

# Project Fact Sheet



## Project Basics

- The Northern Branch Corridor Project seeks to restore passenger rail service on the existing Northern Branch rail corridor, which now serves only freight trains.
- Proposed service would run through North Bergen in Hudson County, and Fairview, Ridgefield, Palisades Park, Leonia, Englewood, and as far as Tenafly in Bergen County. To provide a thorough environmental and operational analysis, adjacent municipalities of Cresskill, Demarest, Closter, Norwood, and Northvale are also included in the study.

### Project Goals:

- Goal 1:** Meet the needs of travelers in the project area.
- Goal 2:** Advance cost-effective transit solutions.
- Goal 3:** Encourage economic growth.
- Goal 4:** Improve regional access.
- Goal 5:** Reduce roadway congestion.
- Goal 6:** Enhance the transit network.

## Project Alternatives

- Two alternative service limits are proposed:
  - Englewood Route 4 Terminal Station- Service would extend from Route 4 in Englewood to North Bergen.
  - Tenafly North Terminal Station- Service would extend from the Tenafly/Cresskill border to North Bergen.
- Two alternative vehicle modes are proposed for consideration:
  - Diesel Multiple Unit (DMU) - The DMU Alternative uses a self-propelled diesel-powered vehicle that is approved for operation on tracks shared with freight trains. This alternative requires a transfer from the Hudson-Bergen Light Rail (HBLR) at North Bergen Junction. The DMU can operate while freight trains are running on the same track.
  - Electric Light Rail Vehicle (LRT or LRV) –The LRT Alternative is an extension of HBLR service, and uses a light rail vehicle to provide a one-seat ride to either Englewood or Tenafly from the HBLR service area. The light rail vehicles are not approved for use while freight trains are running on the same track.

## Contact Us

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