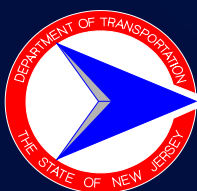


# NJ State Rail Plan

## New Jersey Short Line Railroad Association Briefing

### September 12, 2012



**PARSONS  
BRINCKERHOFF**

# Why a Rail Plan?

Meets federal mandates

Advances rail funding

Provides a framework for investment

Summarizes and focuses New Jersey's rail planning

# Federal Requirements for State Rail Plans

- State's transportation goals
- Rail's role in a state's transportation system
- Impact of rail on the economy, environment, energy, mobility
- Description of freight and passenger rail systems
- Linkages with other modes
- Current funding sources and policies
- Institutional structure – agencies, laws, policies
- Passenger rail improvements – investment program
- Freight rail improvements – investment program



# New Jersey Plan Objectives

- Educates all stakeholders on the role of freight and passenger rail
- Synthesizes the perspectives of all stakeholders – state agencies, railroads, shippers, MPOs
- Sets forth State policy concerning rail rights-of-way in the State.
- Presents projects and strategies to enhance freight and passenger rail service
- Advances a rail improvement plan that benefits all rail industry sectors



# Rail Plan Contents

- New Jersey Transportation System Overview
  - SRP Background
  - Rail History
  - Role of Rail
- New Jersey Freight Rail Profile
  - Carriers
  - Network/Modal Connectivity
  - Commodities
- New Jersey Passenger Rail Profile
  - Carriers
  - Network/Modal Connectivity
  - Ridership
- New Jersey's Rail Challenges
  - Freight
  - Passenger
  - Goals & Objectives
- Rail Improvements
  - Infrastructure
  - Institutional
  - Strategies
  - Funding Sources
  - Funding Programs

