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Contacts:
Molly Beckhardt – mbeckhardt@gatewayprogram.org; 917-586-3622
Jake McNichol – jake.mcnichol@gatewayprogram.org; 609-658-0648

GDC LAUNCHES SECOND HUDSON TUNNEL PROJECT TUNNEL BORING MACHINE

Construction of Both New Rail Tunnel Tubes Now In Progress



The tunnel boring machine building the southern tunnel tube began mining in November. The machine building the northern tube started tunneling in October.

Video footage and photos of the second tunnel boring machine's launch and both machines being assembled and operating are available here. *Please credit "Gateway Development Commission (GDC)" as the source.*

Newark/New York – The Gateway Development Commission (GDC) today announced that the Hudson Tunnel Project's second tunnel boring machine has begun mining the new rail tunnel's southern tube. Both of the new tunnel tubes are now under construction. The machine building the northern tunnel tube launched in October.

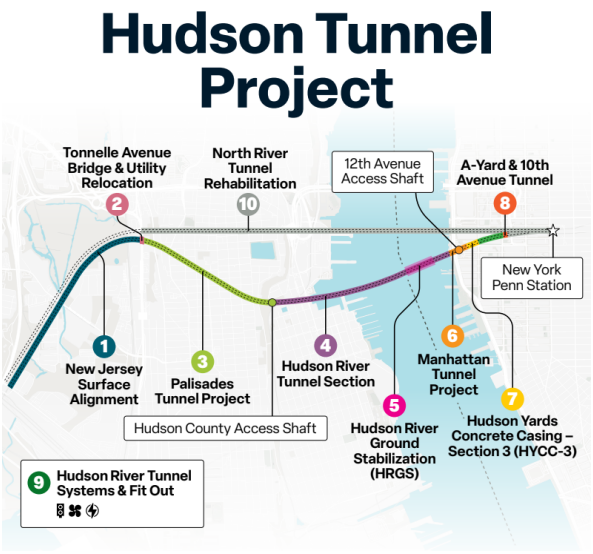
These two machines are building the first 5,100 feet of the new rail tunnel tubes in New Jersey, from the tunnel portal in North Bergen to the Hudson County Access Shaft on the border of Weehawken and Hoboken. When they reach the access shaft, the tunnel boring machines will be removed and replaced with a second pair of machines designed for the mixed ground conditions under the Hudson River. Including scheduled pauses for maintenance, it will take approximately one year to build this section of the tunnel tubes.

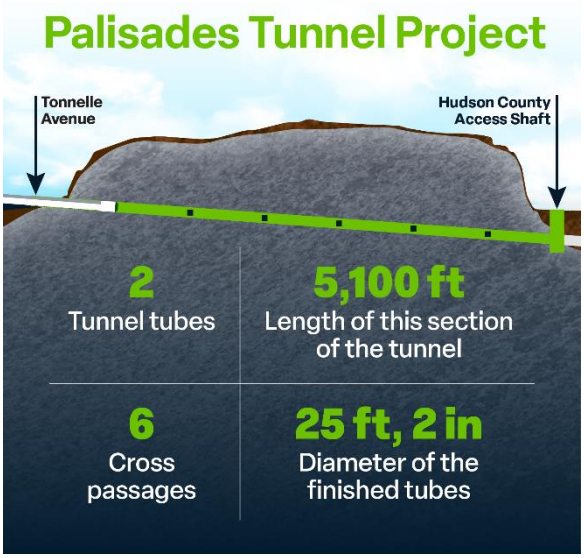
The tunnel boring machines excavate and install the tunnel lining at the same time. Each of these machines will install nearly 850 rings of tunnel lining, assembled from more than 5,000 segments. To date, the machine that launched in October has bored approximately 400 feet of the northern tube and installed more than 60 tunnel lining rings.

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 in a joint statement, "The Hudson Tunnel Project is moving forward full steam ahead – we've now launched two tunnel boring machines, one for each of the new tunnel's tubes. We are grateful for the many partners and supporters who have helped us reach this milestone. Every foot that these machines bore brings us closer to delivering the modern, reliable rail system our region needs."

GDC Chief Executive Officer Tom Prendergast said, "The start of tunnel boring last month was a major milestone for the Hudson Tunnel Project, but it was only the beginning. Launching the second tunnel boring machine marks another significant step toward delivering the most urgent passenger rail infrastructure project in America. We are proud of the hard work that got us to this milestone and committed to bringing the same dedication and grit to the job every day until it is done."

The Hudson Tunnel Project is separated into ten construction packages. The first stretch of tunnel boring and construction of the Hudson County Access Shaft are part of the Palisades Tunnel Project. Schiavone Lane Dragados JV is leading construction of this package, with the Port Authority of New York and New Jersey managing project delivery in partnership with GDC.

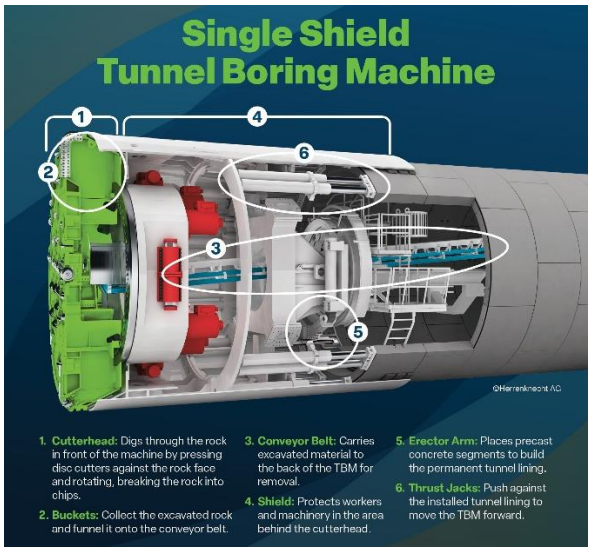


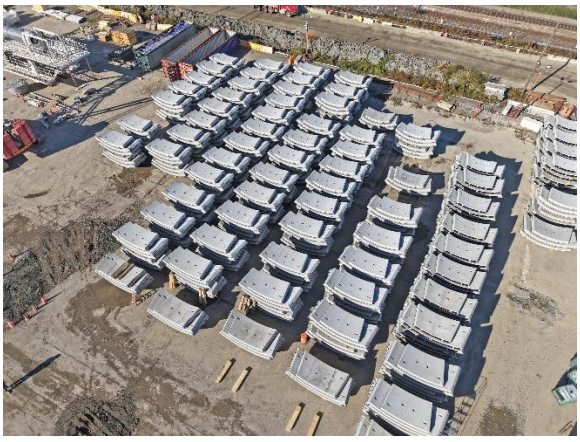


The tunnel boring machines currently cutting through the Palisades are single shield machines designed to efficiently tunnel through hard, dry rock. They each have a 28-foot, 8-inch-diameter cutterhead and trailing gantries that extend roughly 500 feet and weigh more than 1,680 tons.

The machines excavate and build the tunnel at the same time. The machine's spinning cutterhead is pressed against the rock face. As it turns, disc cutters embedded in the cutterhead break the rock into chips. Buckets collect the excavated rock and direct it through the machine's muck ring onto a conveyor belt, which carries the material out the back of the machine for removal from the tunnel.

As the tunnel boring machine advances, an erector arm places precast concrete segments to form the permanent tunnel lining. Hydraulic thrust jacks brace against the completed lining to push the machine forward.





Tunnel lining segments staged for installation.

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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.