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

- 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

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

Weekday Passengers vs. Year

- 2000: 5,000
- 2001: 7,000
- 2002: 9,000
- 2003: 11,000
- 2004: 13,000
- 2005: 15,000
- 2006: 17,000
- 2007: 19,000
- 2008: 21,000

Year

- 2000
- 2001
- 2002
- 2003
- 2004
- 2005
- 2006
- 2007
- 2008

Weekday Passengers

- 0
- 5,000
- 10,000
- 15,000
- 20,000
- 25,000
- 30,000
- 35,000
- 40,000
- 45,000
- 50,000
HUDSON-BERGEN LIGHT RAIL PATRONAGE BY STATION

Hudson Bergen Light Rail - Ridership Trends 8/07 to 8/08

- Weekday Boardings
- Stations:
  - 22nd St
  - 34th St
  - 45th St
  - Danforth
  - Richard St
  - West Side
  - MLK Drive
  - Garfield Ave
  - Liberty P/R
  - Jersey Ave
  - Marin Blvd
  - Essex St
  - Exch. Place
  - Harborside
  - Harisths
  - Newport
  - Hoboken
  - 2nd St
  - 9th St
  - Lincoln Harbor
  - Bergenline Ave
  - Tonnelle Ave

- August 2007 (38,461)
- August 2008 (44,240)
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.
## IMPORTANT COMPARISONS

<table>
<thead>
<tr>
<th></th>
<th>HBLRT EXTENSION</th>
<th>PROPOSED DMU SHUTTLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RIDERSHIP 2020</strong></td>
<td>23,500 *</td>
<td>6,200 *</td>
</tr>
<tr>
<td><strong>RIDERSHIP 2030</strong></td>
<td>32,000</td>
<td>8,600 *</td>
</tr>
<tr>
<td><strong>SERVICE FREQUENCY</strong></td>
<td>6 MIN RUSH</td>
<td>15 MIN RUSH</td>
</tr>
<tr>
<td></td>
<td>12 MIN BASE</td>
<td>30 MIN BASE</td>
</tr>
<tr>
<td><strong>FUEL</strong></td>
<td>ELECTRIC</td>
<td>DIESEL</td>
</tr>
<tr>
<td><strong>OPENING DATE</strong></td>
<td>2011</td>
<td>2011</td>
</tr>
<tr>
<td><strong>FARE BOX RECOVERY</strong></td>
<td>71 PERCENT</td>
<td>18 PERCENT</td>
</tr>
</tbody>
</table>

* Based on NJT documents prepared by Edwards & Kelcey
# EASE OF USE, AESTHETICS AND ENVIRONMENTAL ISSUES

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

<table>
<thead>
<tr>
<th>FROM ENGLEWOOD TO:</th>
<th>VIA HUDSON-BERGEN LRT</th>
<th>VIA DMU AND TFR AT NO. BERGEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Imperial</td>
<td>20 minutes</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Hoboken</td>
<td>32 minutes</td>
<td>42 minutes</td>
</tr>
<tr>
<td>Newport City</td>
<td>32 minutes</td>
<td>42 minutes</td>
</tr>
<tr>
<td>Exchange Place</td>
<td>40 minutes</td>
<td>50 minutes</td>
</tr>
<tr>
<td>Liberty State Park</td>
<td>50 minutes</td>
<td>60 minutes</td>
</tr>
</tbody>
</table>

Based on NJT/Edwards & Kelcey 2002 report
**RUNNING TIMES TO NEW YORK CITY**

<table>
<thead>
<tr>
<th>FROM ENGLEWOOD TO NEW YORK VIA:</th>
<th>VIA HUDSON-BERGEN LRT</th>
<th>VIA DMU AND TFR AT NO. BERGEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Imperial Ferry (1)</td>
<td>37 minutes</td>
<td>47 minutes</td>
</tr>
<tr>
<td>Port Authority Bus Terminal via Port Imperial</td>
<td>40 minutes</td>
<td>50 minutes</td>
</tr>
<tr>
<td>World Financial Center via Ferry (1)</td>
<td>46 minutes</td>
<td>56 minutes</td>
</tr>
<tr>
<td>World Trade Center via PATH (1)</td>
<td>46 minutes</td>
<td>56 minutes</td>
</tr>
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(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

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48 PEAK HOUR TRAINS TO NYC IN 2025

- NY Penn Station
- And 34th Street

线路:
- Monmouth-Ocean-Middlesex
- Amtrak
- Raritan Valley Line
- North Jersey Coast Line
- Northeast Corridor
- Morris & Essex Lines
- Monclair/Boonton
- Main/Bergen
- Port Jervis
- Pascack Valley Line
- Northern Branch

数量:
- 0
- 0
- 4
- 3
- 8
- 12
- 7
- 7
- 3
- 2
- 2
- 8
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 Tenafly (North)
- DMU Shuttle to Englewood Route 4
- HBLRT Extension to Tenafly (North)
- HBLRT Extension to Englewood Rt. 4
# Northern Branch Deis

## Official Ridership Estimates*

<table>
<thead>
<tr>
<th>Alternative</th>
<th>DMU to Tenafly</th>
<th>HBLRT to Tenafly</th>
<th>DMU to Englewood</th>
<th>HBLRT to Englewood</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Passengers</strong></td>
<td>8,150</td>
<td>24,000</td>
<td>5,540</td>
<td>20,120</td>
</tr>
<tr>
<td><strong>Percent Increase</strong></td>
<td></td>
<td>295</td>
<td></td>
<td>363</td>
</tr>
<tr>
<td>New Transit Trips</td>
<td>1,730</td>
<td>9,000</td>
<td>700</td>
<td>6,600</td>
</tr>
<tr>
<td>Reduced Auto Miles</td>
<td>36,900</td>
<td>108,600</td>
<td>17,850</td>
<td>80,100</td>
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<tr>
<td>Intrastate NJ Trips</td>
<td>2,850</td>
<td>12,750</td>
<td>2,140</td>
<td>11,545</td>
</tr>
<tr>
<td>Interstate NY Trips</td>
<td>5,300</td>
<td>11,250</td>
<td>3,400</td>
<td>8,575</td>
</tr>
</tbody>
</table>

* Released 11/2007 by NJT and FTA
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)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Construction</th>
<th>Vehicles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMU to Tenafly</td>
<td>$626.78</td>
<td>64.00</td>
<td>$690.78</td>
</tr>
<tr>
<td>DMU to Englewood</td>
<td>$504.67</td>
<td>36.00</td>
<td>$540.67</td>
</tr>
<tr>
<td>HBLRT to Tenafly</td>
<td>$813.93</td>
<td>52.00</td>
<td>$865.93</td>
</tr>
<tr>
<td>HBLRT to Englewood</td>
<td>$661.97</td>
<td>24.00</td>
<td>$685.97</td>
</tr>
</tbody>
</table>

+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
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 Roseheckwgcg@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