

HUDSON-BERGEN LIGHT RAIL TRANSIT TO TENAFLY

"... THE WAY TO GO"

***GOOD IDEA THEN
GOOD IDEA NOW***



***New Jersey Association
of Railroad Passengers***



**NEW JERSEY TRANSIT'S
CHANGE OF PLANS FOR
RAIL TRANSIT TO TENAFLY
IS BAD NEWS FOR THE FUTURE
OF BERGEN COUNTY**



NJ-ARP SUPPORTS NJT's ORIGINAL PLAN TO EXTEND HBLRT TO TENAFLY

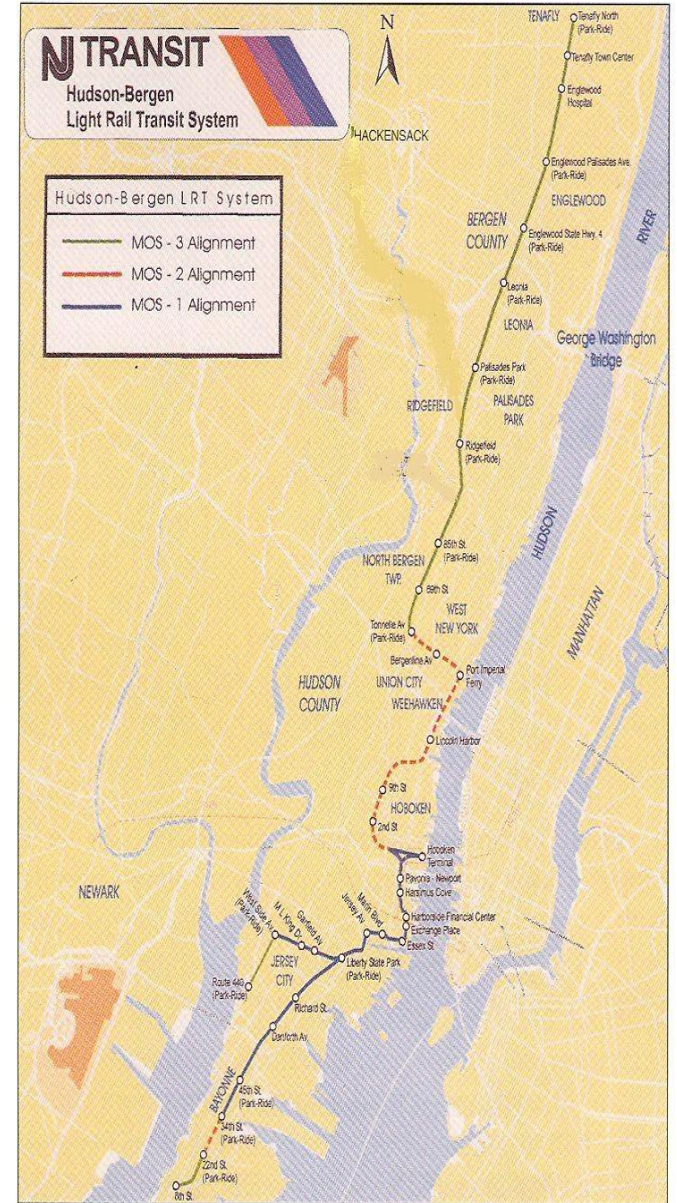
- Electric Light Rail Transit Service
- Time Shared with Freight Service
- Same Order of Magnitude Costs
- Same Implementation Time Frame

