



MOM NEWS UPDATE

MOM IS COMING. DON'T BE LEFT STANDING ON THE PLATFORM!

In growing numbers, Monmouth, Ocean, and yes, even Middlesex County residents are acknowledging that **MOM** (The Monmouth-Ocean-Middlesex Rail Line) is coming. There is no more room to build additional highways. All three counties' roads are at peak-hour capacity. What **NJ-ARP** foresaw in 1985 when it first proposed this rail line has come to pass. After more than 20 years of false starts and studies, **MOM** is coming.

It would be a shame, though, if the citizens of Middlesex County were left standing on the platform. Could this really happen? The answer is yes. There *is* historical precedence.

Case 1: More than 20 years ago, the citizens of Rockland and Orange Counties in New York wanted better rail service on the Port Jervis Line, that is operated for the New York Metropolitan Transportation Authority (MTA) by New Jersey Transit (NJT). Bergen County (NJ) NIMBYs (Not In My Back Yard) protested about extra trains. As NJT was contractually obligated to run the MTA trains, they just bypassed Bergen County stations and ran the trains express from Suffern, N.Y. to Hoboken. It took years of requests from Bergen County citizens who wanted better (and express rail service) before NJT finally had some of those MTA express trains stop in Bergen County towns. Now Bergen County service rivals that of service along the Northeast Corridor (NEC).

Case 2: When the Montclair Connection (less than a half mile of rail line which would allow through service from Montclair to New York) was under consideration, local area NIMBYs protested vociferously. When it became inevitable that the connection would be built, the town of Montclair, in a compromise with NJT, prohibited weekend service on the connection. Now, after the success of the rail line, both in passenger counts and in increasing home values all along the line, the citizens of Montclair are clamoring for weekend service. NJT is considering it, but for now, the trains still bypass all of Montclair's five stations on weekends.

Case 3: NJT wanted to offer 7-day-a-week, two-way service on the Pascack Valley Line, that serves Central Bergen County plus three Rockland County, N.Y. stations. This required the installation of six passing sidings along the single-track right-of-way. Using scare tactics such as chemical tank cars (along a line that had no industrial customers and dead-ended in Spring Valley, N.Y.) NIMBYs successfully had nine communities file a lawsuit to block the sidings. Rather than waste millions of dollars and years of time fighting the lawsuit, NJT opted to build only four of the sidings. Enhanced service is scheduled to start in the fall of 2007. However in NJT's draft schedule, there will be frequent service between Hoboken and Hackensack and frequent non-stop express service between Hoboken and Pearl River, Nanuet and Spring Valley N.Y. As the elimination of sidings preclude more frequent service, the communities north of Hackensack and south of the New York state line who instigated the lawsuit will, in effect, be getting only half the service – and local service at that – as New York State MTA express trains will bypass those stations.

Case 4: In the mid-to-late 1990s, NJT was proposing a rail line for the citizens of Burlington, Camden, and Gloucester Counties in southern New Jersey. After a protracted battle with NIMBYs in towns such as Moorestown and citizens of Gloucester County who wanted a one-seat ride into Philadelphia or nothing, NJT decided not to build the line. Instead, NJT built the RiverLINE on the old Camden and Amboy Railroad right-of-way. The citizens along that line have seen property values soar, old downtown areas revitalize, and new development aplenty. They enjoy a quick ride to Trenton where they can connect to the Northeast Corridor Line, or to Camden where they have a easy transfer to the PATCO Line for a 7-minute ride to downtown Philadelphia. The citizens of Gloucester County got what they wished for: "nothing"! Ironically, now, ten years later, fed up with 75-to-120 minute car or bus trips into Philadelphia, they are revisiting instituting rail service along the right-of-way that run through their towns.

The citizens of Monmouth, Ocean and Middlesex Counties deserve **MOM**. They've waited long enough for some relief to the roadway congestion that has become endemic in the three counties. They also deserve "The Real **MOM**" – a rail line that will offer citizens connections to all of the state, *not* just a "commuter line" into New York City (see the back of this flyer). **NJ-ARP** also invites you to go to our Web site and read more information about how "The Real **MOM**" will benefit you.

<http://www.nj-arp.org/mom-myths.html>
<http://www.nj-arp.org/mom-100.html>
<http://www.nj-arp.org/pr040928.html>
<http://www.nj-arp.org/pr051027.html>

MOM MYTHS
MOM: 100 POINTS OF LIGHT
NJ-ARP, PARENT OF MOM, CREDITS OTHERS
SAY YES TO MOM



New Jersey Association of Railroad Passengers

P.O. Box 68, Chatham, New Jersey 07928-0068 <http://www.nj-arp.org>

We'll Only Accept Our 'True' MOM!!

New Jersey Transit and some politicians are attempting to build a rail line via Matawan to the North Jersey Coast line using a defunct rail right-of-way where millions of taxpayer dollars have been spent converting it into a rail/trail. This line won't even serve New Brunswick, the county seat of Middlesex. It adds almost an hour's travel time for Monmouth, Ocean and Middlesex citizens seeking to travel to Trenton, Camden or Philadelphia.

NJ-ARP wants to see The "True" **MOM** rail line built. The "True" **MOM** connects to the Northeast Corridor (NEC) at Monmouth Junction, South Brunswick. The "True" **MOM** offers citizens an alternative transportation mode to congested Route 18, busy Route 9, the Garden State Parkway, and our local roads. It was an **NJ-ARP** member who, in 1985, first advanced the plan to utilize existing freight rail lines to offer passenger service in Monmouth, Ocean and Middlesex counties.

Why should citizens of **MOM** counties not enjoy the convenience and ease of rail transit that communities along the River Line and Hudson Bergen Light Rail Line have? Why should our counties not enjoy the prosperity, revitalization and increased property values that these new rail lines have brought Camden, Burlington, Mercer and Hudson counties?

NJ-ARP is committed to serve all New Jersey citizens, including mothers with car-dependent children, dads who are tired of spending hours on gridlocked roads going to and from work, and senior citizens and others without cars. will not just serve commuters going to New York. Destinations served also include Philadelphia, Princeton, Trenton, New Brunswick, Newark, and all of NJ Transit's rail lines, and now, even the world via the Newark International Airport Station.

NJ-ARP is a not-for-profit advocacy group established in 1980 by concerned New Jersey residents who wanted a greater voice in deciding the transit future of our state. We seek to ensure a balanced, statewide transportation network for all of our citizens.

MONMOUTH-OCEAN-MIDDLESEX RAIL LINE

MOM = Miles Of Mobility for Monmouth, Ocean and Middlesex

The "True" **MOM** will give you connections to every NJT rail and light rail line in New Jersey.

The "True" **MOM** will give you access to all major business centers in New Jersey.

The "True" **MOM** will give you access to all major government centers in New Jersey.

The "True" **MOM** will give you access to all major entertainment complexes in New Jersey.

The "True" **MOM** will give you access to both New York City and Philadelphia.

The "True" **MOM** will give you access to Amtrak trains to Washington, Boston and the nation.

The "True" **MOM** will give you access to the world via Newark/Liberty International Airport.

The "True" **MOM** will give you a safe, comfortable, worry-free ride with no traffic hassles.

The "True" **MOM** will give you Miles Of Mobility at a fraction of the cost of driving.

The "True" **MOM** will give you freedom from your car.

For more information about **NJ-ARP**, please visit our Web site at <http://www.nj-arp.org>.