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**GATEWAY DEVELOPMENT COMMISSION CELEBRATES START OF TUNNEL BORING FOR
HUDSON TUNNEL PROJECT**

First Tunnel Boring Machine to Launch in Coming Days



Newark/New York – The Gateway Development Commission (GDC) today celebrated the start of tunnel boring for the Hudson Tunnel Project. In the coming days, final testing will be completed and the first tunnel boring machine that will be used to build the new train tunnel under the Hudson River will begin digging. A second machine will launch soon after.

This historic moment marks the start of the first phase of tunnel boring for the Hudson Tunnel Project – the first new rail tunnel under the river in more than 100 years. It is the culmination of more than a decade of planning and nearly three years of construction work.

The two tunnel boring machines launching this fall will bore approximately one mile through the hard rock under the Palisades Cliffs in New Jersey to the Hudson County Access Shaft on the border of Weehawken and Hoboken. These two machines will be removed via the access shaft and replaced with a second pair of machines that will build the section of the tunnel under the Hudson River.

The two hard-rock tunnel boring machines are expected to build roughly 30 feet of tunnel per day, including scheduled pauses for maintenance. They will reach the Hudson County Access Shaft approximately one year after launching.

The first phase of tunnel boring is being completed by Schiavone Lane Dragados JV as part of the contract for the Palisades Tunnel Project construction package. The Port Authority of New York and New Jersey (PANYNJ) is managing delivery of this construction package in partnership with GDC.



New Jersey Governor Mikie Sherrill said, “I spent years in Congress fighting for the Hudson Tunnel Project because it is the most important infrastructure project in the country. Now, tunnel boring is beginning on the first new rail tunnel under the Hudson in more than a century. I was proud to be called the ‘tunnel-obsessed Congresswoman,’ and as Governor, I will keep fighting until this tunnel is built, so 100,000 jobs will be delivered, and millions of New Jersey commuters and travelers finally have the reliable service they deserve.”

New York Governor Kathy Hochul said, “Building a new rail connection across the Hudson River has been a dream for over a generation, one that would improve reliability and resilience for over 200,000 daily riders who power our economy. We fought and beat efforts from the Trump administration to halt the Gateway project and today, that dream becomes a reality, with state-of-the-art machinery operated by expert union workers starting their journey through soil and bedrock under the Hudson to Penn Station. This is a historic day for New York and a clear demonstration of our ambitions to once again dream and build big.”

U.S. Senate Minority Leader Chuck Schumer said, “From Day One on Gateway, I have said: If we dig it, they will come. ‘They’ being millions of passengers, and freight, and goods and services, flowing into and out of the heart of the New York-New Jersey region and pumping the veins of every nook and cranny with billions of dollars in economic energy. Who says infrastructure is boring? This

astounding machine will carve the first new rail tunnel under the Hudson in more than a century, keeping tens of thousands of union workers on the job and creating a vitally needed crossing that hundreds of thousands of commuters depend on every single day. The Gateway Hudson tunnel is the most important infrastructure project in America, period, and I will keep fighting until the job is done.”

U.S. Senator Cory Booker said, “This milestone is a major step toward fulfilling the Hudson Tunnel Project’s two-track tunnel and giving New Jerseyans the dependable rail infrastructure they’ve waited decades for. Millions of people depend on the Northeast Corridor every day to get to work, to school, and back home to their families. I’m proud to help deliver a project that will lower costs, strengthen our rail system, boost reliability, double capacity, and make commutes better for generations of New Jerseyans to come.”

U.S. Senator Kirsten Gillibrand, ranking member of the Senate Appropriations Subcommittee on Transportation, said, “Building a stronger New York means strengthening our transit and infrastructure systems. Working families and commuters have been waiting for over a decade for us to deliver on our promise of creating more efficient transportation, and this phase marks more than a vow to start – it marks a vow to finish. I will continue fighting for funding towards landmark projects like the Hudson Tunnel to keep riders on track.”

U.S. Senator Andy Kim said, “Modernizing New Jersey’s transit infrastructure cannot happen without new tracks and tunnels for North Jersey commuters; with Gateway Development Commission breaking ground on this next phase, New Jersey is one step closer to that reality. I will continue tracking progress as construction of the Hudson Tunnel Project begins and look forward to seeing the project continue.”