**Good Idea Then – Good Idea Now
Better Idea for the Future**



HUDSON-BERGEN LIGHT RAIL TO TENAFLY

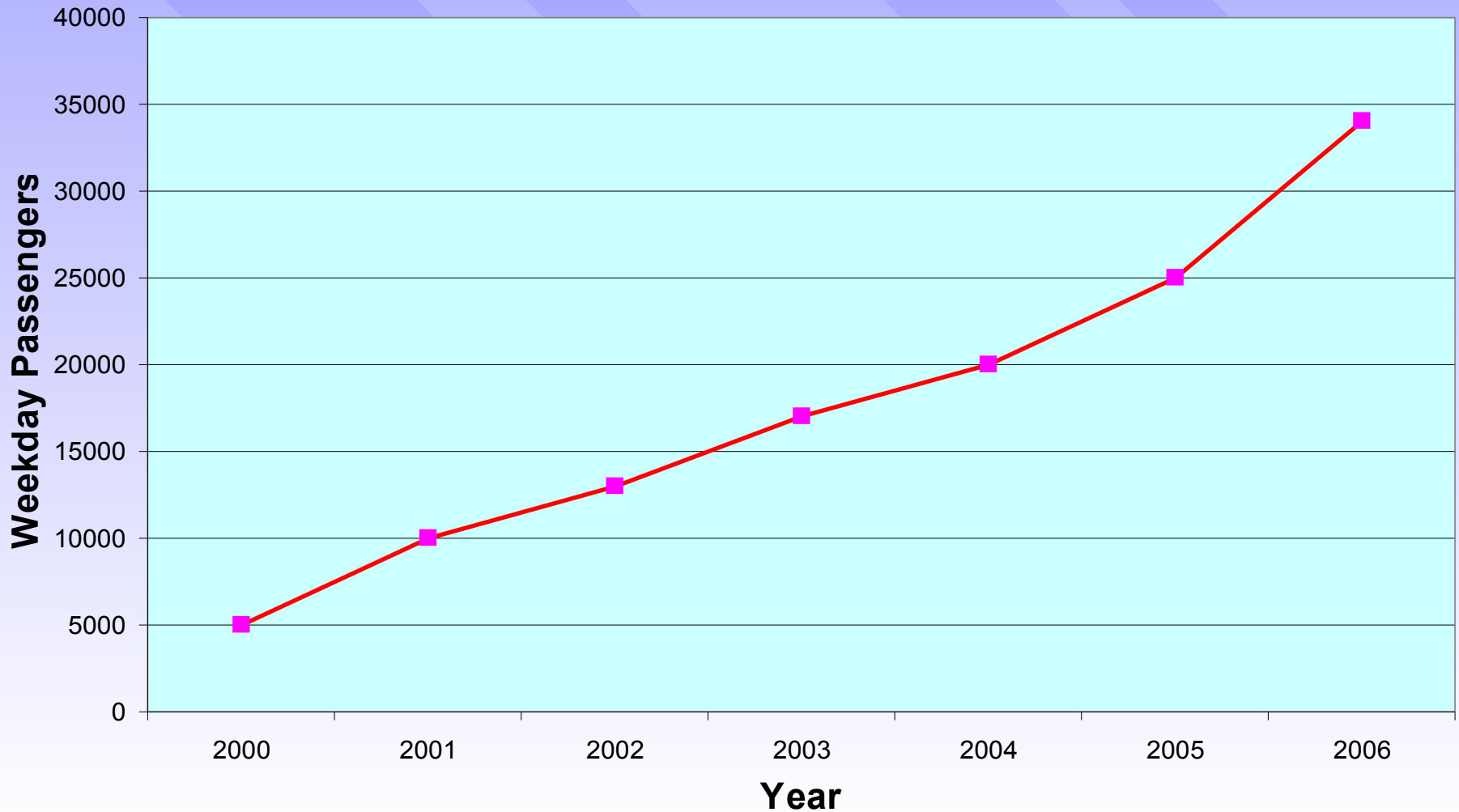
New Jersey Transit produced this map showing its plan to extend the line to Ridgefield, Palisades Park, Leonia, Englewood and Tenafly



NEW JERSEY TRANSIT'S CHANGE OF COURSE WILL DAMAGE EASTERN BERGEN COUNTY'S FUTURE



THE HUDSON-BERGEN LIGHT RAIL LINE IS HIGHLY SUCCESSFUL





Over TWO BILLION DOLLARS have been spent by taxpayers to produce the current, highly-successful Hudson-Bergen Light Rail System. The last and final leg, the **BERGEN** in Hudson-Bergen, was chosen after extensive studies to further this success.





A \$3 million expenditure was made to develop the Environmental Impact Study (DEIS) for the extension to Tenafly. This report, prepared by the consulting firm of Edwards and Kelcey, was completed in 2002 and showed the following:



COMPARISON OF NORTHERN, CROSS COUNTY AND WEST SHORE ALTERNATIVES

- The most cost-effective was the Northern route. It had the highest passenger potential and was the most environmentally sound alternative
- It was then determined that the light rail extension would reach Tenafly in 2007

**Daily Ridership to and from Bergen County
in 2020: 23,500**

One-Seat Ride to Hudson River Waterfront

Tenafly to Hoboken: 36 Minutes

**Englewood to Port Imperial Ferry:
20 Minutes**

Ridgefield to Newport Mall: 22 Minutes



NOW NJT WANTS TO GIVE US AN INFERIOR ALTERNATIVE!

