



Gateway Development Commission

Hudson Tunnel Project Construction Progress Update

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The Hudson Tunnel Project

The Hudson Tunnel Project is an urgent investment in the nation's passenger rail infrastructure that will make two crucial improvements to increase service reliability.

1. **Building nine miles of new passenger rail track** between New York and New Jersey, including nearly five miles of tunnel boring to construct a new tunnel under the Hudson River.
2. **Rehabilitating the 116-year-old North River Tunnel**, which is a source of chronic delays for hundreds of thousands of daily passengers.



The new tunnel will be completed in 2035. Rehabilitation of the North River Tunnel will be finished in 2038.

The Urgent Need for the Hudson Tunnel Project

Amtrak and NJ TRANSIT service into, out of, and through New York City relies on the 116-year-old North River Tunnel. The risk that the existing tunnel must shut down grows as it continues to age. Without a new tunnel, this will disrupt travel up and down the East Coast, costing the national economy billions.



The region the Northeast Corridor serves produces **20% of America's GDP.**



2,000 trains per day carrying approximately 800,000 passenger trips travel on the Northeast Corridor.

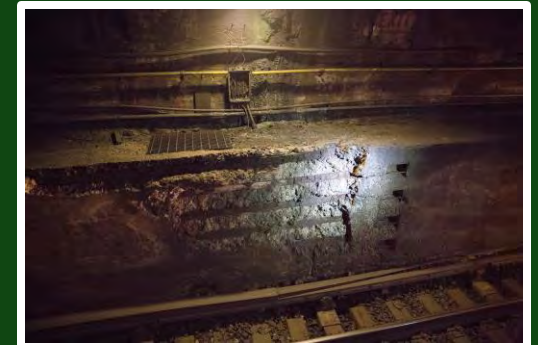
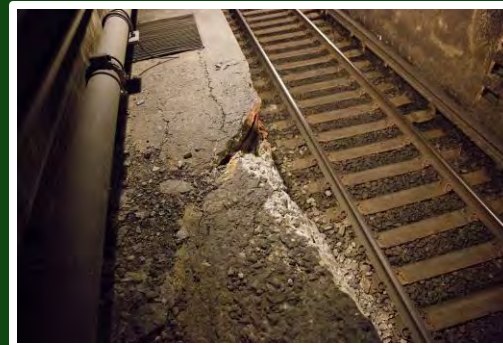


450 trains travel through the tunnel between New Jersey and New York every day.

*A 4-year shutdown of **one tube** in the North River Tunnel would...*

- Cost the national economy **\$16 billion.**
- **Reduce property values** in the region by \$22 billion.
- **Increase commute times** for 245,000 drivers.
- **Cut train service** between NYC and Washington, DC in half.

Current Conditions in the North River Tunnel



Creating Jobs and Growing the Economy

Overall Construction Benefits



95,000 jobs created during construction of the Hudson Tunnel Project



\$19.6 billion total economic output generated by construction

Active Construction Benefits



\$4.5 billion total economic output from active construction projects



20,200 jobs and **\$1.7 billion** in labor income generated by active construction



Every \$10 spent on direct labor supports **\$17** in wages and benefits across the country



94% of capital spending sourced within the United States

Federal Funding Update

The majority of the \$16 billion budget for the Hudson Tunnel Project is funded by federal sources.

On October 1, 2025, the federal government paused disbursements of funding committed to the project. GDC had to temporarily suspend construction in February due to lack of funds.

As a result of a lawsuit filed by the states of New York and New Jersey, the federal government has resumed funding disbursements. GDC has now received all funds owed to the project.

Construction resumed at the end of February and we are moving forward full steam ahead.



Upcoming Contract Awards

GDC has two major procurements in the pipeline. We are working towards awarding these contracts as soon as possible.

Package 1C: Hudson River Tunnel



Subaqueous section of the new tunnel from the Hudson County Shaft to the 12th Ave. Shaft.

Package includes installing the tunnel floor and aboveground civil construction.

Package 3: NJ Surface Alignment



New aboveground trackway to connect the existing Northeast Corridor tracks in NJ to the new tunnel's entrance, including retaining walls, a new viaduct, bridges, and an access road.

Construction Update



Progress since the start of 2026:

- Completed Tonnelle Avenue Bridge & Utility Relocation Project.
- Components of both tunnel boring machines delivered to Palisades Portal construction site. TBM assembly in progress.
- Completed Hudson County Access Shaft slurry wall. Excavation of access shaft starting soon.
- Concrete placement for floor of HYCC-3 tunnel box mostly finished, installation of walls in progress.
- Relocated the cofferdam in the Hudson River to allow soil stabilization work to proceed within the environmental restrictions.
- Continued installing a marine temporary structure to facilitate ground stabilization beneath the Manhattan Bulkhead.

