

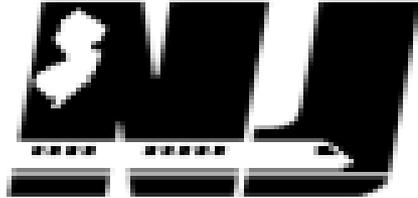
**HUDSON-BERGEN
LIGHT RAIL TRANSIT
TO ENGLEWOOD & TENAFLY**

STILL "... THE WAY TO GO"

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



Presented by
LIGHT RAIL TRANSIT PANEL



*New Jersey Association
of Railroad Passengers*

- Rose Heck, Chairman: Mayor of Hasbrouck Heights, former State Assemblywoman and Chair of the original New Jersey Assembly Bipartisan Light Rail Panel
- Jack May, Rail Transit Author/Historian
- Frank Miklos, retired NJT Manager
- Philip Craig, Railroad and Rail Transit Consultant

HUDSON-BERGEN LIGHT RAIL



HUDSON-BERGEN LIGHT RAIL

New Jersey Transit map showing the existing system and its original plan to extend the line to Ridgefield, Palisades Park, Leonia, Englewood and Tenafly

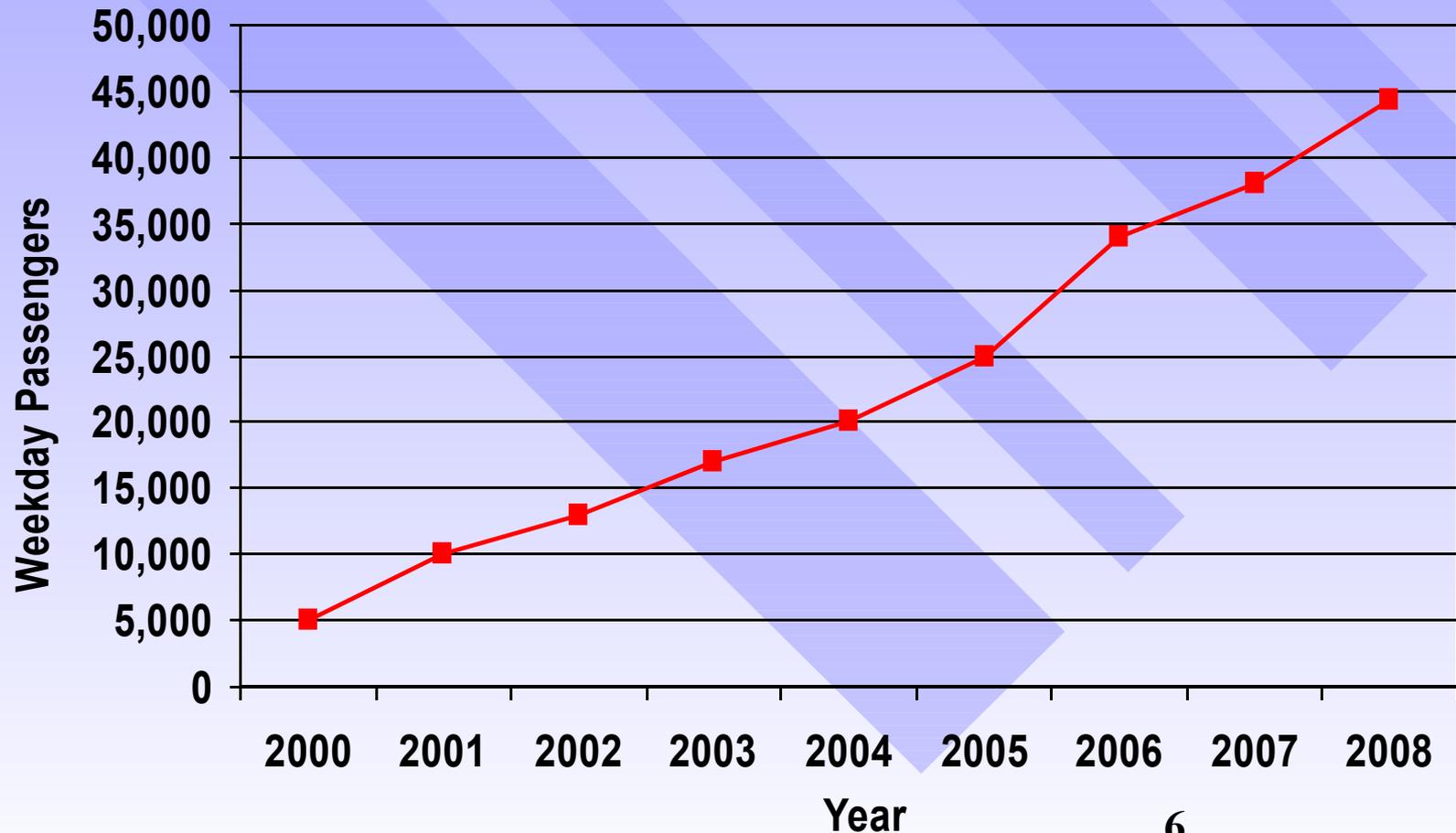


HUDSON-BERGEN LIGHT RAIL

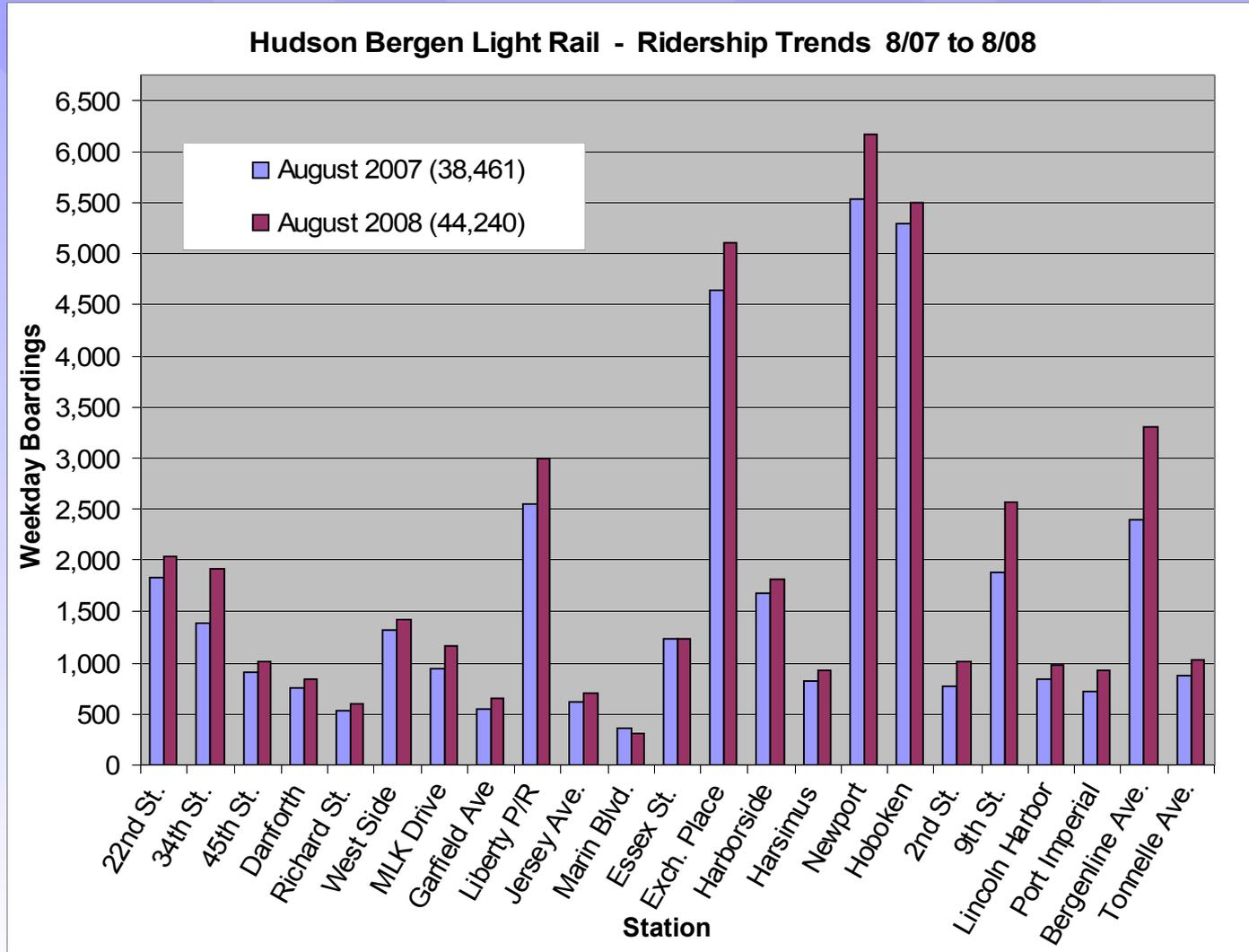
- Opened April 2000
- Built in Stages
- Now 20.2 Miles Long
- 23 Stations
- Mostly Grade-Separated but has Street Running
- Long Tunnel with Deep Union City Station
- 52 Kinkisharyo LRVs - MU Operation
- Express Service



