GATEWAY DEVELOPMENT COMMISSION

December 2025

The GDC Gazette

FIRST SET OF TUNNEL BORING MACHINES COMPLETE

The two tunnel boring machines (TBMs) that will build the first mile of the new tunnel are on their way to New Jersey!

These massive machines were custom-built for the Hudson Tunnel Project. The cutterhead of each TBM measures 28 feet, 8 inches in diameter, and the gantries stretch back roughly 500 feet. They will build approximately 30 feet of tunnel per day.

TBM S-1432 assembled at the factory for testing.

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

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.

This holiday season marks two years of construction of the Hudson Tunnel Project. While we still have many years of complex work ahead of us, I am proud to say that two years into construction we are delivering this urgent project on scope, schedule, and budget.

Thousands of men and women are hard at work on our five active projects every day. Thanks to their tireless efforts, we achieved multiple, significant milestones over the past few months that keep us on track to begin tunnel boring in 2026.

Earlier this month, we finished manufacturing the first set of tunnel boring machines (TBMs) that will be used to build the new Hudson River Tunnel. The machines are now being shipped to New Jersey, where they will be assembled on site and launch next year.

Our construction teams have been hard at work preparing for the arrival of the TBMs. At the end of October, we finished the structure for the new bridge supporting Tonnelle Avenue, opening the path under the highway that we will use to bring the components of the TBMs in for assembly at the base of the Palisades. Excavation of the portal launch box where the TBMs will be assembled is in progress.

Across the Hudson, we started construction of the HYCC-3 tunnel box and began work to connect this new section of the concrete casing to the sections that have already been built. We continued to make progress on the 12th Avenue Access Shaft, as well as ground stabilization work near the Manhattan bulkhead and in the Hudson River.

As we look ahead to the start of tunnel boring, the GDC team remains focused on one thing: delivering the reliable, modern rail infrastructure that the millions of riders who travel into, out of, and through New York deserve.

I hope everyone reading this enjoys a peaceful holiday season. I look forward to sharing more updates on our progress in the new year.

Tom Prendergast
GDC Chief Executive Officer

Community Engagement Center Now Open

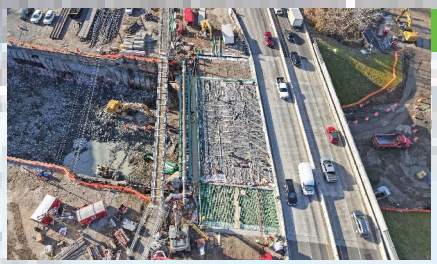
GDC is opening Community Engagement Centers (CECs) near our active construction sites on both sides of the Hudson River.

The CECs will serve as community engagement hubs where stakeholders and members of the public can learn about the HTP and ask questions. GDC will also partner with local schools and other organizations to host educational programming and events at the CECs.

Our New York CEC opened its doors in December. The New Jersey CEC will open soon.

The CECs contain interactive exhibits designed to teach visitors of all ages about the Hudson Tunnel Project.

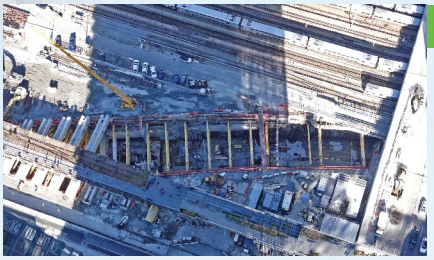
Construction Updates



Tonnelle Avenue Bridge and Utility Relocation

We have completed the bridge structure, opening the passage beneath Tonnelle Avenue. This was a critical step that will enable the tunnel boring machine components to be brought in for assembly.

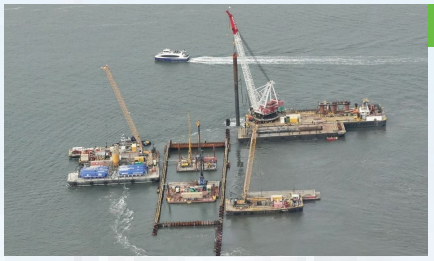
The only remaining work is paving the last section of the new road on top of the bridge.



Hudson Yards Concrete Casing – Section 3

The final segment of the rail right-of-way beneath Hudson Yards is more than halfway finished. Excavation is mostly complete and construction of the tunnel box is underway.

In October, crews completed a major 4,500-cubic-yard concrete pour.



Hudson River Ground Stabilization

This fall, we shifted the temporary cofferdam in the Hudson River closer to Manhattan to enclose a new area of the riverbed for ground stabilization and removed timber piles from the remains of Pier 68 to clear the way for tunnel boring.

We have now stabilized nearly 60,000 square feet of riverbed.

Palisades Tunnel Project

Preparation for tunnel boring continues across two active New Jersey sites.

Excavation of the portal launch box where the TBMs will be assembled is advancing in North Bergen. In Weehawken, we installed a noise barrier around the construction site and began work on the slurry wall for the Hudson County Access Shaft.

Manhattan Tunnel Project

We installed the guide walls and started work on the slurry wall for the 12th Avenue Access Shaft.

On the other side of 12th Avenue, ground stabilization work is in progress in Hudson River Park and in the Hudson River to prepare the ground under the Manhattan bulkhead for tunnel boring.

Upcoming Construction Activities

- The first two tunnel boring machines will arrive and be assembled on site in New Jersey.
- We will break through the wall between HYCC-3 and HYCC-2, connecting the new section of the concrete casing to the two sections that have already been built.

OUT AND ABOUT

GDC is getting out of the office and into the community to share information about the Hudson Tunnel Project and updates on our active construction projects.

We tabled at **Chelsea Market's Down-To-Earth Farmers Market** and at the **North Bergen Public Library and Recreation Center**.

We partnered with **St. Lawrence Church** in Weehawken to collect donations of food and hygiene products for residents in need.

We hosted an info session with **Hudson River Community Sailing** focused on our work in the Hudson River.

TUNNEL TRIVIA: HUDSON RIVER GROUND STABILIZATION

The HRGS Project is injecting a lightweight concrete mix into the bottom of the Hudson River to stabilize the riverbed in preparation for tunnel boring.

1,200 Feet x 100 Feet
Area of the riverbed that will be stabilized

106 Feet
Maximum depth of ground stabilization below the riverbed

60,000 Square Feet
Approximate area of riverbed stabilized to date

208,000 Cubic Yards
Total volume of concrete mix that will be used for the project – enough to build a sidewalk from New York City to Chicago

General Inquiries:
info@gatewayprogram.org

NY Construction Questions
1-800-239-9497
ManhattanConstruction@gatewayprogram.org

NJ Construction Questions
1-800-444-1050
NJConstruction@gatewayprogram.org

GatewayProgram.org

@GatewayProgNews
Gateway Development Commission
@GatewayProgram
@gatewayprogram.bsky.social