- **New Jersey Transit proposes to take the funds allocated for extending the Hudson-Bergen Light Rail Line to Tenafly and switch them to a diesel railcar (DMU) scheme for a one-seat ride to New York to come 15 years from now.**
- **It makes the two billion dollars that the federal and state governments have spent for the Hudson-Bergen LRT line irrelevant to Bergen County, as that money will no longer benefit Bergen.**
- **NJT is trying to turn Hudson-Bergen Light Rail into Hudson-Hudson.**



Fast, Reliable, Low-Cost Transportation for Eastern Bergen County CAN be accomplished NOW. WITH YOUR HELP!

- **Hudson-Bergen Light Rail line must be put back on course to be extended to Tenafly via the Northern Branch**
- **One-Seat ride to the Hudson River Waterfront**
- **Fast service to Midtown and Downtown Manhattan**
- **Freight Service to operate after midnight**
- **Can be implemented in three years from start of construction**
- **Comparable in cost and BETTER than a DMU Shuttle**

Use the funds allocated for the extension to Tenafly -- for a single-seat electric light rail line as originally planned, instead of the newly-proposed DMU Shuttle.

....And do it NOW



WHY IS THIS ISSUE SO IMPORTANT?

- **Bergen County is New Jersey's Economic Engine.**
- **Only 12 percent of Bergen County residents ride NJT's trains—the lowest in North Jersey.**
- **Transportation and the alleviation of congestion are vital to the economic health of the county.**
- **Funds are scarce and a large investment in transportation must attract as many passengers as possible and take as many cars off the road as soon as possible.**

**NEW JERSEY TRANSIT IS
MISLEADING THE PEOPLE
AND PUBLIC OFFICIALS OF
BERGEN COUNTY WITH ITS
DMU SHUTTLE PLAN**



1. New Jersey Transit promised to extend the Hudson-Bergen Light Rail Line to Tenafly by 2007. Instead it is trying to switch the funds to a scheme to use diesel railcar trains (DMUs) for a one-seat ride to New York. If this is ever accomplished, it will occur far into the future, at least 15 years from now. NJT has substituted a second-rate shuttle scheme that will not serve the needs of the people of Eastern Bergen County.



2. New Jersey Transit presents the DMU scheme as a less-expensive alternative than the promised LRT extension. But that is only Phase I. The costs to reach Midtown Manhattan will require a massively-expensive Phase II connection of the Northern to the Trans-Hudson Express Tunnel, estimated by NJT at \$900 million (2005 dollars).



3. New Jersey Transit's cost comparison between the DMU scheme and the promised LRT extension has been exaggerated to make the DMU alternative look like the winner when it is really a big loser.



PROMISES MADE ...

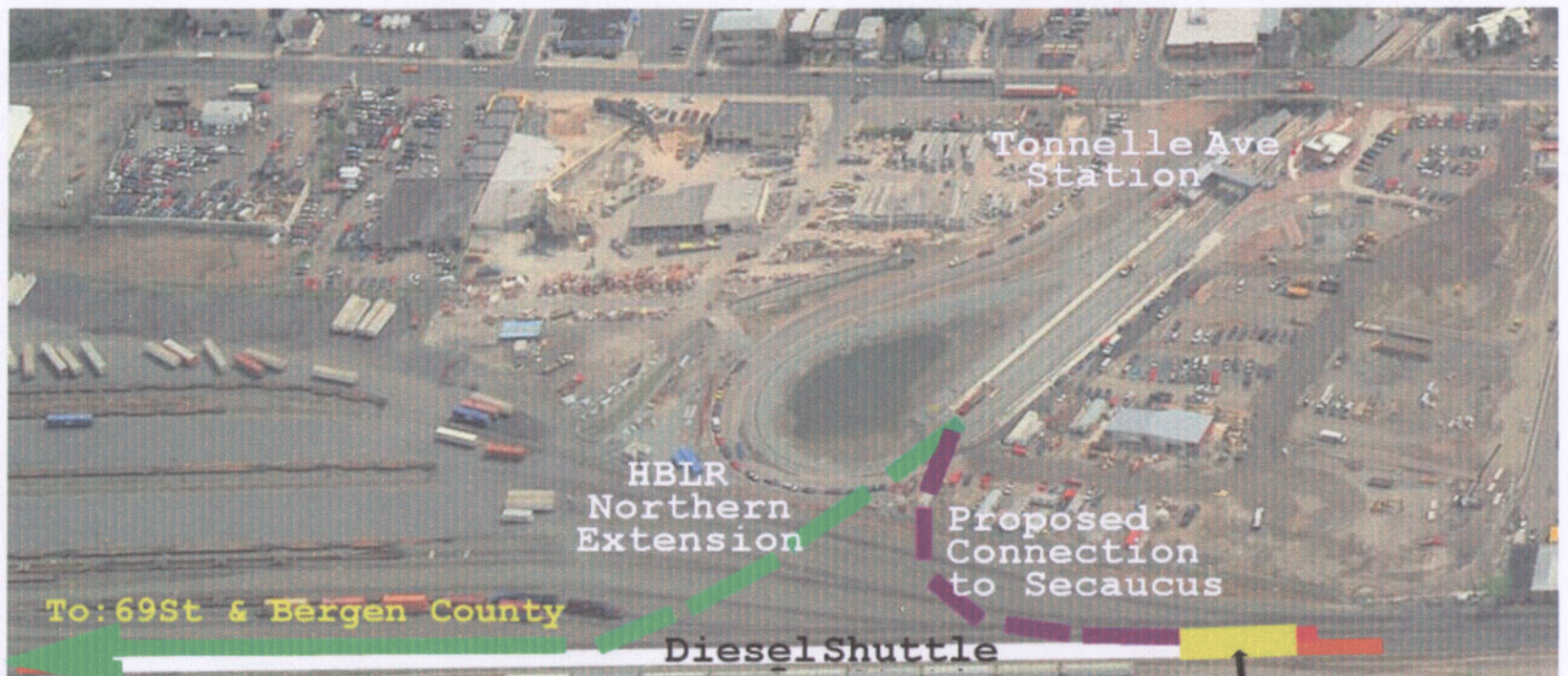
PROMISES BROKEN ...