THE HUDSON-BERGEN LIGHT RAIL LINE SHOWS CONTINUED GROWTH AND SUCCESS



HUDSON-BERGEN LIGHT RAIL PATRONAGE BY STATION



THE 'BERGEN' IN HUDSON-BERGEN NEW JERSEY TRANSIT'S ORIGINAL PLAN

- **Extend the Hudson-Bergen Light Rail line through Englewood to Tenafly**
- **Electric Light Rail Transit Service**
- **Direct to Hudson River Waterfront**
- **Transfer to PATH or Ferries for NYC**
- **3-Year Implementation Time Frame**



PROVEN HUDSON-BERGEN LIGHT RAIL TECHNOLOGY

***LIGHT RAIL EXTENSION ALONG THE NORTHERN BRANCH
WAS ORIGINALLY CHOSEN BECAUSE IT IS:***

- **Fast**
- **Frequent**
- **Environmentally sound, Pollution-free**
- **Dependable**
- **A proven success on the Hudson River Waterfront**
- **Affordable**
- **Proven technology results in largest percentage of ridership increase of all modes of mass transportation**

HBLRT EXTENSION TO TENAFLY

- **11 Miles Long**
- **Results from West Shore Corridor Study from 1996-1999**
- **Draft Scoping Document in 2001**
- **New Jersey Transit Changes its Mind in 2005 and substitutes DMU Shuttle Plan, approved by Bergen County Freeholders**
- **NJ-ARP Organizes Light Rail Panel**



NEW JERSEY TRANSIT'S DMU SHUTTLE

- **Proposed FRA-Rules Compatible Diesel Railcar**
- **Passengers to transfer to Hudson-Bergen Light Rail Line at a new double-deck station (North Bergen Junction)**
- **Requires High-Level Station Platforms**



THE ADDITIONAL NORTH BERGEN JUNCTION STATION



A double deck transfer station in the middle of nowhere near a sewage treatment plant.



*New Jersey Association
of Railroad Passengers*

IMPORTANT COMPARISONS

	HBLRT EXTENSION	PROPOSED DMU SHUTTLE
RIDERSHIP 2020	23,500 *	6,200 *
RIDERSHIP 2030	32,000	8,600 *
SERVICE FREQUENCY	6 MIN RUSH 12 MIN BASE	15 MIN RUSH 30 MIN BASE
FUEL	ELECTRIC	DIESEL
OPENING DATE	2011	2011
FARE BOX RECOVERY	71 PERCENT	18 PERCENT

* Based on NJT documents prepared by Edwards & Kelcey

EASE OF USE, AESTHETICS AND ENVIRONMENTAL ISSUES

	HBLRT EXTENSION	PROPOSED DMU SHUTTLE
ACCELERATION	HIGH ACCELERATION	SLOW ACCELERATION
WHEELCHAIR, BICYCLES, BABY CARRIAGES AND SHOPPING CARTS	LOW FLOOR EASY ACCESS	LIFTS & PLATES FOR HIGH-LEVEL PLATFORMS
AESTHETICS OF STATION DESIGN	LOW AND UNOBTRUSIVE STATIONS	HIGH-LEVEL PLATFORMS NEED MORE SPACE
NOISE AND POLLUTION	QUIET AND ELECTRIC	NOISY AND BURNS FOSSIL FUELS
ACCESS TO HUDSON RIVER WATERFRONT	ONE-SEAT RIDE	CHANGE AT NEW NORTH BERGEN JCT.
ACCESS TO MANHATTAN	ONE TRANSFER	TWO TRANSFERS

RUNNING TIMES TO HUDSON RIVER WATERFRONT

FROM ENGLEWOOD TO:	VIA HUDSON- BERGEN LRT	VIA DMU AND TFR AT NO. BERGEN
Port Imperial	20 minutes	30 minutes
Hoboken	32 minutes	42 minutes
Newport City	32 minutes	42 minutes
Exchange Place	40 minutes	50 minutes
Liberty State Park	50 minutes	60 minutes

RUNNING TIMES TO NEW YORK CITY

FROM ENGLEWOOD TO NEW YORK VIA:

VIA HUDSON- BERGEN LRT

VIA DMU AND TFR AT NO. BERGEN

Port Imperial Ferry (1)

37 minutes

47 minutes

Port Authority Bus
Terminal via Port
Imperial

40 minutes

50 minutes

World Financial
Center via Ferry (1)

46 minutes

56 minutes

World Trade Center
via PATH (1)

46 minutes

56 minutes

(1) Based on NJT/Edwards & Kelcey 2002 report

NJT EXTENSION TO TENAFLY

NJ-ARP LIGHT RAIL PANEL TO THE RESCUE

- **Letters**
- **Meetings**
- **NJT Changes Ground Rules – NJ-ARP Reacts**
 - **First Cost (too Expensive)**
 - **Billion Dollars for Gold-Plated Parallel Line**
 - **Temporal Separation – LRT Uses the Same Infrastructure**
 - Then Operational Impossibilities
 - Traffic Chaos (Crossing Gates to Close too Often)
 - LRV Trains Too Long for Existing Line Platforms
 - Finally Direct Midtown NYC Service via the THE Tunnel
 - Communities Prefer New York Destination
 - DMUs Compatible with THE Tunnel – Not LRT

TIME-SEPARATED LIGHT RAIL

- **When freight traffic is light, the FRA allows the institution of “Time Separation” to keep non-compliant passenger railcars apart from freight trains, by running them at different times.**
- **The FRA currently allows NJT to operate its River Line and Newark City Subway light rail trains on the same tracks as freight trains. Time separation is also used on light rail lines in other U. S. cities (San Diego, Salt Lake City, etc.)**
- **Freight service on the River Line, which is much heavier than on the Northern Branch, takes place during overnight hours. The Northern Branch’s single daily freight train would operate during midnight hours.**

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” (running extra miles without passengers) 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.**

NJT EXTENSION TO TENAFLY

NJ-ARP LIGHT RAIL PANEL TO THE RESCUE

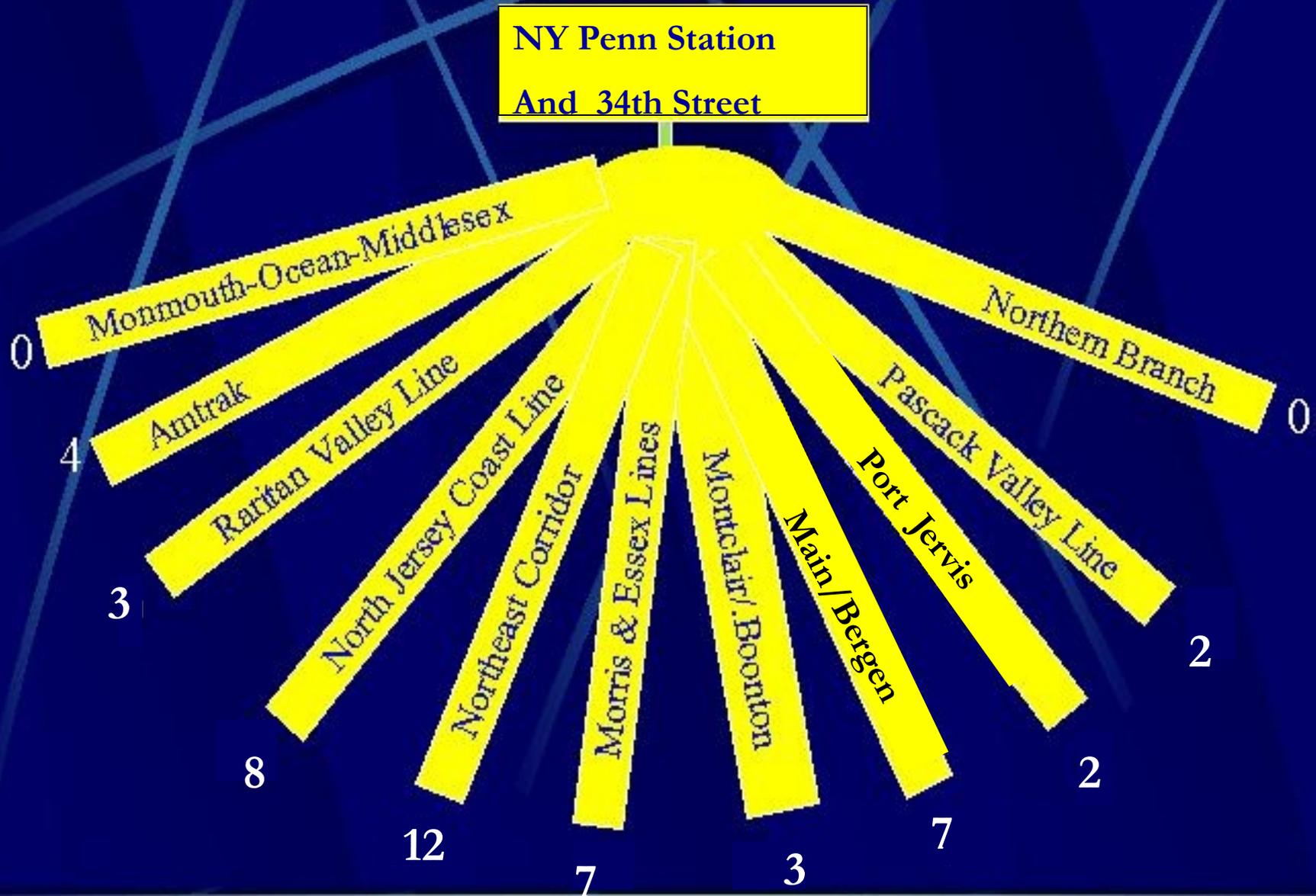
- Letters
- Meetings
- **NJT Changes Ground Rules – NJ-ARP Reacts**
 - First Cost (too Expensive)
 - Billion Dollars for Gold-Plated Parallel Line
 - Temporal Separation – LRT Uses the Same Infrastructure
 - **Then Operational Impossibilities**
 - **Traffic Chaos (Crossing Gates to Close too Often)**
 - **LRV Trains Too Long for Existing Line Platforms**
 - Finally Direct Midtown NYC Service via the THE Tunnel
 - Communities Prefer New York Destination
 - DMUs Compatible with THE Tunnel – Not LRT

