Regional Freight Movement

- Dependence on trucking threatens the economic vitality and the quality of life in the New York region.
- Future increases in freight demand will require a modally diverse approach that takes advantage of underutilized freight capacity.
- The rehabilitation of the existing rail freight network would open access to the region for multiple railroads and support a shift from truck to the more sustainable mode of rail for goods movement.
Challenges to Movement by Rail

1. Lack of Connectivity

2. Failing Infrastructure

3. Little Coordination and Overall Strategy
Cross Harbor Freight Program

Trans Hudson Connectivity – Northern Route

- CSXT or CPR via Selkirk/Albany
- Circuitous for traffic from the Southeast and West

Short Cut Made Viable by improving the rail float connection at Greenville

Trans Hudson Connectivity – Southern Route

- 51st Street terminal has a substandard connection to the Bay Ridge Line
- 65th Street float bridge & yard not yet accessible
- Insufficient infrastructure & float capacity
Failing Infrastructure (still in service)

Deficient Infrastructure - Existing Barges
Deficient Infrastructure (still in service)

Regional rail freight has relied on the private sector to fund improvements with the result that few options exist for the non-highway conveyance of goods.

Over the past decades the physical assets of the Cross Harbor network have deteriorated and developments to accommodate a modern rail fleet have not been made.

Operational and institutional difficulties have also contributed to a decline in reliability of the crossing.

Need for a Public Sector Led Strategy
Cross Harbor Freight Program

Cross Harbor Projects and EIS

- The Port Authority is prepared to take on the near and long term issues that are demanded by the current state of the network.
- If the network is not maintained in the near term, the window of opportunity for Cross Harbor improvements will close.
- We intend to leverage the Congressional funding to assist us and our partners in implementing the rehabilitation of the existing rail freight network.
- In parallel the PA will also continue the study of long term alternatives (EIS) for the Corridor.

Independent Projects

- In consultation with FHWA and the State DOT’s, the Port Authority has developed a series of near-term projects vital to the continuation of this Cross Harbor freight rail operation.
- All projects are “State-of-Good Repair” and do not advance any of the build alternatives named in the open DEIS (no-build alternative).
- FHWA approved our SAFETEA-LU, Section 1301 Application in November 2008.
**Independent Projects – New York**

1. **Railcar Float System Repairs (Brooklyn)**
   - 51st Street Float Bridge and Yard
   - 65th Street Transfer Bridge and Yard
   - Barge Repair and Replacement
   - Replacement Locomotives (Ultra Low Emissions)

2. **Address Vertical Clearances**
   - Lower Montauk Branch (Queens)

3. **Signal System Improvements (Bi-directional)**
   - Lower Montauk Branch (Queens).

---

**51st Street Float Bridge (Brooklyn)**
Cross Harbor Freight Program

65th Street Transfer Bridge (Brooklyn)

Independent Projects - New Jersey

1. **Purchase, “protective buy,” of real property** as required to preserve the transportation use of the existing railcar float system.

2. **Enhancement of the Railcar Float System:**
   - Emergency stabilization of the transfer bridge structure in Greenville and repairs to barges,
   - Rehabilitation of the transfer bridge at Greenville
   - Construction of associated yard and support tracks at Greenville Yard
   - Procurement of Ultra Low Emissions Locomotives (ULEL) to replace existing equipment.
**Cross Harbor Developments**

- Port Authority acquired the rail float operation, New York New Jersey Rail, LLC (NYNJG), in September 2008.
- Float and transfer bridges, track and barges are in dire need of immediate repair in order to safely operate the existing service.
- Currently working with NS and NYCEDC to develop operating agreement for 65th Street Yard.
- Working to expand our book of business and win back recently lost customers.

**TIP - “Enhancement of Greenville/Brooklyn Rail Car Float System”**

Amendment to the Regional Transportation Plan Project Index and the FY 2009 – 2012 TIP

- Approved by the Project Prioritization Committee on December 15, 2008
- Letters of Support from the NY Shipping Association and the Environmental Defense Fund
- Approved by the NJTPA Board on January 12, 2009
- Adoption in the STIP pending.
**TIP - “Enhancement of Greenville/Brooklyn Rail Car Float System”**

Currently working with NJDOT to develop Project Agreements for specific tasks:
- Rehabilitation/Modernization of the transfer bridge system
- Construction of associated yard and support tracks

NJDOT also helped NYNJ to secure $1M in 2008 State Rail Plan funds toward emergency repairs at Greenville

*This was a key development, as the Earmark funds are not yet formally available and parts of the transfer bridge are in critical condition*

---

**Long Term Study – Cross Harbor EIS**

- The PA is committed as the local sponsor to a study of long term improvement alternatives for the Harbor Crossing.

- A formal agreement between NYCEDC, PA & NYSDOT to transfer the local sponsorship to the PA was signed effective May 2008.

- Have retained the incumbent consultant team STV-CSI-AKRF, and intend to kickoff the EIS with a updated Notice of Intent in March/April 2009.
Cross Harbor EIS - Tier I

- Moving forward with a tiered approach.
- Intend to utilize past findings to the largest extent possible.
- Technical focus of Tier I will be an updated Market Analysis and Demand Forecast.
- Gain a thorough understanding of the markets available to an expanded float operation vs. a tunnel alternative.

Cross Harbor EIS – Tier I

- EIS will look beyond physical improvements to operational and institutional alternatives.
- Funding and investment strategies will be important.
- Work off of the existing DEIS impact findings to develop an upfront mitigation strategy during Tier I.
- EIS findings will dovetail with the progression of the PA’s Regional Goods Movement Plan.
Cross Harbor Freight Rail Network

Cross Harbor Freight Program

[Map showing various rail lines and yard locations, including Bay Ridge Line and Lower Montauk Branch.]