U.S. House Minority Leader Hakeem Jeffries said, “House Democrats, working in partnership with the Biden-Harris administration, enacted the Infrastructure Investment and Jobs Act to rebuild our nation’s crumbling infrastructure and bring transformative projects like the Gateway Tunnel to life. Today’s start of tunnel boring marks a tremendous step forward in delivering world-class infrastructure improvements for the people of New York and across our region. Despite Donald Trump’s efforts to illegally rip funding away from this important project, construction will begin and more reliable service is on the way for passengers across the Northeast Corridor. I applaud the Gateway Development Corporation for their work in reaching this milestone and helping to create good-paying union jobs, strengthen our economy, and provide the safe and reliable passenger rail service our nation deserves.”

Congressman Herb Conaway said, “Today marks a historic milestone for the Hudson Tunnel Project and a major step forward for the future of passenger rail in New Jersey and across the Northeast. The launch of the first tunnel boring machine brings us one step closer to a safer, more reliable and resilient rail connection between New Jersey and New York, while strengthening our infrastructure and supporting economic growth across the region. I am proud to see this critical work advancing and look forward to the day when commuters can travel through a modernized Hudson River tunnel built to serve our region for generations to come.”

Congressman Josh Gottheimer said, “Thanks to hard work and some Jersey grit, today the boring machine starts turning, and the most consequential infrastructure project in America is moving. That means real progress for more than 200,000 commuters, thousands of good-paying labor jobs, and 20 percent of our nation’s GDP. I am proud to have helped draft, negotiate, and pass the bipartisan legislation that got this project funded and moving for Jersey families.”

Congressman Tom Kean, Jr. said, “I am pleased to see this crucial progress toward completing the Gateway Tunnel Project. For years, I have fought to advance this effort, and today’s construction milestones represent meaningful momentum. Reliable rail infrastructure is essential to New Jersey commuters and to the regional economy, and I will continue fighting to ensure this project reaches the finish line.”

Congresswoman LaMonica McIver said, “This step in the Hudson Tunnel Project marks a real milestone for the critical investment in our rail infrastructure. Creating nearly 100,000 jobs, generating billions of dollars in economic activity, and benefiting millions of passengers, this project does so much good – that’s why we have fought so hard to make it happen. Even as Trump delayed billions in funding, trying to jam up a project that would make life here in Jersey better, GDC stayed the course. Hitting this target is a testament to the perseverance of the contractors who showed up to work every day without knowing if they’d be paid and the champions of this project who know the impact it will have on our lives in New Jersey.”

Congresswoman Analilia Mejia said, “This is a historic day for the Hudson Tunnel Project and for everyone who depends on this critical rail corridor. Every construction milestone brings us closer to more reliable rail service and a stronger regional economy. Investing in our infrastructure means creating good-paying jobs today while building a stronger future for our communities. I’m proud to stand with the workers and communities in my district and throughout New Jersey who will benefit from this project for generations to come, and I look forward to seeing this critical project continue moving full speed ahead.”

Congressman Rob Menendez said, “Today’s milestone in North Bergen is an exciting step toward the modern, resilient rail network New Jersey families deserve. I want to thank all our hardworking union members who made today possible. This is huge progress for the Gateway Program, but our work isn’t over. I will continue to partner with Governor Sherrill, our congressional delegation, local leaders, and organized labor to ensure that New Jersey continues to be at the heart of America’s transit revival.”

Congressman Jerry Nadler said, “Thanks to years of hard work by construction crews, engineers, and project managers, today we are celebrating the most significant milestone yet in the Hudson Tunnel Project. Gateway will benefit New Yorkers, commuters, and Amtrak riders across the Northeast Corridor by increasing capacity, rehabilitating century-old infrastructure, and building much-needed tunnels. The launch of the first tunnel boring machine brings us one massive step closer to completing Gateway and delivering the reliable, resilient, modern rail infrastructure that our riders deserve. After years of advocating for and securing funding for this project, I am grateful to our federal, state, and local partners for keeping construction moving, and I look forward to this transformative project improving rail transportation for generations to come.”

