



The Cross Harbor Rail Freight Tunnel Connecting New Jersey – Improving our Communities

The Problem

- Over the past several years there have been significant increases in the number of trucks traveling from Pennsylvania through New Jersey to New York and New England. Between 1997 and 2003 there was a **42% increase** in the number of trucks along the I-78.
- **The added truck traffic has produced tremendous congestion, resulting in terrible air pollution, reduced traffic safety and increased wear and tear on roads and bridges.** New Jersey has some of the highest asthma rates in the nation, with low-income communities disproportionately burdened by truck traffic.
- **New Jersey's truck traffic is projected to grow by over 80%** over the next 20 years, negatively affecting the quality of life in the State. By 2020 more than 703 million tons of freight will be shipped into, out of and through New Jersey a year.

The Solution

- The Cross Harbor Rail Freight Tunnel, projected to be built under New York Harbor, would link the nation's rail system that now ends in New Jersey, with the East of Hudson region. **The Tunnel would help to solve New Jersey's growing truck traffic problem** by moving more goods by rail rather than truck.
- **Rail cars are a much cleaner & safer way to transport goods** as trucks are often poorly sealed and contribute disproportionately to traffic crashes & deaths. Garbage and toxic cargo would NOT be transported through the tunnel.
- The Cross Harbor Tunnel project would complement other NJ transportation projects by creating a more efficient regional rail freight system and reducing delays caused by truck traffic on Hudson River bridges & tunnels. The tunnel project, done correctly, could bring **significant investment to residents and businesses in the Greenville area.**

Tunnel Benefits

- **The Tunnel would remove tens of thousands of trucks from New Jersey highways and streets.** Long-haul truck trips across the entire state of New Jersey would be reduced, as well as short-haul trips from New Jersey rail yards to points east of the Hudson. This would help to **solve road congestion, reduce pollution and environmental health problems, such as asthma, and allow better movement of emergency vehicles in communities throughout the State.**
- The Tunnel would act as a key engine for local economic growth by creating **almost 1,700 new long-term jobs in New Jersey**, as well as an **additional 6,526 regional construction jobs.** These are all good jobs with wages and benefits that could support a family.

Breakdown of Key Benefits of Cross Harbor Tunnel

New Jersey Benefit Type (as of 2025)	Single Tunnel	Double Tunnel
Reduced Truck Traffic Northern NJ* (per year)	19.8 million miles	30.1 million miles
Reduced Air Pollution (per year)	62,085 tons of greenhouse gas	121,516 tons of greenhouse gas
Increased Employment**	950 jobs	1,690 jobs
Increased Personal Income (per year in 2002 dollars)	\$100 million	\$182 million

* Projected truck traffic reductions will be focused on local roads in Jersey City, Newark, I-95, I-78, I-80 and Hudson River crossings.

** 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.

Daily Truck Reductions		
Roadway	Single Tunnel	Double Tunnel
NJ Turnpike (14-15E)	-282	-403
NJ Turnpike (15W-16W)	-391	-687
US 1&9 (near Elizabeth)	-195	-331
I-80 (near I-95)	-48	-37

- Trucks take up as much space as 3-4 passenger cars when traveling on New Jersey's highways, roads & bridges.
- New Jersey drivers will see travel delay increases by as much as 755% over the next 20 years as a result of added truck traffic.
- A single truck causes as much road damage as 3,000 passenger cars. By 2020 this could cost New Jersey State \$3.7 billion per year to keep up with roadway maintenance- a total cost of almost \$40 billion over two decades. Taxpayers and motorists will have to pay for this maintenance.

(Source: "The Trucks are Coming: What Growing Truck Traffic Will Mean for New Jersey's Quality of Life", Tri-State Transportation Campaign, January 2005)

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