnel, and
  - replace the 108-year-old [Portal Bridge](#), which carries trains over the Hackensack River and often fails, causing long delays.
- President Obama committed the federal government to splitting the Gateway Project costs 50-50 with NJ and NY. However, [Trump broke the agreement](#) because Democrats refused to support funding for a border wall – and out of spite, [as many believe](#), because NJ and NY voted against him in 2016.
- If the current tunnel fails before a new one is built, [the consequences](#) would be **catastrophic**. It would cripple the entire region, disrupt the lives of 200,000 daily riders, and [send NJ home prices falling](#).
- “Gateway isn’t just a local infrastructure project, it is of national importance,” Sherrill [says](#). “The Northeast produces [20%](#) of U.S. GDP (gross domestic product). Building the tunnel will create jobs, attract businesses, and make our workers more productive by cutting down commuting times.”
- The tunnel is the linchpin to the Northeast Corridor – the nation’s busiest passenger route. It runs from Washington, D.C., to Boston, with NJ and NY crucially in the middle.
- Sherrill says, “Congress’s refusal to fund the Gateway Project is not only a major setback to our region, but a threat to the national economy. If the current Hudson River tunnel fails, that’s [\\$100 million](#) in lost revenue per day.” She gets it.