ASSEMBLY RESOLUTION No. 168

STATE OF NEW JERSEY
215th LEGISLATURE

INTRODUCED MAY 13, 2013

Sponsored by:
Assemblyman THOMAS P. GIBLIN
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District 35 (Bergen and Passaic)
Assemblyman GARY S. SCHAER
District 36 (Bergen and Passaic)

Co-Sponsored by:
Assemblyman Coughlin

SYNOPSIS
Supports extension of New York City IRT Flushing Line into New Jersey.

CURRENT VERSION OF TEXT
As introduced.

(Sponsorship Updated As Of: 1/7/2014)
AN ASSEMBLY RESOLUTION supporting the extension of the New York City IRT Flushing Line into the State of New Jersey.

WHEREAS, Studies have estimated that transit travel demand between New Jersey and Manhattan will continue to grow, increasing by approximately 38 percent by 2030; and

WHEREAS, The Access to the Region’s Core project (ARC Tunnel) was a commuter rail improvement project which included the construction of two new rail tunnels under the Hudson River between New Jersey and Manhattan; and

WHEREAS, The ARC Tunnel would have alleviated the 100 percent capacity on the North River Tunnels, which carry Amtrak’s Northeast Corridor Line and New Jersey Transit rail lines under the Hudson River between New Jersey and Pennsylvanida Station in Manhattan; and

WHEREAS, The ARC Tunnel project would have more than doubled the number of trains traveling from New Jersey to Midtown Manhattan, providing direct, one-seat service from all of New Jersey Transit's rail lines; and

WHEREAS, However, on October 27, 2010, Governor Christie announced that the ARC Tunnel project had been officially cancelled thereby failing to address the 100 percent capacity on the North River Tunnels; and

WHEREAS, In April 2013, the New York City Economic Development Corporation released the “No. 7 Secaucus Extension Feasibility Analysis Final Report” which found, among other things, that extending the New York City IRT Flushing Line (the 7 Train) across the Hudson River to Hoboken and continuing to the Frank R. Lautenberg Secaucus Junction Station in New Jersey would allow for a ridership increase of approximately 128,000 riders per day; and

WHEREAS, An extension of the 7 Train into New Jersey would offer this State’s commuters a direct route to Grand Central Terminal on the East Side of Manhattan and connections to most other New York City subway routes; and

WHEREAS, An extension of the 7 Train into New Jersey would improve the quality of life of citizens of this State by improving access, travel time, comfort, convenience, and reliability of the region’s commuter rail system and enhance the economic viability of the region by ensuring accessibility to jobs in Manhattan and New Jersey; and

WHEREAS, It is therefore in the best interest of this State to extend the 7 Train to New Jersey; now, therefore

BE IT RESOLVED by the General Assembly of the State of New Jersey:
1. This House supports the extension of the New York City IRT Flushing Line into the State of New Jersey.

2. Duly authenticated copies of this resolution, signed by the Speaker of the General Assembly, and attested by the Clerk thereof, shall be transmitted to the Governors of New Jersey and New York, the Mayor of New York City, and the Executive Director of the New Jersey Transit Corporation.

STATEMENT

This resolution supports the extension of the New York City IRT Flushing Line into the State of New Jersey. This extension would increase ridership capacity between Manhattan and New Jersey by approximately 128,000 riders per day.