THE FACTS



THE ADDITIONAL NORTH BERGEN JUNCTION STATION



The cost of building a double deck transfer station in the middle of nowhere is not mentioned by NJT. It is in the \$50 million ballpark.



**New Jersey Association
of Railroad Passengers**

A ONE SEAT DMU RIDE TO REACH NEW YORK IN THE YEAR 2020 WILL NEED A SECOND PHASE

This will be very expensive for every passenger that uses it.

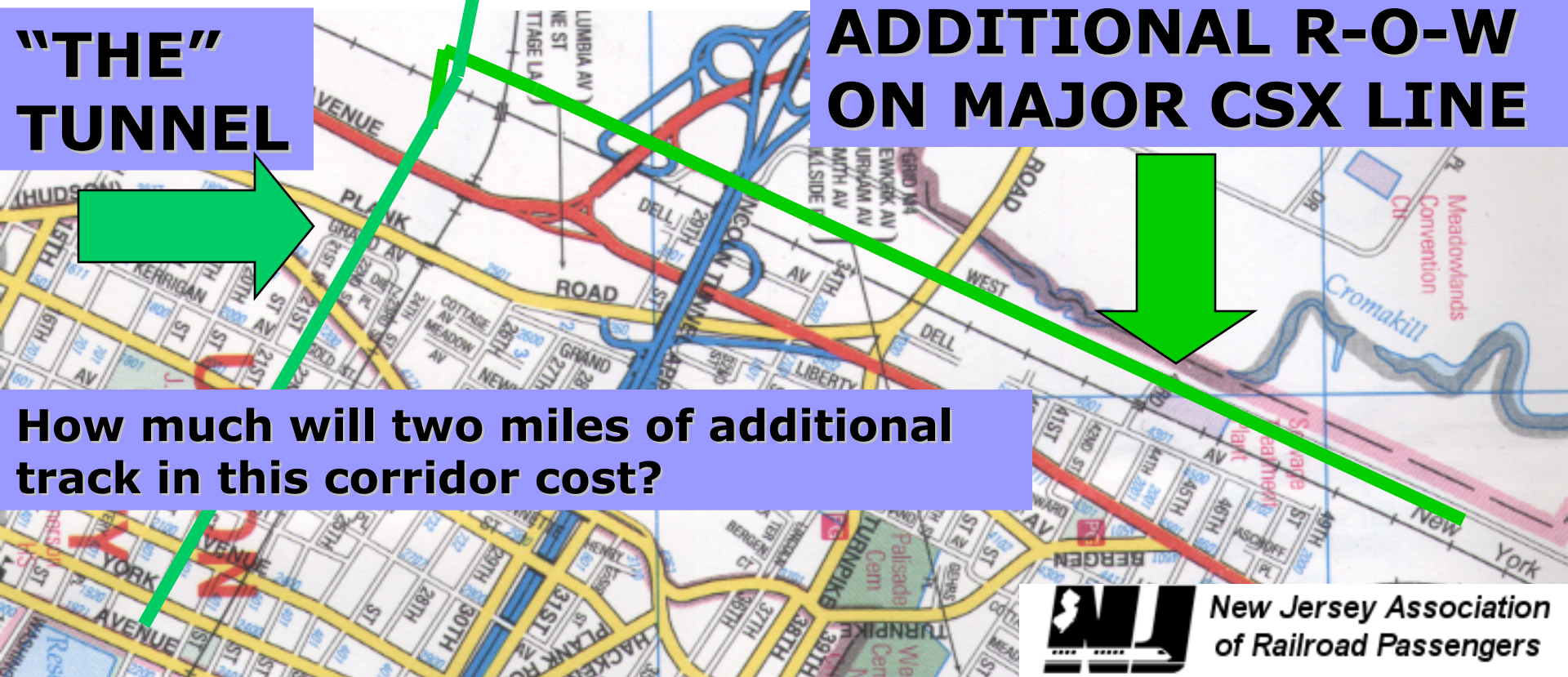


DMU PLAN WILL REQUIRE ADDITIONAL RIGHTS-OF-WAY

The same forces that have kept passenger service off the West Shore, the freight railroads, will fight any passenger service over this narrow stretch of their heavily-utilized and overburdened freight main line.