Palisades Portal Site



Key Activities

- Construction of new roadway bridge
- Tunnel boring machine assembly
- Excavation of portal launch box

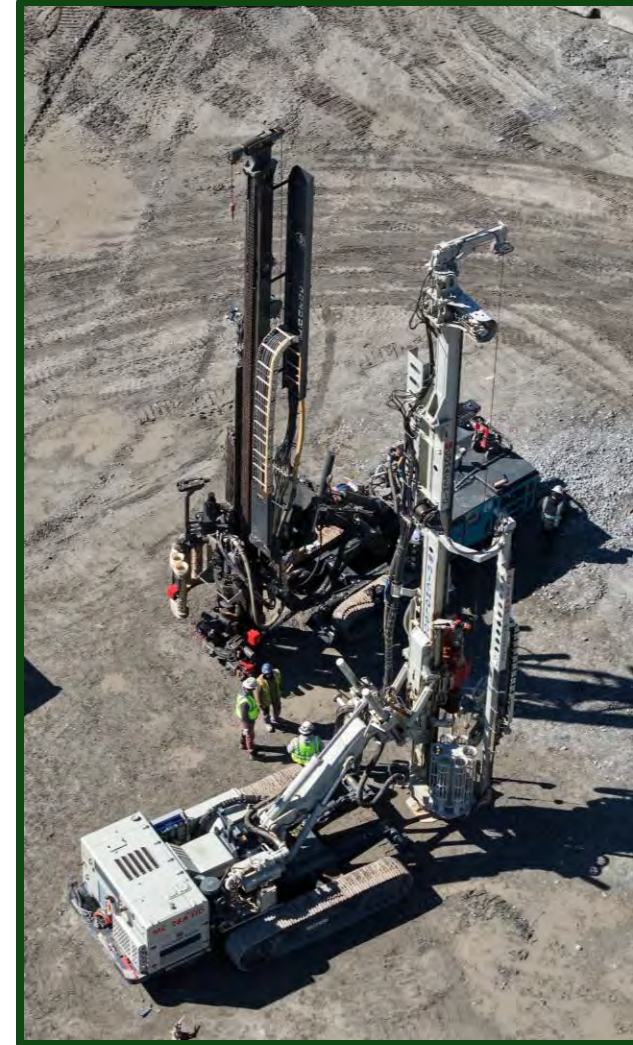


Hudson County Access Shaft Site

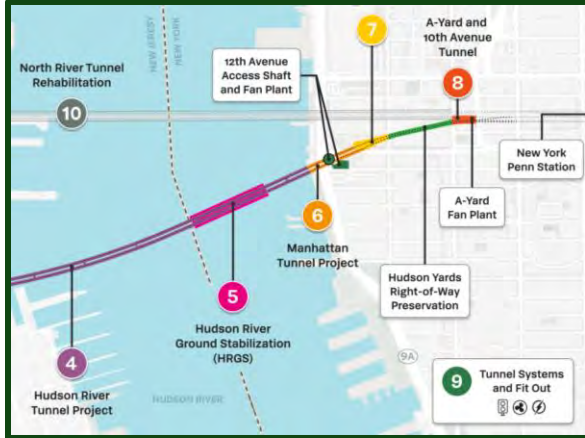


Key Activities

- Slurry wall installation (complete)
- Access shaft excavation

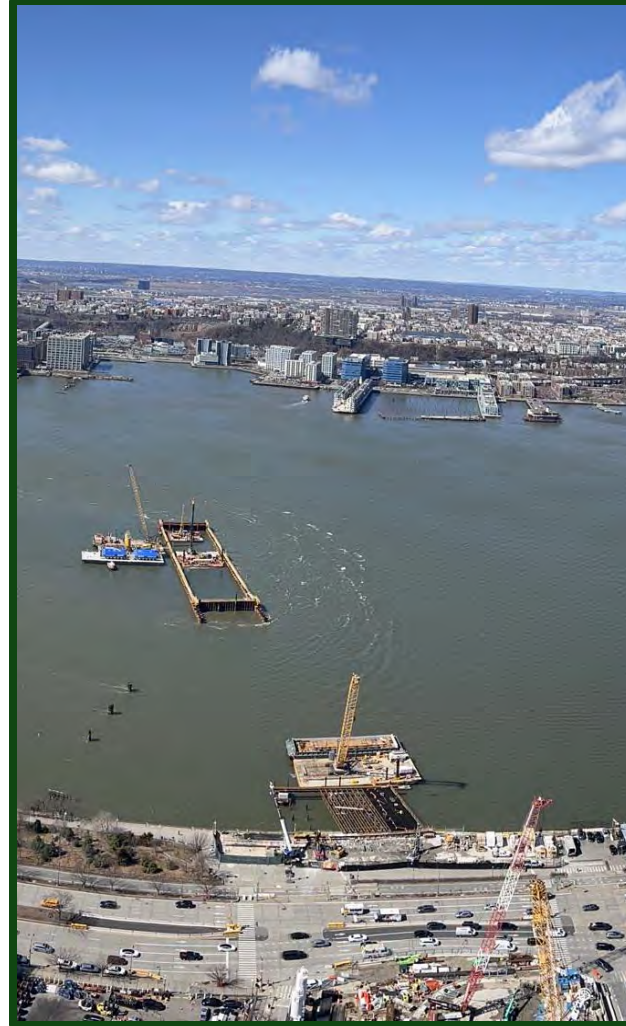


Hudson River Ground Stabilization



Key Activities

- Deep soil mixing to create block of stabilized earth in riverbed
- Installation and relocation of temporary cofferdam