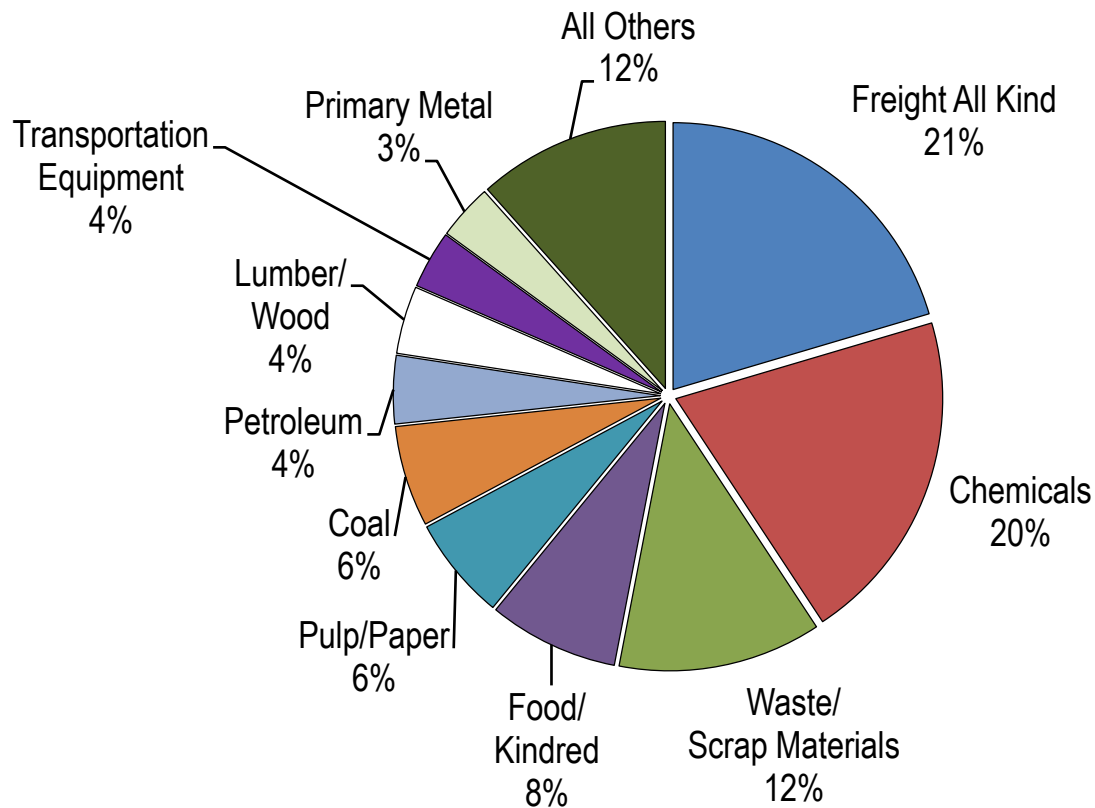
# Role of Freight Rail

## NJ Freight Mode Splits - 2009

Mode	Within NJ		From NJ		To NJ	
	Tons (000s)	Percent	Tons (000s)	Percent	Tons (000s)	Percent
Truck	196,170	74.79%	92,351	65.03%	88,636	56.42%
Rail	228	0.09%	11,437	8.05%	19,657	12.51%
Water	18,138	6.92%	14,124	9.94%	11,015	7.01%
Air (includes truck-air)	320	0.12%	125	0.09%	97	0.06%
Multiple modes and mail	2,195	0.84%	11,514	8.11%	9,920	6.31%
Pipeline	17,314	6.60%	8,324	5.86%	26,261	16.72%
Other and unknown	1,567	0.60%	4,142	2.92%	1,511	0.96%
No domestic mode	26,358	10.05%		0.00%		0.00%
<b>TOTAL</b>	<b>262,290</b>	<b>100.00%</b>	<b>142,018</b>	<b>100.00%</b>	<b>157,097</b>	<b>100.00%</b>

# NJ Rail Traffic Profile

## ***Containers (Freight All Kind) and Chemicals Are Principal Rail-Shipped Commodities***



# Passenger Rail Challenges

- Trans-Hudson mobility: access to east of Hudson River locations
- Improved line connectivity
- Addressing changing locus of economic activity and residential development
- **Operational fragmentation: multiple owners and operators; shared track**
- Maintaining state of good repair: infrastructure; equipment; signaling
- Unfunded regulatory mandates and compliances: positive train control; hours of service rules, rest periods, ADA regulations
- Appropriate investment models
- Further exploiting technology: fare collection; equipment tracking; out-of-service information





# Operational Fragmentation

## Multiple Owners & Operators Sharing The Same Track

### NJ Transit Commuter Rail Ridership

Route	2011 Average Weekday Passenger Boardings
Northeast Corridor (NEC)	49,868
Raritan Valley Line (RVL)	11,674
Coast Line	14,243
Morris & Essex – Morristown Branch	27,372
Morris & Essex – Gladstone Branch	3,659
Main Line	16,946
Montclair Boonton	7,872
Pascack	4,445
Atlantic City	2,950
Total	139,029
Station	2011 Average Weekday Passenger Boardings
New York City Penn Station	77,058
Newark Penn Station	26,581
Secaucus Junction	19,771
Hoboken	16,086
Total	139,496

# Operational Fragmentation

## Multiple Owners & Operators Sharing The Same Track

### Amtrak Ridership

Station	Municipality	Amtrak trains (December 2011)				Annual Boardings and Alightings (2011)
		Typical Weekday		Typical Sat/Sun		
		Eastbound	Westbound	Eastbound	Westbound	
Trenton Transit Center	Trenton	37	37	29	32	424,068
Princeton Junction	West Windsor	3	3	1	1	39,573
New Brunswick	New Brunswick	2	1	0	0	6,678
Metropark	Woodbridge	22	24	26	28	396,902
Newark Airport	Newark	13	9	13	13	120,428
Newark Penn Station	Newark	53	53	38	41	683,626

# Freight Rail Challenges

- Trans-Hudson mobility
- Weight limitations restricting use of 286,000 pound railcars
- Preserve rail rights of way
- Shared track conflicts
- System chokepoints and connectivity
  - Lehigh Line
  - Delair Bridge
  - Class I and Short Line Connectivity
  - North/South Connectivity
- Terminal capacity
- Dimensional restrictions of tunnels and bridges
- Federal mandate for positive train control