**“THE”
TUNNEL**

**ADDITIONAL R-O-W
ON MAJOR CSX LINE**

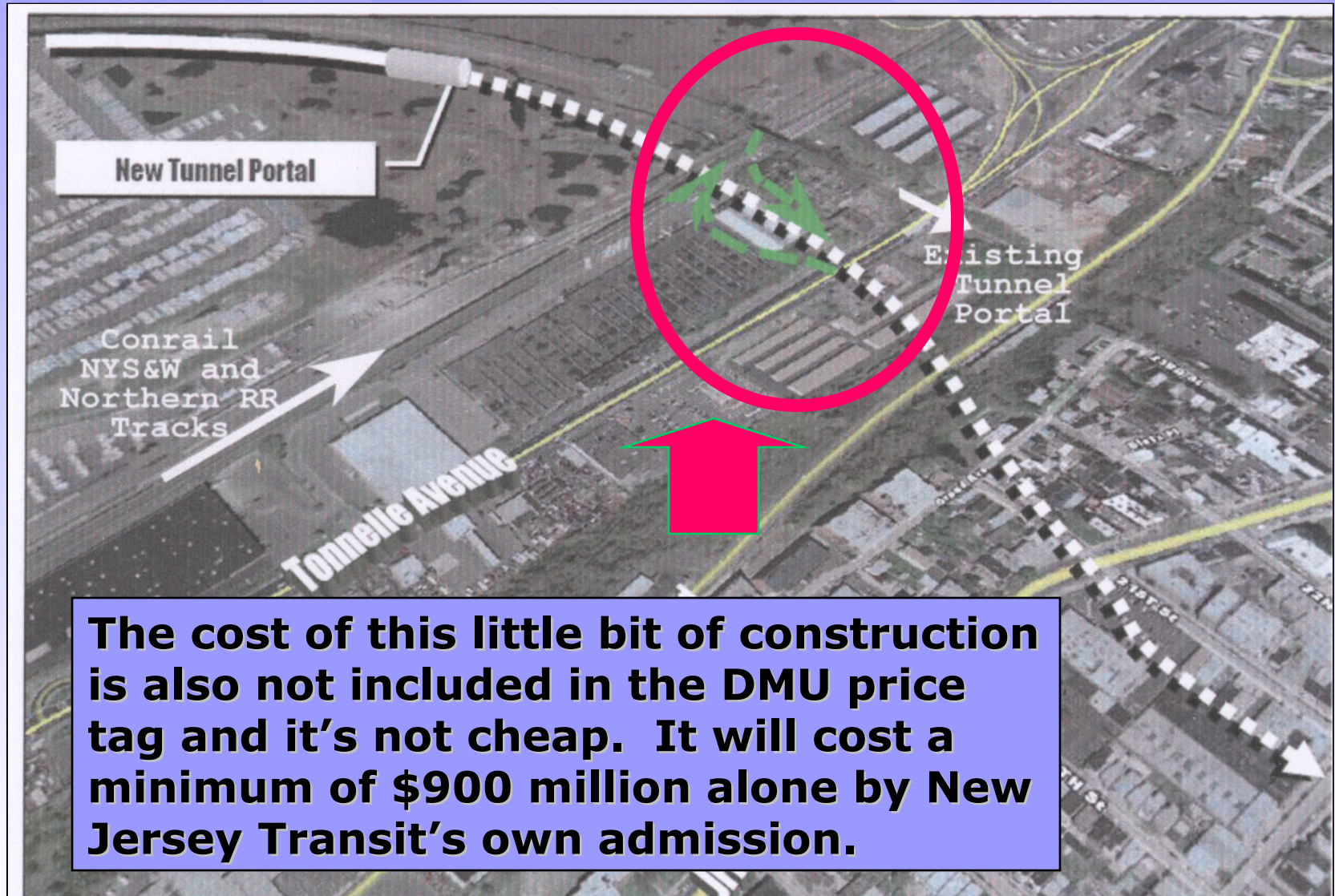


How much will two miles of additional track in this corridor cost?

