



FROM: Regional Plan Association
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FOR IMMEDIATE RELEASE: Thursday, October 7, 2010

RPA STATEMENT ON CANCELLATION OF ARC

(New York, NY) – Regional Plan Association, an independent planning organization representing the tri-state region, today released the following statement regarding the cancellation of the Access to the Region’s Core project:

Governor Chris Christie today announced he would cancel the Access to the Region’s Core tunnel project – the largest public transit project underway in the nation – citing potential cost overrun concerns.

The decision casts a dark shadow over the economic future of New Jersey. The State will lose out on an astonishing \$6 billion matching contributions from the federal government and Port Authority. The tunnel would have opened New Jerseyans’ access to Manhattan’s lucrative job market, raised tax revenues for the state and local governments, boosted property values, provided a more reliable and faster commute to hundreds of thousands of NJ TRANSIT commuters and drivers, and saved on greenhouse gas emissions.

Governor Christie’s claim that he supports ARC but could not move forward because of budget overruns is most likely not true. The FTA never released its estimates for potential budget overruns – only Governor Christie estimates them to be in the \$3 billion to \$5 billion range. What’s more, Trenton has repeatedly rebuffed federal officials’ efforts to work out a cost overrun deal. Governor Christie says he wants to cut wasteful spending but New Jersey now has to refund approximately \$200 million in already spent funds to the federal government.

Going forward, we will work with federal and state officials on redirecting the funds to other high priority and publicly supported projects in the region, which could include such worthy projects as , Phase II of Moynihan Station, a new one-seat PATH ride from Lower Manhattan to Newark airport and Phase II of Second Avenue Subway.

“The decision to cancel ARC is an enormous disappointment,” said Bob Yaro, president, Regional Plan Association. “ARC was desperately needed by the residents of New Jersey who now face limited access to the most lucrative job market in the nation, less reliable commutes and more congested roadways at the Hudson River crossings for the next generation.”

Tom Wright, Executive Director of RPA, said “New Jersey needs ARC. Unless transit capacity under the Hudson River can grow with demand, New Jersey has a hard cap on its economic potential. With the 70,000 additional daily riders who would have used ARC, New Jersey would be more connected to New York City and the expanding global economy, companies and workers would continue locating in the Garden State, home construction would pick up, and the value of homes near transit stations would rise by an estimated \$18 billion. All of this has been jeopardized by this decision.”