Congressman Frank Pallone, Jr. said, “For more than a century, every Amtrak and NJ TRANSIT train between New Jersey and New York has depended on a single aging tunnel. Today, we’re one big step closer to changing that and improving rail service between our states. I fought alongside the delegation to bring home the federal funding to get Gateway built, and it’s great to see our investment turning into real progress.”

Congresswoman Nellie Pou, a member of the House Committee on Transportation and Infrastructure, said, “Today is a time for celebration. After fighting baseless political lawsuits and tearing down obstacle after obstacle, the Gateway Tunnel and the state of New Jersey continue to prevail. The launch of the Hudson Tunnel boring machine is a major win for countless engineers and construction workers, a win for North Jersey commuters, and a win for our region’s economy. I

am proud to witness this milestone and look forward to the benefits that it will provide to our communities.”

Congressman Chris Smith said, “The launch of the Hudson Tunnel Project's first boring machine is a significant accomplishment and the start of a much-needed investment in both local labor and local transportation infrastructure. The new tunnel system excavated by custom-made machines will promote the safety of thousands of commuters, maintain the continued viability of interstate rail networks in the Northeast, and strengthen the long-term foundations of our economy. I congratulate the Gateway Commission for this critical milestone and remain committed to ensuring that this project is executed on time and on budget.”

Congresswoman Bonnie Watson Coleman said, “The Gateway Tunnel is essential infrastructure for the millions who move along this major transportation hub, for the continued economic growth of the region and the country, and for the workers involved in its construction. It is the most urgently needed infrastructure project in the country. Despite the unnecessary delay caused by President Trump’s shortsighted political quarrels, we’re now seeing significant progress. I look forward to the magnificent day this tunnel project opens to traffic.”

New Jersey GDC Co-Chair Balpreet Grewal-Virk said, “New Jerseyans know the pain of a delayed train. The start of tunnel boring is more than just a construction milestone, it is one step closer to the modern, reliable train service that New Jerseyans, and everyone else who travels into and out of New York City, deserve. I’m proud to celebrate this major step forward for the Hudson Tunnel Project today and look forward to continuing to work with GDC’s many partners to deliver the most urgent infrastructure project in the country.”

New York GDC Co-Chair Alicia Glen said, “New York City doesn’t work without efficient, dependable public transportation. The Hudson Tunnel Project will finally fix one of the key weaknesses in our region’s rail network, and we will feel the benefits for generations. Starting tunnel boring sends a clear signal: we are getting this tunnel done. I’m thrilled to celebrate this achievement and GDC’s commitment to seeing this vital investment in public transit through.”

Amtrak GDC Commissioner and Vice Chair Tony Coscia said, “The Hudson Tunnel Project is far more than a New York-New Jersey project, it is a critical investment in America. The Northeast Corridor is the busiest passenger rail line in the country, and right now it depends on a tunnel that was built by hand a decade before the first commercial radio broadcast. The tunnel boring machines launching today prove how far we have come since then, and building this tunnel will show the world that America can still build big things. This is a historic moment, and a statement about what our nation can accomplish.”

Amtrak Executive Vice President of Capital Delivery Laura Mason said, “The Hudson Tunnel Project is not just about strengthening the Northeast Corridor, one of the nation's most important transportation corridors. Projects like this become part of the physical and economic fabric of our communities and our country for generations. Thank you to the thousands of men and women who are contributing their expertise, dedication, and pride to make this project a reality, and to put this brilliant tunnel boring machine to work.”

PANYNJ Chairman Kevin O'Toole said, “The launch of this tunnel boring machine marks a major milestone for a project that is essential to the future of our region. Gateway will strengthen the connection between New York and New Jersey, as well as improve the reliability and resilience of the nation’s busiest passenger rail corridor. The Port Authority is proud to be a partner in moving this transformational project forward.”

PANYNJ Executive Director Kathryn Garcia said, “Gateway continues to build real momentum, and the Port Authority is proud to play a supporting role in this generational infrastructure project that will strengthen the region and drive long-term economic growth. We’re contributing \$2.7 billion and bringing our deep engineering and technical expertise to help move this critical regional priority forward.”

