

ASSEMBLY RESOLUTION No. 168

STATE OF NEW JERSEY 215th LEGISLATURE

INTRODUCED MAY 13, 2013

Sponsored by:

Assemblyman THOMAS P. GIBLIN

District 34 (Essex and Passaic)

Assemblyman RUBEN J. RAMOS, JR.

District 33 (Hudson)

Assemblyman GORDON M. JOHNSON

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Assemblyman TIMOTHY J. EUSTACE

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Assemblywoman SHAVONDA E. SUMTER

District 35 (Bergen and Passaic)

Assemblyman GARY S. SCHAER

District 36 (Bergen and Passaic)

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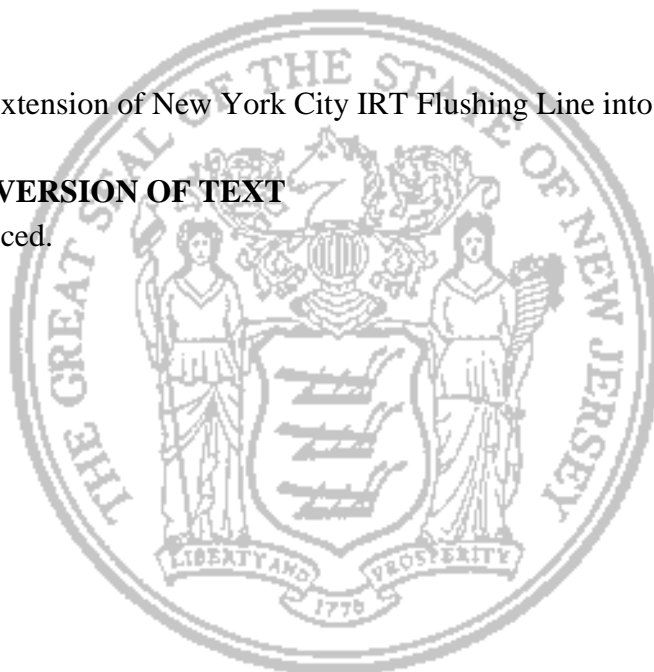
Assemblyman Coughlin

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)

1 **AN ASSEMBLY RESOLUTION** supporting the extension of the New
2 York City IRT Flushing Line into the State of New Jersey.
3
4 **WHEREAS**, Studies have estimated that transit travel demand between
5 New Jersey and Manhattan will continue to grow, increasing by
6 approximately 38 percent by 2030; and
7 **WHEREAS**, The Access to the Region’s Core project (ARC Tunnel)
8 was a commuter rail improvement project which included the
9 construction of two new rail tunnels under the Hudson River
10 between New Jersey and Manhattan; and
11 **WHEREAS**, The ARC Tunnel would have alleviated the 100 percent
12 capacity on the North River Tunnels, which carry Amtrak’s
13 Northeast Corridor Line and New Jersey Transit rail lines under the
14 Hudson River between New Jersey and Pennsylvania Station in
15 Manhattan; and
16 **WHEREAS**, The ARC Tunnel project would have more than doubled
17 the number of trains traveling from New Jersey to Midtown
18 Manhattan, providing direct, one-seat service from all of New
19 Jersey Transit’s rail lines; and
20 **WHEREAS**, However, on October 27, 2010, Governor Christie
21 announced that the ARC Tunnel project had been officially
22 cancelled thereby failing to address the 100 percent capacity on the
23 North River Tunnels; and
24 **WHEREAS**, In April 2013, the New York City Economic Development
25 Corporation released the “No. 7 Secaucus Extension Feasibility
26 Analysis Final Report” which found, among other things, that
27 extending the New York City IRT Flushing Line (the 7 Train)
28 across the Hudson River to Hoboken and continuing to the Frank R.
29 Lautenberg Secaucus Junction Station in New Jersey would allow
30 for a ridership increase of approximately 128,000 riders per day;
31 and
32 **WHEREAS**, An extension of the 7 Train into New Jersey would offer
33 this State’s commuters a direct route to Grand Central Terminal on
34 the East Side of Manhattan and connections to most other New
35 York City subway routes; and
36 **WHEREAS**, An extension of the 7 Train into New Jersey would
37 improve the quality of life of citizens of this State by improving
38 access, travel time, comfort, convenience, and reliability of the
39 region’s commuter rail system and enhance the economic viability
40 of the region by ensuring accessibility to jobs in Manhattan and
41 New Jersey; and
42 **WHEREAS**, It is therefore in the best interest of this State to extend the
43 7 Train to New Jersey; now, therefore
44
45 **BE IT RESOLVED** *by the General Assembly of the State of New*
46 *Jersey:*

AR168 GIBLIN, RAMOS

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1 1. This House supports the extension of the New York City
2 IRT Flushing Line into the State of New Jersey.

3

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

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STATEMENT

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