

New Jersey Short Line Railroad Association

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Meeting Minutes September & October, 2002

Celebrating Ten Years



Of Working Together 1991-2001

The New Jersey Short Line Railroad Association is an organization made up of railroads serving the Great State of New Jersey. The purpose of the Association is to address concerns and problems which face Short Line Railroads and to find means of mitigating problems and finding solutions through collective effort and cooperation.

Visit our website: www.njshortline.com

The September meeting, Wednesday, September 18, 2002 and the October meeting, October 25, 2002 were held at the Conrail offices in Mount Laurel. The Association would like to thank **Ron Battory** for providing the room and lunch for both meetings.

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Next Meeting: **Monday November 25, 2002**

10:00am Meeting

Location:

**NJ DOT Training and Conference Center
23 Scotch Road
Ewing, New Jersey
(In the rear of the shopping center at the corner of
Scotch Rd and Parkway Avenue, ~1/2 mile from
NJDOT Headquarters.)**

Members NJSLRRA:

Traditionally, the months of September thru November are the busiest of the year for our industry. There is not better reason than the above that we should operate in the safest manner possible.

S.R.F.

P.S. My apologies for the delay on getting the September minutes out. It was a very busy October.

September Meeting Attendance

<u>Name</u>	<u>Company/Organization</u>	<u>Telephone Number</u>
Ted Matthews	NJDOT	609-530-2080
Steven Friedland	M&E	973-267-4300
Roy Blanchard	Blanchard Co.	215-985-1110
Gordon Fuller	M&E	973-267-4300
Bob Bailey	PJRR	201-434-8373
Don Borowski	NJDOT	609-530-6505
Kel MacKavanagh	Consultant	609-704-1270
Pat Franklin	Norfolk Southern	215-591-3635
Paul Catania	Reltek	609-871-8699
John McCreavy	SMS/Penn Jersey Lines	610-260-2273
Joe Iadanza	East Jersey RR	201-339-4639
Bill Phillips	M&E	973-267-4300
Greg Walter	NJDOT	609-530-8029
Mike Allen	Allen Associates	609-683-0356
Jerry Madden	Manageering Associates/JM Cain	PA: 215-545-3900 NJ: 856-866-0500
Bill Johnson	CSXT	609-409-2041
Tony Macrie	Cape May Seashore Lines	609-884-5300
David Gamble	Schuykill Railcar	717-939-6930
Dennis Meck	Schuykill Railcar	717-739-3300
Jeff Sutch	SMS/Penn Jersey Lines	856-467-4800
Arthur Feygelson	Canadian Pacific	917-453-7337
Tom Collard	SRNJ	609-871-8699

October Meeting Attendance

<u>Name</u>	<u>Company/Organization</u>	<u>Telephone Number</u>
Jim Donlen	NJTransit	973-491-7924
Steven Friedland	M&E	973-267-4300
Roy Blanchard	Blanchard Co.	215-985-1110
Mike Brimmer	CSXT	609-409-2039
Bob Bailey	PJRR	201-434-8373
Don Borowski	NJDOT	609-530-6505
Kel MacKavanagh	Consultant	609-704-1270
Carlie Barker	Norfolk Southern	215-591-3631
Paul Catania	Reltek	609-871-8699
John McCreavy	SMS/Penn Jersey Lines	610-260-2273
Joe Iadanza	East Jersey RR	201-339-4639
Bill Phillips	M&E	973-267-4300
Greg Walter	NJDOT	609-530-8029
Mike Allen	Allen Associates	609-683-0356
John Fiorilla	WSFR	732-545-2250
Dutch Tubman	Norfolk Southern	540-985-6057
Will Matthews	RelTek	610-775-0421
David Gamble	Schuykill Railcar	717-939-6930
Howard Rosen	CANAC	609-921-6139
Jeff Sutch	SMS/Penn Jersey Lines	856-467-4800
Arthur Feygelson	Canadian Pacific	917-453-7337
Tom Collard	SRNJ	609-871-8699
Henry Schweber	NJBOT	609-530-5263
Tim Campbell	Standard Terminal RR	732-991-3094
George Gott	Alliance Shippers	908-475-8086
John Fenton	NYS&W	607-592-2816
Eric Strohmeyer	Somerset Terminal	908-240-2339
Dave Calaman	Consultant	717-774-2469

September Meeting

The meeting started at 10:20am

The Association thanks Vice President Jeff Sutch for presiding over this month's meeting.

New ASLRRRA President

The Association would like to welcome Rich Timmons to the Presidency of the ASLRRRA. We have invited Rich to a future meeting, and look forward to working with him on the many issues that are facing our industry.

Eastern Region Meeting

Editor's Note: The ASLRRRA Eastern Region meeting took place October 13-15 in Baltimore. See the October minutes for a report on the meeting.

Schuykill Railcar

Dave Gamble and Dennis Meck of Schuykill Railcar gave a short presentation on the services offered by their company. They are a broker of all types of rail cars except tank cars, and have a supplies of cars available for lease or purchase. With the final part of depreservation approaching in January, they can assist you with rate and supply issues.