NJ TRANSIT President & CEO Kris Kolluri said, “Having led the Gateway Development Commission during a critical period for the Hudson Tunnel Project, and securing the largest federal grant for a mass transit project in U.S. history, I saw firsthand what it took to move this project from concept to construction. Today, as President & CEO of NJ TRANSIT, I see this milestone through the eyes of our customers. The start of tunnel boring brings us another significant step closer to the modern, resilient infrastructure our customers and the entire Northeast Corridor depend on.”

GDC Chief Executive Officer Tom Prendergast said, “Today we mark the start of boring the first new rail tunnel under the Hudson River since the North River Tunnel went into service in 1910. While we celebrate a start today, this moment also marks the culmination of years of work. We would not be here today without the hundreds of people who have poured countless hours into planning, designing, and building this project. In the days, months, and years ahead, we will continue to build on their hard work to deliver this critical project for the riders who are counting on us today, and the future riders who will use the tunnel for decades to come.”

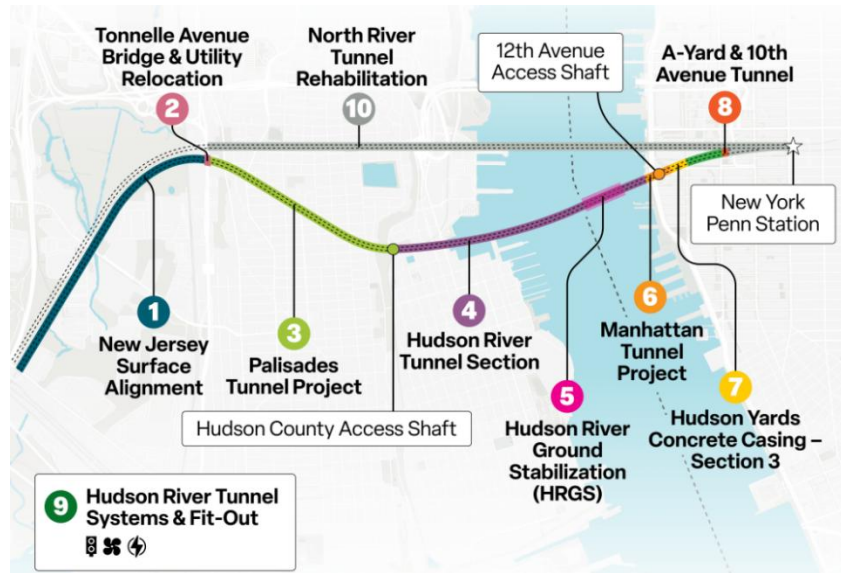
Francesco Chiappalone, Schiavone Lane Dragados JV Project Manager, said, “I’m incredibly proud of this team. Reaching this stage reflects the hard work of everyone who has helped move the project forward. I want to extend my sincere thanks to the GDC and the Port Authority of New York and New Jersey for their continued support. This level of collaboration between stakeholders and contractors is not something you see every day, and it is exactly this kind of partnership that results in incredible achievements like the one we celebrate today.”

Laborers’ International Union of North America (LIUNA) Vice President and Eastern Regional Manager Mike Hellstrom said, “The first turn of this tunnel boring machine represents much more than the start of excavation. It represents a generational investment in our transportation system, our economy, and the working men and women who are building the infrastructure our region will depend on for the next century. This is exactly the kind of work LIUNA members were trained to do, and we are proud to be part of it.”

Building and Construction Trades Council of Greater New York President Gary LaBarbera said, “The launch of the tunnel boring machine for the Gateway Tunnel represents another significant milestone for one of the most important infrastructure projects in the nation, as it is vital to our economy and has created thousands of family-sustaining union construction careers. Our tradesmen and tradeswomen are honored to continue to forge forward this project that will improve the lives of countless Americans and have the opportunity to pursue the middle class and reinvest in their communities while doing so.”

