Central Fare Zone for the Region
Fifteen Mile Radius From Penn Station Includes
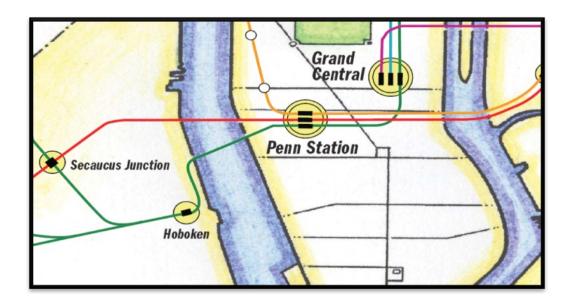All of New York City, Hudson County and Newark

Near Term Action Plan for Cross-Hudson Regional Rail

With cooperation and political leadership, the three states that host the NY-NJ-CT metropolitan area could quickly remake their commuter rail lines into a *regional rail system* — with frequent (20-minute-headway) service, integrated fares (with a central fare zone and higher fares for outer zones), and through-running trains at Penn Station (avoiding conflicts between inbound and outbound trains and increasing peak hour train capacity by as much as 20% or more). This cooperation could set the stage for a more ambitious second phase.

Longer Term Plan for Cross-Hudson Regional Rail

With a near-term action plan moving forward, the stage is set for the states to advance a more ambitious longer term plan. By using existing tracks, platforms and other rail infrastructure to the maximum extent possible, and constructing only two critical new links – a two-track Hudson River tunnel linking Hoboken and Penn Station and another two-track tunnel under 31st Street and Park Avenue in Manhattan linking Penn Station and Grand Central – a *world class* regional rail system can be completed at a fraction of the cost of Amtrak's proposed $20 billion Gateway Project.

A key element of this plan is to use existing NJ Transit rail facilities west of Hoboken. Routing the new tunnel by way of the Hoboken-Jersey City waterfront business district, the state's largest, provides much better service, while cutting construction cost. In NY, a link between Penn Station and Grand Central would eliminate the need to expand Penn Station to the south, avoiding the cost of acquiring dozens of existing buildings and displacing thousands of jobs.

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Source: http://www.rrwg.org/connectr.pdf