



The Cross Harbor Rail Freight Tunnel

Critical for New York's Future Critical Benefits for Brooklyn

The Problem

- The New York Metropolitan region is the largest consumer market in the nation, and yet New York City is the only major city in the United States that isn't connected to the nation's rail system.
- As a result, nearly all of our goods enter and leave the City by truck. Over 90% of those goods come in over a single bridge -- the George Washington Bridge.
- This truck-dependence congests our roads, highways and bridges. That congestion results in terrible air pollution, and the highest asthma rates in the nation. It also means that when health emergencies or fires arise, ambulances and fire trucks get mired in traffic.
- The dependence on trucks also means that the cost of doing business in New York, and the cost of our consumer goods -- like food and clothing -- are all much higher than other areas of the country.
- The amount of freight -- from building materials to computers to produce -- coming into the City will increase by nearly 80% in the next 20 years. The increase in trucks to deliver these goods will completely clog our streets with trucks, creating an immovable lid on economic growth. In other words, the growth of the City's economy could come to a grinding halt.
- Because nearly all of our goods come in over one bridge, one bomb-threat could isolate us from the goods we need, including food and medicine.

The Solution

- The Cross Harbor Rail Freight Tunnel, which will be built under New York Harbor, will link the nation's rail system ending in New Jersey, with the existing Bay Ridge line. The Bay Ridge line has been in use by trains for almost a century for goods movement inside New York.
- This Tunnel will allow more goods to move by rail rather than by truck, and offers a safer, more efficient, sustainable way to move goods into and out of the City.

The Tunnel Benefits

- The Tunnel will take as many as 1 million trucks a year off of New York City streets. These trucks will be removed from the streets of Brooklyn and every other borough, and will help to solve road congestion, reduce environmental health problems, such as asthma, and allow better movement of emergency vehicles.
- The Tunnel will act as a key engine for economic growth by creating as many as 23,000 new long-term jobs in the five boroughs, as well as 6,526 direct construction jobs. These are all good jobs with wages and benefits that can support a family.
- The Tunnel will provide significant national security benefits by making sure that essential goods can move into the City, even if a terrorist attack closed the George Washington Bridge to trucks.
- Trains already use the Bay Ridge line today, which runs through Brooklyn. The number of these trains will increase significantly regardless of whether the tunnel is built now. That is because the City is beginning to increase its goods movement capacity by floating goods over the Hudson River. With this increase in trains, there will be more noise and other impacts, but absolutely no means to solve these problems.
- Building the Cross Harbor Rail Freight Tunnel, which will bring a significant amount of federal money into local Brooklyn communities, represents the only real way to stop or lessen noise, vibration and illegal dumping currently affecting our communities from existing trains on the line. Leveraging these funds will help the community find creative solutions to existing problems that are sure to only get worse. Opposition to the Tunnel is opposition to millions of dollars of federal money coming to Brooklyn, and will ultimately degrade our quality of life.

Breakdown of Key Benefits of Cross Harbor Tunnel as of 2025

METRO NY REGION Benefit Type	Single Tunnel	Double Tunnel
Reduced Truck Traffic	41.3 million miles	62.4 million miles
Reduced Air Pollution (per year)	62,085 tons of greenhouse gas	121,516 tons of greenhouse gas
Increased Employment	16,900 jobs	29,890 jobs

- Trucks take up as much space as 3-4 passenger cars when traveling on the City's highways, roads & bridges. A single truck causes as much wear and tear to roadway infrastructure as 3,000 passenger cars. This could cost the State \$3.7 billion per year to keep up with roadway maintenance.

BROOKLYN Benefit Type	Single Tunnel	Double Tunnel
Borough-wide Reduction in Truck Traffic (per year)	1.6 million miles (7%)	1.6 million miles (7%)
Increased Employment**	4,000 jobs	8,640 jobs

** does not include construction jobs as a result of the tunnel project. Figure reflects gains from transportation efficiency, reduced costs and improved competitiveness for local businesses, as well as business attraction for warehousing, distribution and manufacturing companies benefiting from vastly improved freight service.

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