



The Cross Harbor Rail Freight Tunnel

Critical for New York's Future

Critical Benefits for the Hudson Valley

The Problem

- The New York Metropolitan region is the largest consumer market in the nation, and 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 across the Hudson River 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 metropolitan area's economy could come to a grinding halt.
- Because nearly all over 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 & Montauk lines.
- 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 streets. These trucks will be removed from the streets of Putnam, Rockland and Westchester County communities, 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 29,890 new long-term jobs in the tri-state area, as well as an additional 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 or Verrazano Narrows bridges to trucks.

Lower Hudson Valley Benefit Type	Single Tunnel	Double Tunnel
Reduced Truck Traffic* (per year)	12.5 million miles	20.4 million miles
Reduced Air Pollution (per year)	62,085 tons of greenhouse gas	121,516 tons of greenhouse gas
Tappan Zee Bridge Reduction in Truck Traffic (per year)	81,300 trucks (5%)	254,400 trucks (16%)
I-84 Reduction in Truck Traffic (per year)	38,400 trucks (3%)	104,100 trucks (8%)
Increased Employment**	370 jobs	600 jobs

* for Putnam, Rockland and Westchester counties

** 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.

- 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 road damage as 3,000 passenger cars. This could cost the State \$3.7 billion per year to keep up with roadway maintenance.

For more information visit www.movenynj.org or contact Elena Conte at (718) 399-4416