



## Cross Harbor Freight Program

February 17, 2009  
NJTPA Freight Committee

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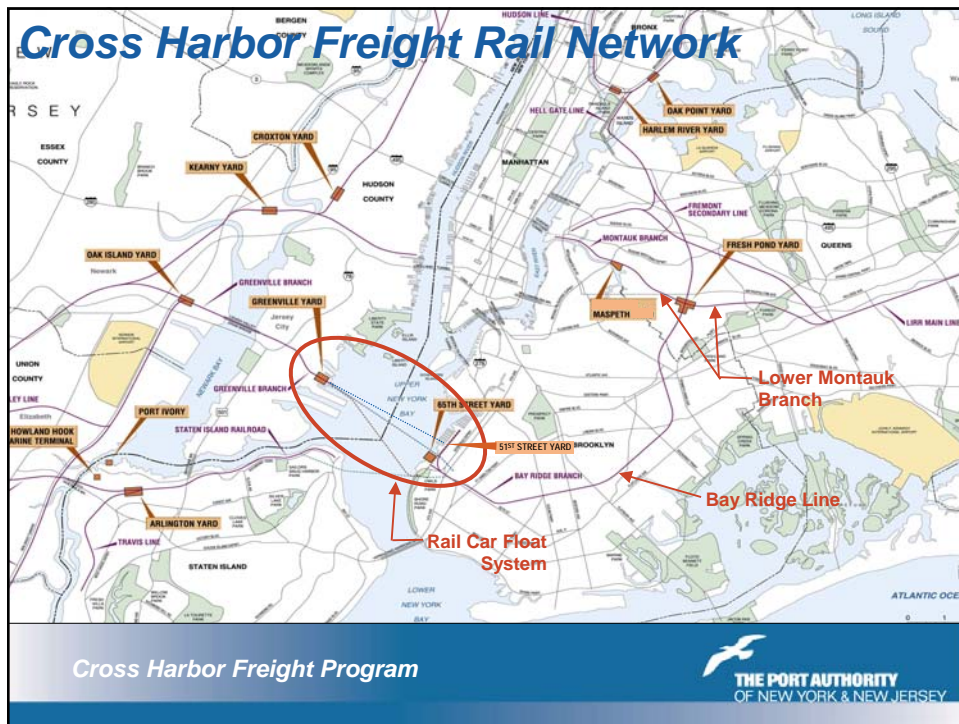


### ***Regional Freight Movement***

- 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.

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## Challenges to Movement by Rail

1. Lack of Connectivity
2. Failing Infrastructure
3. Little Coordination and Overall Strategy

## 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



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## Trans Hudson Connectivity – Southern Route

- 51<sup>st</sup> Street terminal has a substandard connection to the Bay Ridge Line
- 65<sup>th</sup> Street float bridge & yard not yet accessible
- Insufficient infrastructure & float capacity



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## ***Failing Infrastructure (still in service)***



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## ***Deficient Infrastructure - Existing Barges***



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## ***Deficient Infrastructure (still in service)***



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## ***Need for a Public Sector Led Strategy***

- 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.

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## ***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.

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## ***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.

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## ***Independent Projects – New York***

1.     **Railcar Float System Repairs (Brooklyn)**  
          51<sup>st</sup> Street Float Bridge and Yard  
          65<sup>th</sup> 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).

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## ***51<sup>st</sup> Street Float Bridge (Brooklyn)***



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## ***65<sup>th</sup> Street Transfer Bridge (Brooklyn)***



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## ***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.

