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DECEMBER 15, 2025

Contacts:Stephen Sigmund – ssigmund@gatewayprogram.org; 917-459-7794Molly Beckhardt – mbeckhardt@gatewayprogram.org; 917-586-3622**GDC COMPLETES MANUFACTURING OF FIRST PAIR OF TUNNEL BORING MACHINES
FOR HUDSON TUNNEL PROJECT***TBMs Arriving in New Jersey for On-Site Assembly in Early 2026*

TBM S-1432 assembled at the factory for testing.

Newark/New York – The Gateway Development Commission (GDC) announced at its Board Meeting today that manufacturing and testing of the first two tunnel boring machines (TBMs) that will be used for construction of the Hudson Tunnel Project (HTP) is complete.

The TBMs will now be shipped to New Jersey, where they will be assembled on site at the base of the Palisades in North Bergen. Components of the first TBM will begin arriving at the construction site in January and tunnel boring will start in the spring.

In a joint statement, **Alicia Glen, New York GDC Commissioner and Co-Chair, Balpreet Grewal-Virk, New Jersey GDC Commissioner and Co-Chair, and Tony Coscia, GDC Amtrak Commissioner and Vice Chair**, said, “We are on the verge of a new phase of the Hudson Tunnel Project. When the two tunnel boring machines that were manufactured this year begin their journey under the Palisades, it will represent a major step forward for the project. We could not have reached this point without the support of our partners in Washington and the states. We look forward to continuing to work together to deliver the most urgent passenger rail project in the country in the new year.”

GDC CEO Thomas Prendergast said, “Completing the factory acceptance tests for the first set of tunnel boring machines is a significant milestone. These TBMs are not standard construction equipment. They are massive, highly complex machines that have been custom-built for the Hudson Tunnel Project. Producing them is an impressive feat in-and-of itself. The two years of

work that our teams on the ground in New Jersey have done to prepare for the arrival of the TBMs is just as impressive. Reaching this milestone on schedule sends a clear message: GDC is delivering as promised, and we will continue to deliver in the years ahead.”

These TBMs will be used to build roughly one mile of the new rail tunnel on the New Jersey side of the Hudson River. They will bore the two parallel tunnel tubes simultaneously, installing the concrete tunnel liner behind them as they go. Each machine will build approximately 30 feet of new tunnel per day.

The factory acceptance test for the first TBM was completed in September. The test for the second machine took place in early December.

The first TBM is currently being shipped to New Jersey. Components will arrive at Port Elizabeth, New Jersey and Baltimore, Maryland in January. From there, they will be trucked to the construction site in North Bergen. On-site assembly and testing will take roughly three months, putting this TBM on track to begin tunnel boring in the spring.

The second TBM will ship in early 2026. Components will begin to arrive at the North Bergen construction site in March, and this machine will begin tunnel boring in the summer.

Anticipated TBM Shipping and Assembly Schedule



Construction Progress Update

GDC provided an update on the five active HTP construction projects. Recent activities include:

- Completing the bridge structure and opening the passage beneath Tonnelle Avenue. This was a critical step that will enable the TBM components to be brought in for assembly.
- Excavating the portal launch box at the base of the Palisades where the TBMs will be assembled and start boring the new tunnel tubes.
- Starting construction of the Hudson Yards Concrete Casing – Section 3 tunnel box. The first major concrete pour took place in October.
- Deep soil mixing in the Hudson River. Approximately 60,000 square feet of the riverbed has now been stabilized. This fall, GDC’s contractor shifted the temporary cofferdam 300 feet east toward Manhattan to enable work on a new section of the riverbed.
- Installing the guide walls and beginning work on the slurry walls for the Hudson County Access Shaft in New Jersey and the 12th Avenue Access Shaft in New York.
- Ground stabilization in Hudson River Park and on marine temporary structures in the

Hudson River to strengthen the subsurface areas beneath the Manhattan bulkhead in preparation for tunnel boring.

Recent Construction Photos

Tonnelle Avenue Bridge and Utility Relocation Project

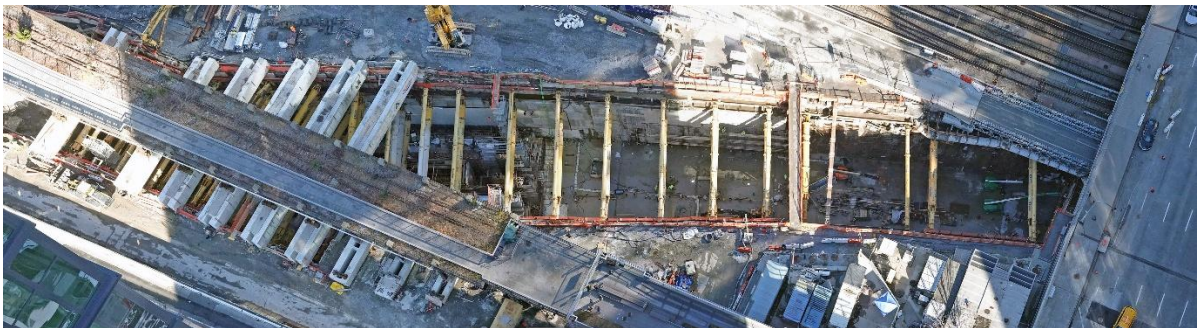


The bridge structure supporting Tonnelle Avenue is complete.



