

FOR IMMEDIATE RELEASE

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**MANUFACTURE OF TUNNEL BORING MACHINES THAT WILL BUILD UNDERGROUND
NEW JERSEY SECTION OF HUDSON TUNNEL PROJECT NEARS COMPLETION**

***Production will be completed by November and tunnel boring will begin in 2026,
with two machines now 85% and 73% complete***



The shield for one of the Palisades Tunnel Project's tunnel boring machines in manufacturing.

Newark/New York – The Gateway Development Commission (GDC) today announced that manufacturing of the tunnel boring machines (TBMs) that will build the first mile of the new rail tunnel under the Hudson River is nearing completion. The procurement, manufacture, and factory assembly of the first and second TBM is 85% and 73% complete, respectively.

Manufacturing of the first TBM is expected to conclude in the coming weeks, with both TBMs manufactured by November. The TBMs will then be shipped to New Jersey to be reassembled on site. Tunnel boring will start in 2026.

New York GDC Commissioner and Co-Chair Alicia Glen, New Jersey GDC Commissioner and Co-Chair Balpreet Grewal-Virk, and GDC Amtrak Commissioner and Vice Chair Tony Coscia said, “The start of tunnel boring next year will mark the beginning of a new chapter for the Hudson Tunnel Project. After decades of planning and years of preparatory construction, we will be building the much-needed new tunnel under the Hudson River. The photos from the factory show the size and complexity of the TBMs.

TBM manufacturing photos courtesy of Herrenknecht AG

We eagerly anticipate seeing these machines fully assembled and ready for launch next year.”

GDC CEO Tom Prendergast said, “While we may use tunnel boring machines instead of picks and shovels to dig tunnels now, the process of building a concrete tube under a river is still a remarkable challenge. The TBMs that we will use for the Hudson Tunnel Project are massive, highly complex machines, and it took nearly two years of construction to prepare for their arrival. Thousands of people across multiple construction teams are working incredibly hard to reach this important milestone on schedule.”



Renderings of the TBMs that will be used to build the first mile of the new rail tunnel under the Hudson River. For illustrative purposes only. Final design subject to change.

The TBMs currently being manufactured will be used to build the first mile of the new rail tunnel under the Hudson River, from the New Jersey tunnel entrance at Tonelle Avenue in North Bergen to the access shaft in Hudson County.

Two TBMs will bore the two parallel tunnel tubes, installing the concrete tunnel liner behind them as they go. Each machine will build approximately 30 feet of new tunnel per day. Including days when mining is paused for maintenance, such as replacing disk cutters in the cutterhead that have been worn down by digging, it will take approximately one year to complete this section of both tubes.

The cutterhead of each TBM measures 28 feet, 8 inches in diameter, and the gantries stretch back roughly 500 feet. Each machine weighs 1,680 tons.

More than 1,000 sensors are placed throughout each machine to monitor the TBM’s position underground, wear and tear on key components, air quality inside the tunnel, and other metrics to ensure safe, efficient tunneling.

This fall, representatives from GDC will travel to the TBM factory to test and accept the machines. Once factory testing is complete, the machines will be shipped to New Jersey. They will be reassembled at the launch point in North Bergen, and tunnel boring will begin in 2026.

TBM Manufacturing Photos

Shield



Cutter Head



Control Cabin



Gantry



Board Actions

The GDC Board also took the following actions during the meeting today to support the Commission's ongoing work to advance the HTP:

- Authorized GDC to execute a new contract with Gateway Trans Hudson Partnership Engineering (GTHPE) to provide Engineer of Record and Engineering Services During Construction for the remaining HTP construction projects. GTHPE has supported planning and construction of the HTP under a contract with Amtrak since 2013. The

new contract will cover all construction projects currently in progress and future HTP construction packages.

- Authorized GDC to execute a Project Labor Agreement (PLA) for the NJ Surface Alignment (NJSA) Project. The PLA establishes terms and conditions of employment on the project. All contractors and subcontractors on that package must comply with the PLA.

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The Gateway Program is the most urgent major infrastructure program in the country – a comprehensive set of rail investments that will improve commuter and intercity services, add needed resiliency, and create new capacity for the busiest section of the Northeast Corridor (NEC). The NEC is the most heavily used passenger rail line in the country, hosting more than 2,200 train movements and 800,000 passenger trips daily.