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## **RPA STATEMENT ON 7 TRAIN EXTENSION TO SECAUCUS**

(New York, NY) – Regional Plan Association – an independent planning organization representing the tri-state region – today released the following statement regarding the idea of extending the 7 train to Secaucus Junction in New Jersey:

In the wake of the cancelled Access to the Region’s Core (ARC) project, the idea of extending the 7 train to Secaucus Junction deserves a close look. While the project will not bring the same benefits to New Jersey, and is not a replacement for ARC, it might accomplish two of the three main objectives ARC could have – connecting to Grand Central on the east side and providing more capacity across the river. Where the 7 falls short is in providing a one-seat ride to NJ TRANSIT riders.

Additionally, there are many other priority capital projects around the region, including Second Avenue Subway and East Side Access. The 7 extension must be balanced against these initiatives and not in any way interfere with their progress.

Lastly, this project proposal – along with others that have surfaced in the wake of ARC – is a strong reminder that the trans-Hudson capacity dilemma isn’t going away. The demand for greater rail access between NJ and NYC is significant and must eventually be addressed.

Tom Wright, Executive Director of RPA, said “Unless transit capacity under the Hudson River can grow, New Jersey has a hard cap on its economic potential and New York City misses out on a huge labor pool, an important consideration given planned commercial development on the West Side of Manhattan. Extending the 7 train can increase capacity significantly – potentially even more so than commuter rail – although it still leaves many NJ TRANSIT riders without many of the benefits ARC would have brought, including a one-seat ride into the region’s job center and significant increases in property values.”