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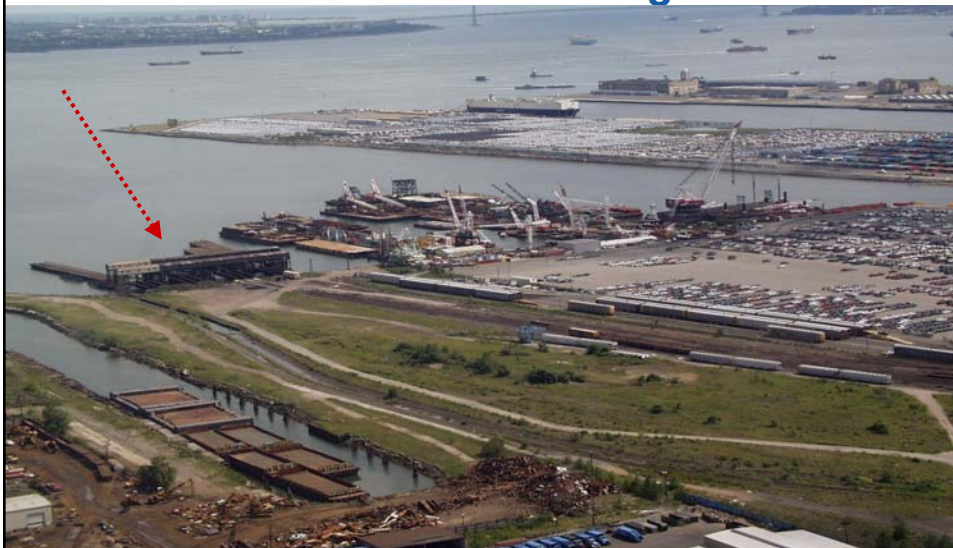


**Greenville Yard**

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## ***Greenville Yard Transfer Bridge***



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## ***Cross Harbor Developments***

- Port Authority acquired the rail float operation, New York New Jersey Rail, LLC (NYNJRR), 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 65<sup>th</sup> Street Yard.
- Working to expand our book of business and win back recently lost customers.

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## ***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.

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### ***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 NYNJR 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*

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### ***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.

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## ***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 a expanded float operation vs. a tunnel alternative.

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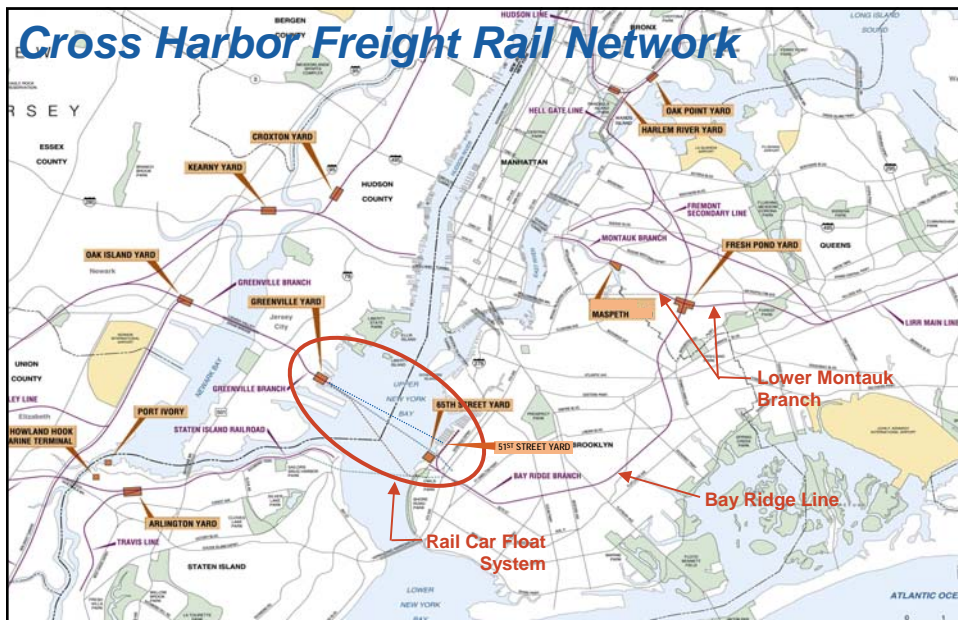
## ***Cross Harbor EIS – Tier I***

- 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.

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# Cross Harbor Freight Rail Network



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OF NEW YORK & NEW JERSEY