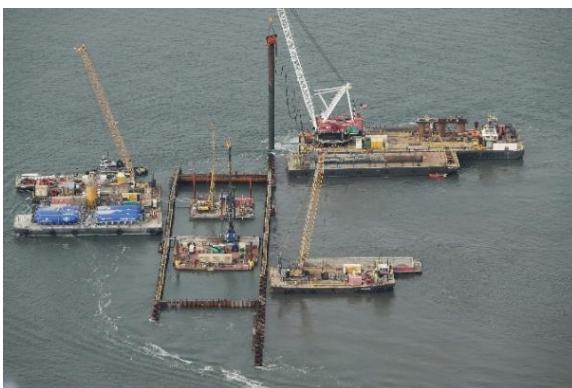
The last step for this project is paving and striping the third section of new road on top of the bridge.

Hudson Yards Concrete Casing – Section 3

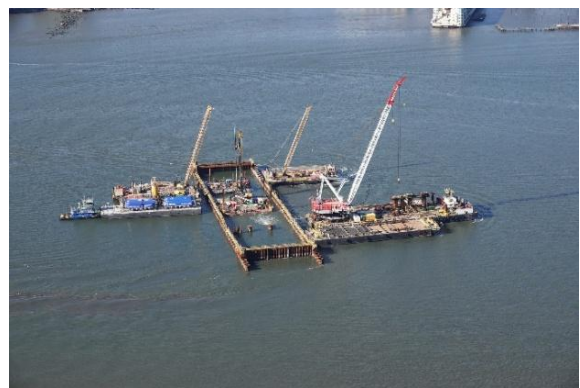


The HYCC-3 trench from above. The tunnel box that will enable trains to pass under Hudson Yards on their way into New York Penn Station is being built in the trench.

Hudson River Ground Stabilization Project



Removing a king pile as part of work to shift the cofferdam toward Manhattan.

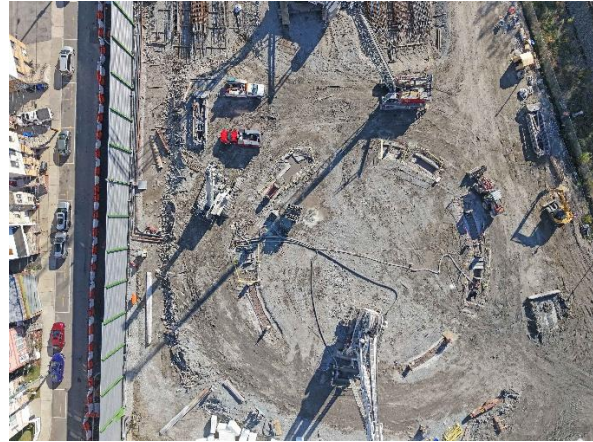


Deep soil mixing in the Hudson River.

Palisades Tunnel Project

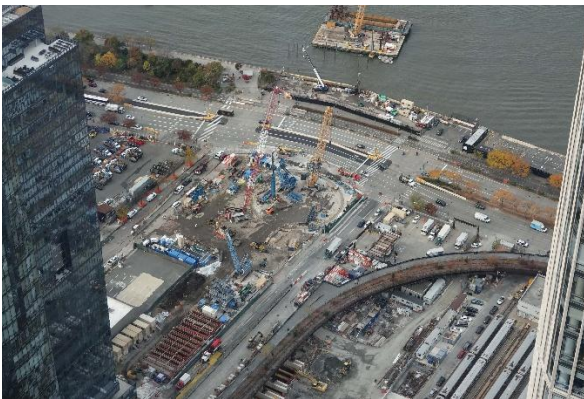


Construction of the tunnel boring machine portal launch box in North Bergen, NJ.

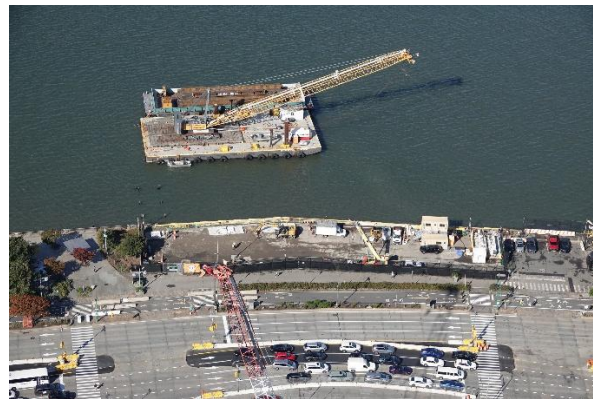


Slurry wall installation at the Hudson County Access Shaft site in Weehawken, NJ.

Manhattan Tunnel Project



Installation of slurry wall panels for the 12th Avenue Access Shaft.



Ground stabilization work beneath the Manhattan bulkhead is in progress to the west of 12th Avenue.

Board Actions

The GDC Board took the following actions to advance the HTP during today's meeting:

- Authorized GDC to add certain early work components for the NJ Surface Alignment contract to Conti Civil, LLC's scope for the Tonnelle Avenue Project. Completing this work now will enable the NJ Surface Alignment Project to move forward efficiently when that contract is awarded.
- Authorized GDC to execute an amendment to the Commission's Supporting or Executing Partner Agreement with NJ TRANSIT for the NJ Surface Alignment Project to enable NJ TRANSIT to support property acquisition related to additional HTP construction packages.
- Adopted the Commission's final annual operating budget for fiscal year 2026.

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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.