NJT EXTENSION TO TENAFLY

NJ-ARP LIGHT RAIL PANEL TO THE RESCUE

- Letters
- Meetings
- **NJT Changes Ground Rules – NJ-ARP Reacts**
 - First Cost (too Expensive)
 - Billion Dollars for Gold-Plated Parallel Line
 - Temporal Separation – LRT Uses the Same Infrastructure
 - Then Operational Impossibilities
 - Traffic Chaos (Crossing Gates to Close too Often)
 - LRV Trains Too Long for Existing Line Platforms
 - **Finally Direct Midtown NYC Service via the THE Tunnel**
 - **Communities Prefer New York Destination**
 - **DMUs Compatible with THE Tunnel – Not LRT**

48 PEAK HOUR TRAINS TO NYC IN 2025



FUTURE UPGRADE OF TENAFLY LINE TO COMMUTER RAIL

- **Infrastructure (signals, tracks, bridges, stations and electrification) built for light rail can be used for commuter rail.**
- **New high-level platforms for 10-car commuter trains would have to be built at all stations in any case.**
- **NJT will have to replace DMUs or light rail cars with Dual-Mode locomotives and multi-level coaches.**

NJT EXTENSION TO TENAFLY

NJ TRANSIT BEGINS TO LISTEN

- NJ Transit Agrees to include HBLRT Extension based on Temporal Separation as well as DMU Shuttle as DEIS alternatives
- NJ Transit forms Citizens Liaison Committee
- NJ-ARP Light Rail Panel Attends All Meetings



NJT EXTENSION TO TENAFLY

CURRENT STATUS

- Good News at DEIS Scoping Meeting
 - No direct inclusion of Trans Hudson Express Tunnel data
 - Light Rail Operating Hours to be studied
- DEIS Submitted to FTA and will be released after current election
- Hearings to be held soon thereafter



NORTHERN BRANCH DEIS

ALTERNATIVES

- No Build
- DMU Shuttle to Tenaflly (North)
- DMU Shuttle to Englewood Route 4
- HBLRT Extension to Tenaflly (North)
- HBLRT Extension to Englewood Rt. 4



NORTHERN BRANCH DEIS

OFFICIAL RIDERSHIP ESTIMATES*

ALTERNATIVE	DMU to Tenafly	HBLRT to Tenafly	DMU to Englewood	HBLRT to Englewood
TOTAL PSGRS	8,150	24,000	5,540	20,120
PERCENT INCREASE		295		363
New Transit Trips	1,730	9,000	700	6,600
Reduced Auto Miles	36,900	108,600	17,850	80,100
Intrastate NJ Trips	2,850	12,750	2,140	11,545
Interstate NY Trips	5,300	11,250	3,400	8,575