Manhattan Tunnel Project



Key Activities

- Construction of 12th Avenue Access Shaft
- Ground stabilization around the Manhattan bulkhead

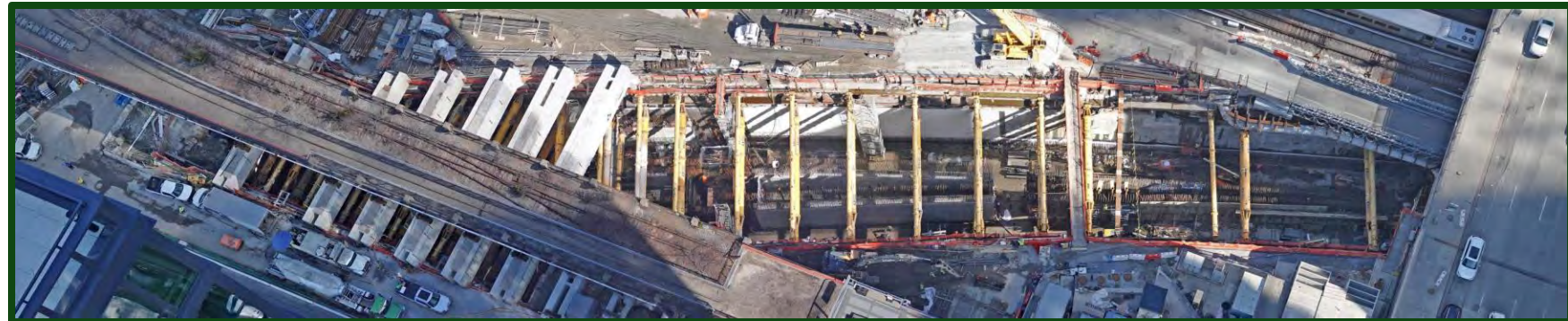
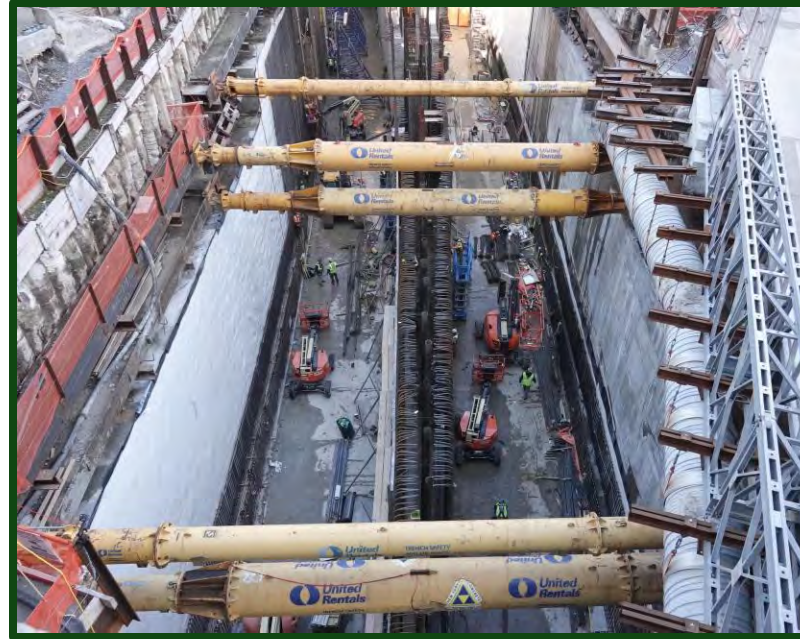


Hudson Yards Concrete Casing – Section 3



Key Activities

- Installing rebar and concrete to form tunnel box
- Connecting to existing section of the concrete casing



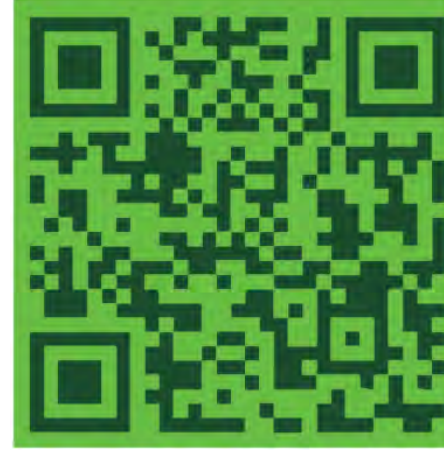
NEPA Re-Evaluations

Ex. 1 - Re-eval #12: Proposed Modification in Workdays for Tunnel Boring Work at the Tonnelle Avenue site



Ex. 2 - Re-eval #14: Proposed Modification to Former Pier 68 Pile Obstruction Removal in the Hudson River

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