The Hudson Tunnel Project

The Hudson Tunnel Project is an urgent investment in the most heavily traveled stretch of America's rail network that will improve transportation between New Jersey and New York by building a new two-tube rail tunnel under the Hudson River and rehabilitating the existing North River Tunnel, which has been in continuous service since 1910 and is a leading cause of train delays for hundreds of thousands of daily passengers.



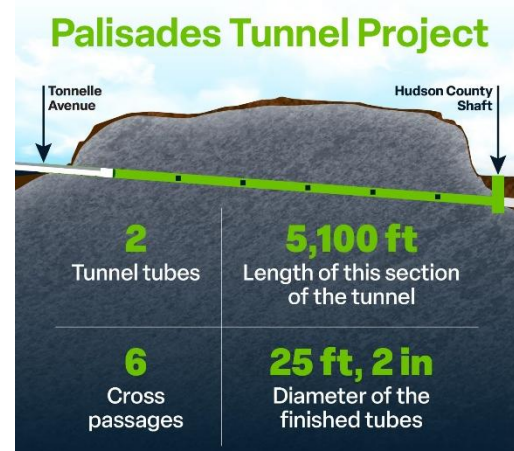
The project is being delivered through ten construction packages. The first construction package was completed in early 2026. Six additional packages are currently in progress.

Boring the New Tunnel

The new tunnel under the Hudson River will be bored using two sets of two tunnel boring machines – four machines total. Each pair of tunnel boring machines will build the two parallel tunnel tubes simultaneously.

The two machines launching in the coming weeks will bore 5,100 feet through the Palisades Cliffs, from the tunnel portal in North Bergen to the Hudson County Access Shaft on the border of Weehawken and Hoboken.

The machines will be removed via the access shaft, and a second pair of tunnel boring machines optimized for the mixed ground conditions under the Hudson River will be inserted to build the stretch of the tunnel tubes from New Jersey to Manhattan.



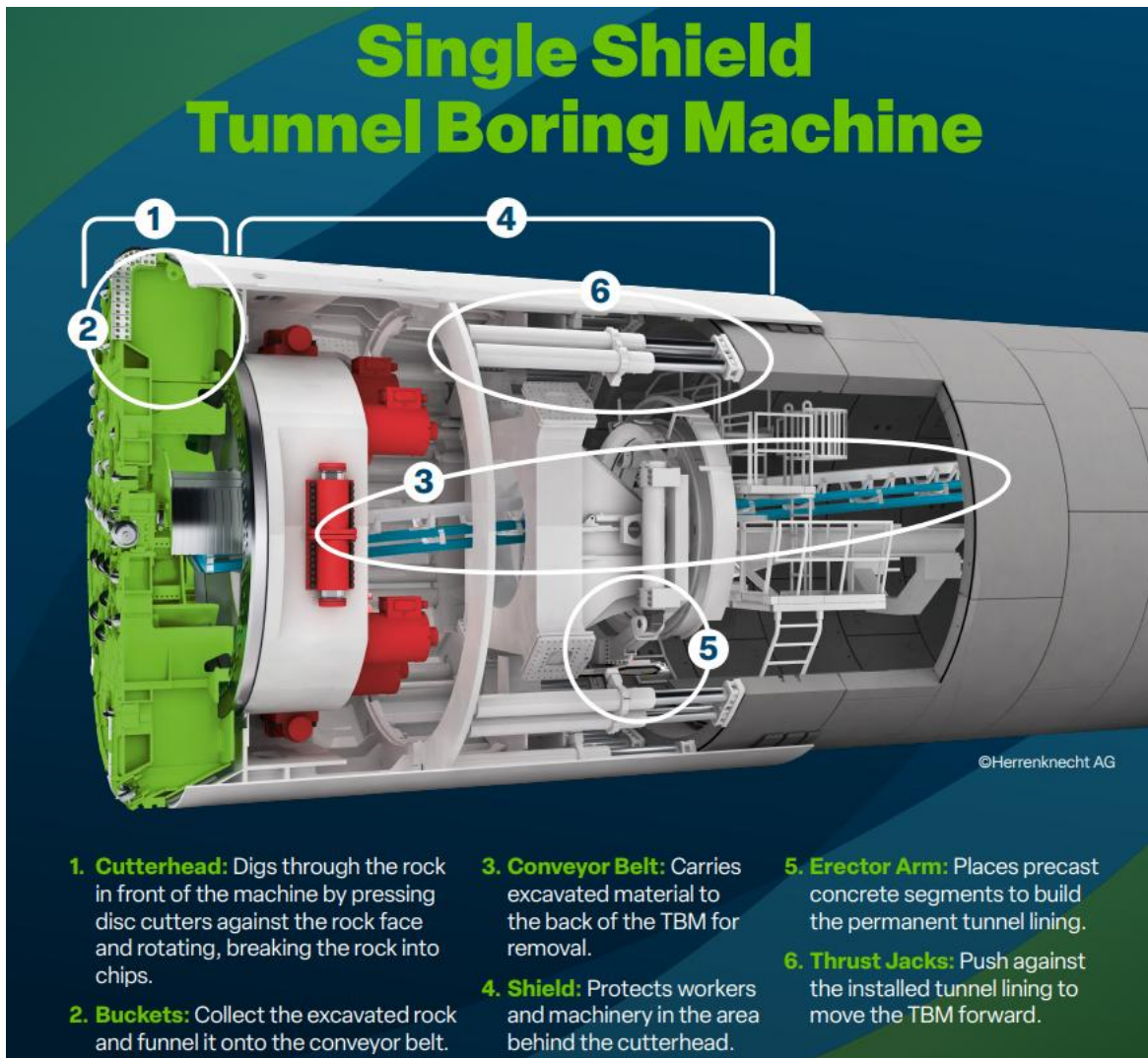
Tunneling Using Single Shield Tunnel Boring Machines