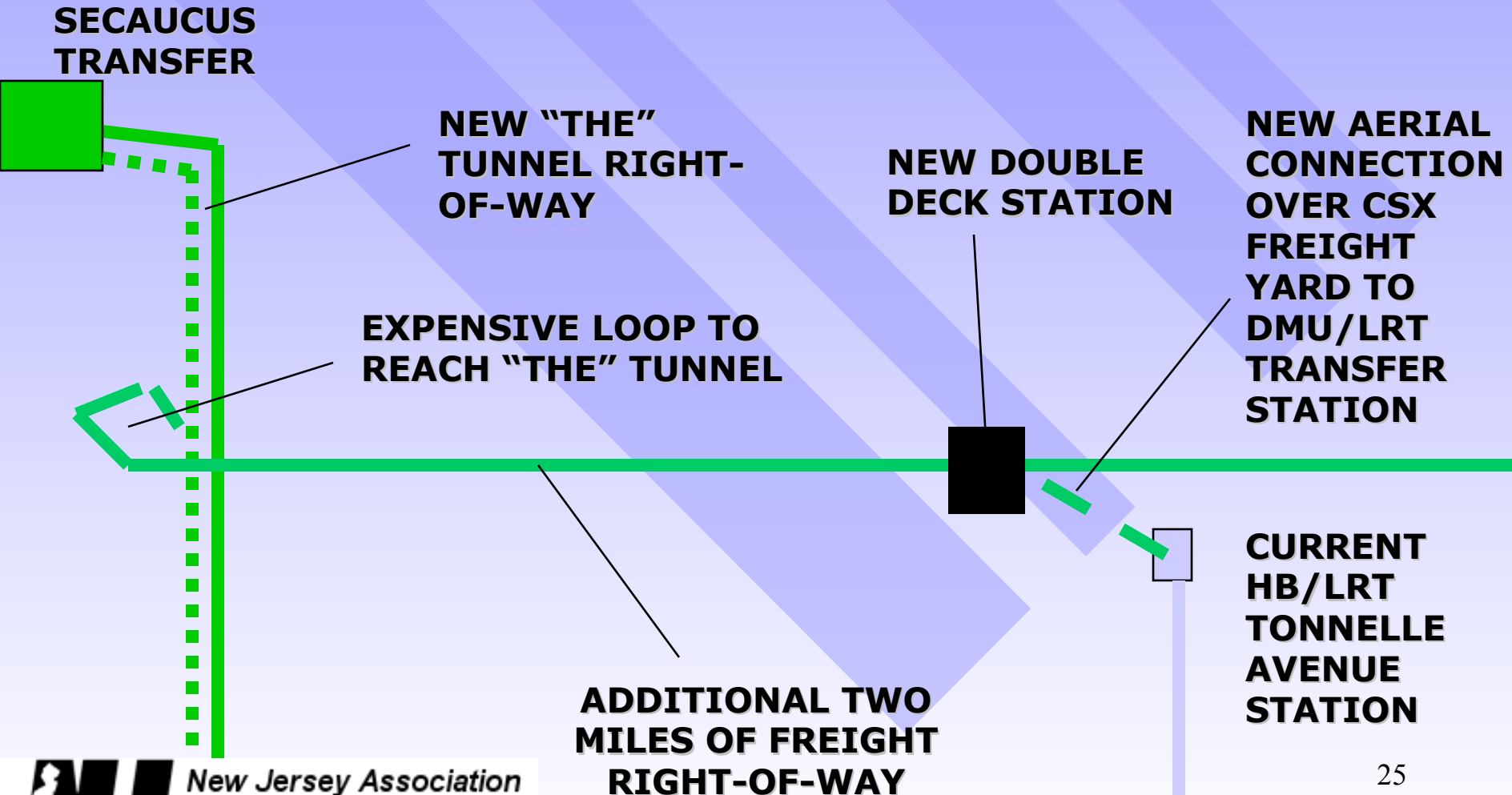


**New Jersey Association
of Railroad Passengers**

A VERY COMPLICATED AND EXPENSIVE CONNECTION TO THE "THE" TUNNEL WILL BE NEEDED.



