

FOR IMMEDIATE RELEASE

March 10, 2026

Contacts:

Molly Beckhardt – mbeckhardt@gatewayprogram.org; 917-586-3622

Jake McNichol – jake.mcnichol@gatewayprogram.org; 609-658-0648

HUDSON TUNNEL PROJECT CONSTRUCTION UPDATE***Construction has resumed at all sites but will pause again if GDC cannot continue to access federal funds***

Newark/New York – The Gateway Development Commission (GDC) has fully resumed construction of the Hudson Tunnel Project (HTP). Workers have returned to all construction sites impacted by the pause, and all construction activities that were suspended started again.

While workers are back on the job for now, GDC will have to pause construction again in two to three months if federal funding disbursements do not continue. In addition, contract awards for the Hudson River Tunnel and New Jersey Surface Alignment contracts remain on hold.

“The Hudson Tunnel Project is the most urgent passenger rail project in the country, and GDC’s mission is to deliver it as soon as possible. Our workers are back, and we are moving full steam ahead across all our construction sites, but we will have no choice but to stop work again if the federal government does not continue to disburse the funds that are committed to the project,” said **GDC CEO Tom Prendergast**. “This project is too important to delay. That’s why we’re doing everything possible to regain consistent and predictable access to all our federal funding so we can keep our workers on the job and deliver the reliable, modern rail transit Americans deserve.”

GDC is focused on keeping the project moving forward and has made significant progress on the HTP in 2026. Since the start of the year:

- GDC completed the Tonnelles Avenue Bridge & Utility Relocation Project. The project was substantially completed in late 2025, when the bridge structure was finished, opening space beneath Tonnelles Avenue for the tunnel boring machines (TBMs) to be assembled for launch. The work completed since then included paving and striping the last section of the new road on top of the bridge and other tasks associated with closing out construction of the project.
- Components of the first TBM that will be used for the Palisades Tunnel Project arrived at the construction site in North Bergen, NJ, and are being prepped for assembly.
- The second TBM that will be used for the Palisades Tunnel Project shipped from the factory. Components of this machine will begin to arrive on site in March.

- GDC's contractor completed installation of the Hudson County Access Shaft slurry wall, which creates a watertight perimeter for the shaft belowground, and will begin excavation this spring.
- Installation of pipes and construction of an overwater platform for ground freezing work around the Manhattan bulkhead in preparation for future tunnel boring started.
- The cofferdam in the Hudson River was shifted east toward Manhattan. Deep soil mixing to stabilize the riverbed for tunnel boring resumed within the cofferdam.
- Concrete placement for the tunnel floor, known as an invert slab, of the Hudson Yards Concrete Casing – Section 3 tunnel box has been completed, and installation of the walls is in progress. More than 11,000 cubic yards of concrete have been poured to date.

Recent Construction Photos

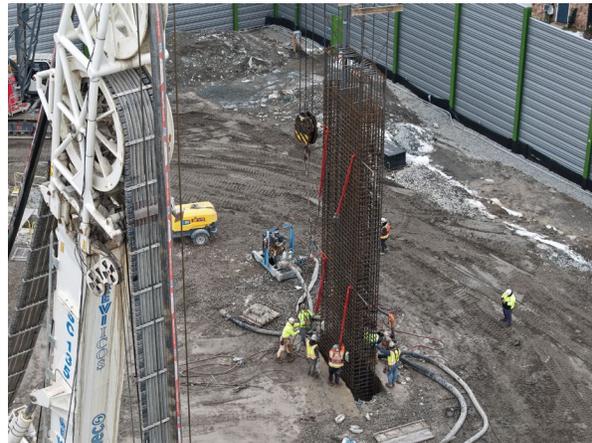
[Click here to download these pictures and additional recent photos of GDC's construction sites](#)

Palisades Portal Site (North Bergen, NJ)

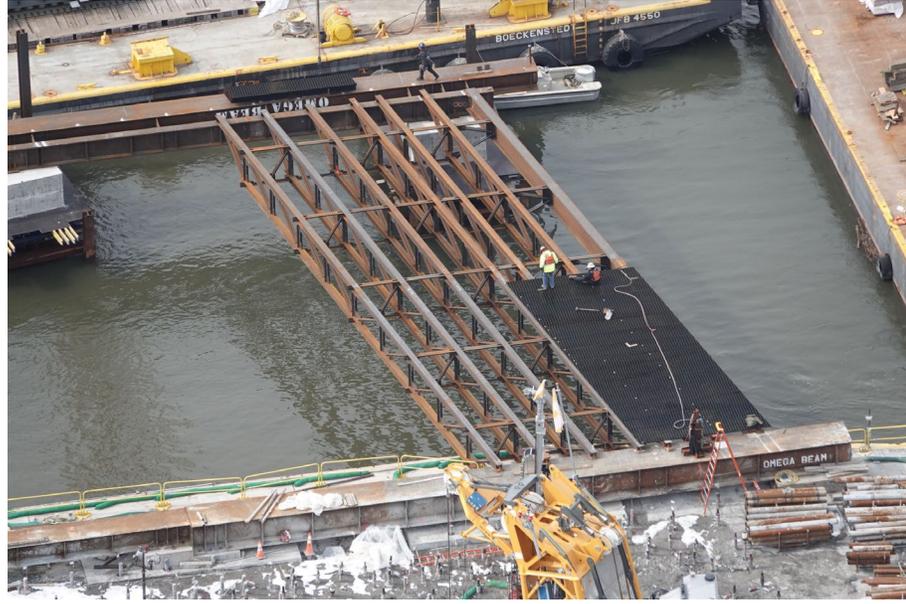
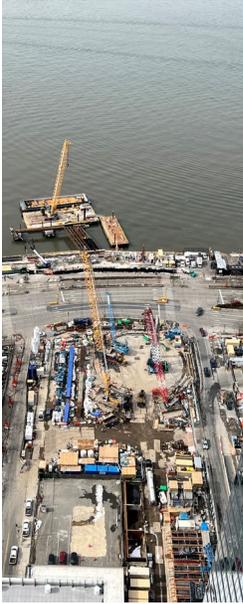




Hudson County Access Shaft Site (Weehawken, NJ)



Manhattan Tunnel Project Sites (Manhattan, NY)

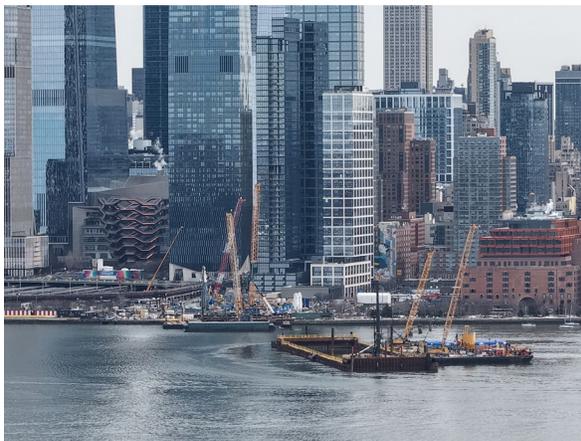


Hudson Yards Concrete Casing Section 3 Site (Manhattan, NY)





Hudson River Ground Stabilization Site



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The Gateway Program is the most urgent 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.