NORTHERN BRANCH DEIS

RIDERSHIP DETAILS (HBLRT vs. DMU to Tenafly)

- Three times **Total** Number of Riders
- 4.5 times the No. of Intrastate Trips
- Five times as many **New** Transit Trips
- Three times as many Automobile Vehicle Miles removed from roads (108,000)
- Even better for Englewood



NORTHERN BRANCH DEIS

CAPITAL COST (millions)

Alternative	DMU to Tenafly	DMU to Englewood	HBLRT to Tenafly	HBLRT to Englewood
Construction	\$626.78	\$504.67	\$813.93	\$661.97
Vehicles	64.00	36.00	52.00	24.00
Total	\$690.78	\$540.67	\$865.93	\$685.97
			+25.3%.	+26.9%





NJ-ARP BELIEVES OPERATION OF ELECTRIC LIGHT RAIL DIRECTLY TO THE WATERFRONT IS SIGNIFICANTLY BETTER FOR THE PEOPLE OF EASTERN BERGEN COUNTY THAN A DMU SHUTTLE



*New Jersey Association
of Railroad Passengers*

LRT EXTENSION IS SUPERIOR TO THE DMU SHUTTLE PLAN

- **More Frequent Service for More Passengers – More Than Twice the DMU Alternative**
- **Takes more cars off the road resulting in Less Traffic Congestion**
- **Faster Operation by 10 Minutes**
- **No Need for Expensive North Bergen Transfer Station**
- **Comparable Cost of Implementation**



LRT EXTENSION IS SUPERIOR TO THE DMU SHUTTLE PLAN

- **Cheaper to operate**
- **Not captive to rising oil prices**
- **Environmentally sound - quieter and non-polluting**
- **More community friendly. Station architecture and amenities fit the needs of the local communities while investment is consistent with future Hudson Tunnel access**



NOT ALL RESIDENTS WANT TO TRAVEL TO NEW YORK CITY

- **LRT will unite the local towns along the Northern Branch with dependable, barrier-free service to schools, hospitals, universities and commercial centers.**
- **LRT will provide residents with congestion-free alternatives to reach work and leisure venues, including hospitals, entertainment venues, schools, shopping and restaurants**
- **LRT will create positive types of economic development and will increase property values.**

LRT EXTENSION IS SUPERIOR TO THE DMU SHUTTLE PLAN

- **LRT will provide better access to midtown and downtown New York City destinations with faster and more frequent service.**
- **It will provide more convenient intermodal connections:**
 - **One-Seat ride to ferries at Port Imperial, Hoboken and Jersey City**
 - **One-Seat ride to NY buses at Port Imperial**
 - **One-Seat ride to PATH at Hoboken, Newport-Pavonia and Exchange Place**
- **LRT will provide access to Newport Mall for Sunday shopping.**



OTHER PROBLEMS WITH THE DMU SHUTTLE PLAN

- **Noise and vibration along the Northern Branch at all hours of the day with DMUs compared with quiet electric light rail cars**
- **Noisy, smelly and wasteful idling of DMUs at terminals**
- **Ground and water contamination from oil drips at refueling sites and terminals**
- **FTA full-funding guidelines may not be met by a project that will carry very few passengers (this is what happened to the DMU plan in North Carolina).**



BY 2011 THIS COULD BE IN BERGEN COUNTY



**WITH CAPITAL COSTS AND
CONSTRUCTION TIME FOR BOTH BEING
SIMILAR,
WHICH DO YOU PREFER?**

- **A Hudson-Bergen light rail extension that will get more autos off the road, provide direct service to the waterfront without transferring, carry more people, run more often, fit into community lifestyle and environmental needs, and cost less to operate?**
- **Or a flawed DMU Shuttle operation which will have few riders and therefore may not even be eligible for federal funding?**



NJ-ARP SUPPORTS NJT's ORIGINAL PLAN TO EXTEND THE HUDSON-BERGEN LIGHT RAIL LINE THROUGH ENGLEWOOD TO TENAFLY

**as the first step toward providing a one-seat ride to
Midtown Manhattan.**

**This interim step will provide relief from traffic
congestion and improve the environment and quality of
life in the communities served by the Northern Branch**



**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*

WE NEED YOUR HELP!

Please help us insure that an extension of the HBLRT to Tenafly becomes a reality by supporting us at future public meetings.

If you are willing, please provide us with your email address or phone number so we can notify you of these forthcoming events.

Contact Roseheckwcg@verizon.net



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