The first set of tunnel boring machines are single shield machines, designed for efficient tunneling through hard, dry rock. Each machine's cutterhead is 28 feet, 8 inches in diameter and the trailing gantry extends roughly 500 feet. Each weighs more than 1,680 tons.

These machines dig through the rock in front of them using a rotating cutterhead fitted with disc cutters that press against the rock face, applying intense pressure that breaks the rock into chips. Buckets behind the cutterhead collect the excavated rock and direct it through a muck ring onto the

machine's conveyor belt, which moves it through the trailing gantry to the back of the machine, where it is hauled out of the tunnel.

As the machine advances, an erector arm is used to place precast concrete segments to form the permanent tunnel lining. Hydraulic thrust jacks push the machine forward, bracing against the edges of the completed tunnel lining.



Years of Work to Reach This Milestone

Today's milestone is the culmination of nearly three years of construction work. Starting in late 2023, GDC's contractors built a bridge supporting a section of Tonnelle Avenue in North Bergen to create space under the highway for the machines' gantries and excavated the launch box where the tunnel boring machines will start digging.

While this construction was happening, the tunnel boring machines were being manufactured. A single machine is comprised of nearly one hundred complex components, and manufacturing took more than a year.

After factory testing at the end of 2025, the machines were disassembled and shipped to New Jersey. Workers spent months reassembling and testing them on site in preparation for launch.

Media Resources

Use the links below to download assets associated with this story. Please credit “Gateway Development Commission (GDC)” as the source.

- Photos from the Tunnel Boring Launch Ceremony are available [here](#).
- The graphics included in this press release can be downloaded [here](#).
- Photos and videos of the tunnel boring machine being manufactured, shipped, and assembled on site are available [here](#).
- A video showing the assembly of the tunnel boring machine is available [here](#).
- A video explaining the operation of the tunnel boring machines being used to build this section of the tunnel is available [here](#).

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The [Gateway Development Commission](#) is the bi-state public authority overseeing delivery of the Hudson Tunnel Project.

The Hudson Tunnel Project is an urgent investment in the nation’s passenger rail infrastructure that will improve transportation up and down the East Coast, create hundreds of thousands of jobs, and strengthen the national economy for decades to come by building a new rail tunnel connecting New Jersey and New York and rehabilitating the existing North River Tunnel.

The Hudson Tunnel Project is the cornerstone of the Gateway Program, a comprehensive rail investment program that will modernize rail travel and create new capacity for the most congested section of the Northeast Corridor.