# Rail System Goals

Goals	Objectives
<p>Support the State's Strategic Plan</p>	<ul style="list-style-type: none"> <li>• Align state rail initiatives with MPO / State Strategic Plan goals</li> <li>• <b>Support targeted economic growth and development and maximize economic benefit of rail rights-of-way</b></li> <li>• Leverage existing rail rights-of-way to expand their public utility</li> </ul>
<p>Improve the Quality of Life For New Jersey Residents</p>	<ul style="list-style-type: none"> <li>• Improve air quality by increasing use of rail rights of way for passengers and freight in lieu of highways</li> <li>• Reduce dependence on fossil fuels through use of energy-efficient rail services</li> <li>• <b>Provide attractive services that meet the needs of passengers and shippers and that add economic value</b></li> <li>• Facilitate appropriate stakeholder relationships in support of strategic initiatives               <ul style="list-style-type: none"> <li>➤ Transit-friendly development</li> <li>➤ Highway-to rail freight diversion</li> </ul> </li> </ul>
<p>Maintain Rail System At State of Good Repair</p>	<ul style="list-style-type: none"> <li>• Commit to SOGR of state-owned rights of way commensurate with economic value</li> <li>• <b>Ensure all users of shared rights-of-way are engaged and costs allocated equitably</b></li> <li>• <b>Modernize the rail system to current standards</b></li> <li>• Facilitate completion of missing links in system</li> <li>• Support programs of incremental improvements</li> </ul>

# Rail System Goals

Goals	Objectives
Improve Safety and Security	<ul style="list-style-type: none"><li>• Improve grade crossing safety</li><li>• Protect freight and passenger gateways, rights-of-way and vital infrastructure from terrorist threat</li><li>• <b>Enforce safe transport of hazardous materials</b></li><li>• <b>Protect rail rights-of-way from trespassers</b></li><li>• <b>Educate all stakeholders on rail safety</b></li><li>• Introduce cost-effective redundancies to ensure continuing availability of critical services</li><li>• Provide a safe secure environment for customers, employees and communities served (NJT Scorecard)</li></ul>
Enhance Mobility	<ul style="list-style-type: none"><li>• <b>Encourage services that cost-effectively increase transportation options and improve beneficial use of rail rights-of-way</b></li><li>• Make improvements to increase right-of-way capacity and service reliability and, where possible, reduce costs</li><li>• <b>Encourage users of shared rights-of-way to make improvements that are responsive to current and future needs of one another's operations</b></li><li>• Improve customer communication</li><li>• Expand passenger services to special events where beneficial</li><li>• Advance services to constituencies most dependent on them</li></ul>

# Rail System Goals

Goals	Objectives
<p><b>Improve Regional Services</b></p>	<ul style="list-style-type: none"> <li>• <b>Improve economic competitiveness</b></li> <li>• <b>Establish regional partnerships to advance rail improvements</b></li> <li>• <b>Leverage funding sources for regional improvements</b></li> <li>• <b>Remove barriers to collaborative action</b></li> <li>• <b>Create innovative approaches to cost sharing</b></li> <li>• <b>Develop regional education/promotional programs</b></li> <li>• <b>Develop initiatives to improve shared corridor operations</b></li> </ul>
<p><b>Expand Multimodal and Geographic Connectivity</b></p>	<ul style="list-style-type: none"> <li>• <b>Improved freight performance</b></li> <li>• <b>Preserve useful rights of way for potential beneficial uses</b></li> <li>• <b>Coordinate services between modes</b></li> <li>• <b>Encourage seamless customer experience between modes by leveraging technology advances</b></li> <li>• <b>Invest in multimodal facilities and services that are complementary and that provide economic and public benefit</b></li> <li>• <b>Facilitate completion of missing links in the rail system to enhance operations</b></li> </ul>
<p><b>Identify, Develop and Secure Funding That Promotes and Enhances Rail System Investment</b></p>	<ul style="list-style-type: none"> <li>• <b>Identify stable funding sources secured to support operating, constructing, and maintaining the State's rail network</b></li> <li>• <b>Develop innovative funding mechanisms that provide new sources of funding for rail development – 3P Programs</b></li> <li>• <b>Align rail funding with the benefits of rail services</b></li> </ul>

# Funding

## Public Investments

### Federal:

- TIGER Grants
- US EDA Grants
- TIFIA Loans
- RRIF Loans
- Private Activity Bonds
- CMAQ Funds
- Railroad Track Maintenance Tax Credits

### State:

- NJ Transportation Trust Fund
- NJ Freight Rail Assistance Program
- NJ Railroad Property & Franchise Taxes



## Public/Private Investments

- Public-Private Partnerships (User Fees)
- State Infrastructure Bank
- Investment Tax Credits

# Next Steps

- MPO Transportation Committee Meetings: September
- Railroad/PANYNJ Meetings: September
- Comment Period: October
- FRA Submission: November