ADD ALL THIS UP AND IT MAKES THE FALSE EXTRA \$500 MILLION TO BUILD LRT ALONG THE NORTHERN BRANCH LOOK LIKE A BARGAIN!



**CONNECTING THE NORTHERN
TO THE TRANS-HUDSON
TUNNEL IS A **RED HERRING!****

**WILL DMUs FROM EASTERN BERGEN
COUNTY EVER RUN THROUGH THE
NEW TUNNEL?**

Very Unlikely.

WHY?



- **New Jersey Transit now states that the Northern Branch connection to the Trans-Hudson tunnel will be Phase II of the project.**
- **The connection plus the upgrade to the facilities of the initial Northern Branch DMU operation will cost over a Billion dollars.**
- **With NJT's estimate of 34,000 daily trips (17,000 riders), that comes to over \$60,000 per commuter!**



- **The new tunnel's capacity may not be sufficient to allow through trains from the Northern Branch.**
- **Other competitors for use of the tunnel:**
 - Bergen County line
 - Main Line
 - Pascack Valley line
 - Southern Tier
 - Raritan Valley line
 - Additional Northeast Corridor trains (plus the planned MOM line)
 - Additional Midtown Direct trains
 - Outer Boonton line trains to Hackettstown



In all such projects cost overruns are inevitable. Because of this, it is logical to assume that the first service to be sacrificed due to insufficient funding will be the massively expensive Phase II: direct access to New York City from the Northern Branch. Then all that will be left for the residents of Eastern Bergen County will be the inadequate DMU shuttle to North Bergen Junction.



New Jersey Transit States ...

- LRT Extension will cost \$1 Billion. **WRONG!**
 - Higher than any previous LRT extensions
 - More than double the cost of similar projects
- DMU Shuttle will save \$500 Million. **WRONG!**
- DMU Shuttle service is “Seamless”. **WRONG!**
 - Seamless means simple, without unnecessary transfers and without long travel times
 - One transfer and 10 extra minutes needed to get to and from the Hudson River Waterfront
 - Two transfers required to get to or from Midtown or Downtown Manhattan



CAPITAL COSTS

	DMU (SHUTTLE ONLY)	LRT EXTENSION
INFRASTRUCTURE IMPROVEMENTS	\$233.9 Million	\$255.3 Million
ROLLING STOCK	\$106.5 Million	\$ 91.0 Million
DESIGN & PROJECT ADMINISTRATION	\$ 85.1 Million	\$ 86.6 Million
CONTINGENCY (25%)	\$106.4 Million	\$108.3 Million
TOTAL PROJECT COST	\$552.8 Million	\$562.1 Million



OPERATING COST CONSIDERATIONS

- DMU shuttle will require an annual \$16.3 million subsidy, resulting in a farebox recovery rate of only 18%.
- DMUs will require two or three person crews.
- DMUs will be captive to oil shortages and price increases.
- DMUs will require “deadheading” for refueling.
- Light Rail line will require an annual subsidy of only \$5.8 million, with a farebox recovery rate of 71%.
- Light Rail Cars will require only a single operator.
- Electricity is less susceptible to shortages and price increases than oil.

NEW JERSEY TRANSIT ESTIMATES OF RIDERSHIP and RUNNING TIMES

<u>RIDERSHIP</u>	2020 HB/LRT EXTENSION (1)	2030 HB/LRT EXTENSION (2)	2030 DMU SHUTTLE (3)
TOTAL	23,500	25,850	8,600
<u>RUNNING TIME</u>	<u>TO HOBOKEN</u>		<u>TO HOBOKEN</u>
RIDGEFIELD	22 MINUTES		32 MINUTES
ENGLEWOOD	32 MINUTES		42 MINUTES
TENAFLY	36 MINUTES		46 MINUTES
	<u>PORT IMPERIAL</u>		<u>PORT IMPERIAL</u>
RIDGEFIELD	10 MINUTES		20 MINUTES
ENGLEWOOD	20 MINUTES		30 MINUTES
TENAFLY	26 MINUTES		36 MINUTES

