



RESTORING M-O-M TRAINS WILL SERVE 100 TRAFFIC GENERATORS

Monmouth-Ocean-Middlesex (MOM) will provide passenger train service running from Lakehurst north, via the ex-Central of New Jersey route, to Farmingdale, then running west via the former Pennsylvania Railroad through Freehold and Jamesburg to the Northeast Corridor (NEC) at Monmouth Junction.

Though using existing rail right-of-way, the MOM proposal is **a brand new route providing intrastate and intracounty mobility for the region.** By realigning the Monmouth Junction connection to face east (or north) toward northern New Jersey, through service can be provided to New Brunswick and Newark before terminating at Hoboken. Connections can be offered by NJ Transit, PATH and ferry to both downtown and midtown Manhattan.

MOM's value is in providing rail service to areas without any form of public transit -- areas in which everyone must drive because there is no alternative. As you peruse the list, note the many trips possible by rail between points north and south of the Raritan River -- points that, at present, must be made by auto and must use the congested lower Raritan crossings. MOM will not only offer mobility to thousands of area residents but can ease congestion at those road pinch points.

Station	Generator	Customer Profile	Item #
Lakehurst	Naval Air Station	employees	1
		visitors	2
	retirement homes	guest mobility	3
		staff	4
Lakewood	Kimball Medical Center	staff	5
		visitors	6
	retirement homes	staff	7
		guest mobility	8
	tourism	visitors	9
Farmingdale	residents	mobility	10
End of Route 33	new location	park-and-ride	11
Freehold	County court/admin.	jury	12
		staff	13
		visitors	14
	CentraState Medical Center	staff	15
		visitors	16
	stores/CBD	staff	17
		shoppers	18
		residents	mobility

Battlefield	State Park	visitors	20
Englishtown	residents	mobility	21
Hoffman	new location	park-and-ride	22
Jamesburg	residents	mobility	23
	restored CBD	shoppers	24
	State Home	staff	25
Dayton/Forsgate	motel/conference	staff	26
		guests/attendees	27
	industries nearby	employees	28
Monmouth Jct	residents	mobility	29
New Brunswick	County court	jury	30
		staff	31
		visitors	32
	County buildings	staff	33
		visitors	34
	Rutgers University	students	35
		staff	36
		faculty	37
		visitors	38
		team fans	39
	Robt W. Johnson Hosp.	staff	40
		visitors	41
		students	42
		teaching staff	43
	St. Peters Hospital	staff	44
		visitors	45
		students	46
		teaching staff	47
	CBD stores	staff	48
		shoppers	49
	theatres	staff	50
patrons		51	
NEC connections	Princeton Jct	employees	52
		visitors	53
	Princeton	students	54
		faculty	55
		visitors	56
Trenton	State office staff	57	

		State office visitors	58
		State House staff	59
		State House visitors	60
		Federal Court	61
		museums	62
		historic district	63
		Amtrak to all USA	64
		SEPTA to Philadelphia	65
		LRT to SW NJ	66
Edison	industry	employees	67
	residents	mobility	68
Metropark	office complexes	employees	69
		visitors	70
	hotel	staff	71
		guests	72
Amtrak to New England	passengers	73	
Rahway	Merck	employees	74
	other industry	employees	75
Linden	industry	employees	76
Elizabeth	County buildings	visitors	77
	industry	employees	78
Newark Airport	monorail connector	staff	79
		passengers	80
Newark Penn	offices	employees	81
		visitors	82
	hotels	staff	83
	Rutgers University / NJIT	students	84
		staff	85
	UMDNJ	students	86
		staff	87
sports venues	fans	88	
City Subway / buses	transferring	89	
Newark to PATH	Journal Square	transfers/offices	90
	Grove Street	lower Jersey City	91
	Exchange Place	office buildings	92
		HBLRT to Bayonne	93
	Pavonia/Newport	mall/offices	94
World Trade Center	lower Manhattan	95	

Hoboken	Hudson waterfront	visitors	96
	HBLRT to north side	transfers	97
	Stevens Institute	students	97
	ferry to lower Manhattan	visitors	99
	Main/Bergen/Pascack	connections	100

None of these 100 origin/destination generators can be served adequately by "enhanced bus," which means the greatest potential markets will remain without transit unless MOM is built. Note that many of these commercial generators will provide employment for the entry level jobs Workfirst NJ will create. It is thus imperative that MOM be designed to provide full service in both directions every day. Most of these trips are not of the basic 9-to-5 nature, if indeed many of those trips remain anywhere. The potential ridershed MOM will open covers at least two million people "on line," and three million more who would use the service in reverse. MOM will help the state achieve air quality in a growth area now best described as textbook sprawl. MOM will give mobility to millions.

"Enhanced bus" is doomed to fail. The Exclusive Bus Lane (XBL) approach to the Lincoln Tunnel is at practical capacity. The eastern spur of the NJ Turnpike which feeds to the Port Authority Bus Terminal is frequently backed up to "fraternity rock," even before the XBL is reached. "Enhanced bus" is not able to address ridership growth, and, more seriously, offers no access to both the intrastate and the lower Manhattan market. The answer for statewide mobility for the 21st century is to build a full MOM as outlined.