(1) As presented by NJT/Edwards & Kelcey in 2002

(2) Ten Percent Increase from NJT's Year 2020 figures (Presenters' Assumption)

(3) As presented by NJT/Edwards & Kelcey in February 2006

ON FEBRUARY 22, 2006 NJT PRESENTED THIS SLIDE TO JUSTIFY ITS NEW PLAN FOR A DMU SHUTTLE

Benefits



The background features a map of the NJT Transit route from Englewood to Tenafly. The route is highlighted with a red line and colored segments: yellow for Englewood, orange for Englewood Cliffs, pink for Englewood Cliffs, purple for Englewood Cliffs, and blue for Tenafly. The NJT logo is in the top right, and the Seal of the State of New Jersey is in the bottom right.

Lower Costs

Less Infrastructure Required

Timing

Faster Implementation

Community Disruption

Night Freight Deliveries Not Required

Physical Capacity
Constraints

*Single Track – downtown Englewood and
Tenafly*

Visual

No Overhead Catenary Wire / Substations

Appealing Features

*Attractive State of the Art FRA Compliant
Vehicles*

WE DISPUTE NJT'S ASSERTIONS

- Lower Costs: NJT claims less infrastructure. Its DMU plan has a new double-deck station with an elevated approach. LRT needs much less infrastructure than NJT claims.
- Timing: NJT DMU shuttle can be developed faster. LRT can be accomplished in the same amount of time.
- Community Disruption: NJT states "No Impact on Freight Service" is desirable. LRT will relegate the infrequent freight trains to the midnight hours when they truly will not disrupt the community by no longer causing rush hour traffic jams.

WE DISPUTE NJT'S ASSERTIONS

- Physical Capacity Constraints. NJT says only DMU service preserves single track in downtown Tenafly and Englewood. LRT can accomplish that just as easily.
- Visual: NJT makes lack of overhead wires an important issue. Its recent electrification projects have raised property values in the communities served. In fact NJT recently stated that its new overhead wires and poles in downtown Newark have "a very low visible impact..."
- Appealing Features: NJT says DMUs are attractive vehicles. So are LRT cars.

ISN'T NEW JERSEY TRANSIT AWARE OF THE DRAMATIC RISE IN PETROLEUM PRICES?

- And that the future shows even further price increases and the possibility of oil shortages?
- We must not be captive to rising oil prices.
- Dual Mode diesel/electric trains can only cause higher deficits and higher fares.
- Where is New Jersey Transit's Plan B?



NEW JERSEY TRANSIT MUST ALSO RETHINK ITS WHOLE DUAL-MODE TRANS-HUDSON EXPRESS TUNNEL PROJECT

- Bergen County needs an environmentally-sound plan that calls for full electric operation of all trains to New York City.
- That includes the electrification of the Bergen County, Main Line and Pascack Valley lines as well as the Northern Branch LRT.
- It is wiser, safer and much less costly.



UNTIL THE NEW TUNNEL IS BUILT DMUs DO HAVE A PLACE IN NEW JERSEY

- Pascack Valley Line for Off-Peak and Weekend Service to Bergen County
- Bergen County Line/Main Line
- Boonton Line (Montclair State to Netcong and Hackettstown shuttles)
- Raritan Valley Line
- Atlantic City Line

BUT NOT ON THE NORTHERN BRANCH

LRT MUST BE PUT BACK ON TRACK BECAUSE ...

- **LRT will be faster.**
- **LRT will carry more people.**
- **LRT will be less polluting.**
- **LRT will be cheaper.**
- **LRT will be ...**

BETTER FOR BERGEN COUNTY



**8,600 TRIPS A DAY ARE NOT ENOUGH
TO MEET BERGEN COUNTY'S
TRANSPORTATION NEEDS**

**Would YOU Buy This? No! Because
Light Rail will triple that number!**

**WILL YOU JOIN US IN OUR FIGHT TO
GIVE THE PEOPLE OF BERGEN THEIR FAIR
SHARE OF TRAIN SERVICE?**

**Together We Will Make A
Difference!**



BY 2010 THIS COULD BE BERGEN COUNTY



Tenafly in 2010



**NJ-ARP SUPPORTS
NJT'S ORIGINAL
PLAN TO BRING LRT
TO BERGEN COUNTY
AND BETTER SERVE
ITS PEOPLE.**

Contact Roseheckwcg@verizon.net



*New Jersey Association
of Railroad Passengers*