For more information on Schuykill Railcar and their services offered, please contact Dave at (717) 939-6930, davegamble@schuykillrailcar.com, or on their website, www.schuykillrailcar.com.

New Member - ReLTek

The Association would like to welcome ReLTEK LLC to the Association as an Affiliate member. ReLTEK offers its clients solutions to the property management needs, including lease administration, property inventories, encroachments, and industrial development.

Will Matthews is the President, and can be reached at (610) 775-0421 or wmatthews@reltekservices.com. Paul Catania will be attending most of our meetings, and he can be reached at (609) 387-4357 or pcatania@reltekservices.com.

Update on NS Marketing Initiative

Pat Franklin updated the assembled on the current progress of the NS New Jersey marketing initiative. The marketing book has been widely distributed, and has had to go to a second printing. As of the meeting, she could report the following progress:

- 76 projects
- 9 projects completed
- 2 projects unsuccessful
- 7 projects successful

1415 new carloads of business generated

Pat also indicated that Don Seale was receiving weekly updates on the marketing initiative, and progress is being closely watched.

The Association applauds NS for the work done so far, and looks forward to the ongoing success of this initiative.

NJDOT Update

Ted Matthews introduced Don Borowski, who is now managing the freight services area of the Department of Transportation.

Don can be reached at (609) 530-6505, or at donborowski@dot.state.nj.us .

NJTransit Meeting

Bob Bailey and Gordon Fuller met with Jim Donlen and Frank Vacco of NJTransit on the day of the meeting. Jim is now the NJTransit representative to the NJSLRRA, and can be reached at (973) 491-7924 or jdonlen@njtransit.com . We have asked NJTransit to start working on 286K clearance for those Short Lines that operate on NJTransit, and it was indicated that work would be required to certify those routes for blanket 286 operation. It was further indicated that they would be willing to entertain 286 movements on an exception basis.

We welcome Jim as NJTransit's representative, and look forward to working closely with him in the future.

October Meeting

The meeting started at 10:10am

Heightened Security Awareness

The FBI has raised the level of concern about possible security lapses leaving gaps for possible terrorist activity. All railroads should raise their level of security, including increased surveillance, checking IDs, and heightened security around hazardous material shipments.

The Association will be improving the distribution system for security alerts, with both fax and e-mails being sent.

Blanchard Presentation

Editor's note: Roy Blanchard gave his views on the financial performance of the Class 1s, and here are his views of the 3Q results.

Railroad earnings for the third quarter of 2001 were not as robust as expected three months ago however there are glimmers of hope among the caveats. Of particular import to NJ shortlines, **Norfolk Southern's** carload revenues were up 6% on a 5% increase in volume. On-time merchandise performance increased to 84% from 68% a year ago. Overall we see blocking compliance (right car, right block, right train) at 95%+ and car hire down 12% even with the increased carload (and car-hire sensitive) business up.

CSX continues to grapple with an OR in the high 80s. Since 4Q00 revenues and carloads (an intermodal unit is a "carload" in this connotation) have hovered around the 1.8 \$billion and million level respectively. Third quarter railroad revenues were unchanged vs 3Q01 while expenses were up a point. The hoped-for gains in system train speed, yard dwell, renews and on-time destination arrivals did not materialize. My own view is that 2Q02 results better reflect what Ward's team can do and the operating metrics are going to be much improved going forward.

NJ shortlines connecting to CSX and NS through the CSAO can schedule their interchanges the same as then could if connecting with the trunk roads themselves, perhaps even better. Both big roads are experiencing unevenness in interchange performance as not all local trainmasters take the ISAs seriously, tending to look at the terms as guidance rather than gospel. Yet Ron Batory has posted some impressive on-time performance figures in his Conrail Employee Newsletter. Be sure to keep him informed about your interchange performance – and document everything. You can't fix what you don't measure.

BNSF and **UP** have developed the scheduled and consistent train performance model to a high art. NS is not far behind, having yet to extend the Thoroughbred Operating Plan has yet to reach the branchlines or shortlines. The Express Lane perishables product that CSX runs in cahoots with UP is a stellar on-time performer, so we know what's possible there. But regardless of where CSAO, NS or CSX are in the total scheme of scheduled operations, it is imperative that NJ shortlines be set up for car movement event recording to Train II. And the technology is there to be e-connected right now. Here's why:

BNSF is by far way ahead of the curve on the way rates, guarantees, event reporting, car inventory management, initial trip plans, and performance to plan are linked together. That was writ large at the October 2002 BNSF shortline meeting in Fort Worth as essential to the way BNSF's guaranteed car supply and "On Time or On Us" schedule guarantees could ever work. But for them to work with shortline points, the serving roads' car movements must be visible to Train II, and that means being e-connected. Every other road is moving this way – *fast* – so NJ shortlines cannot afford to lag this trend.

Canadian National reported double-digit increases in carloads and revenues for every commodity group. Looking ahead, the powerful yield position – revenues are up more than carloads in most cases – will likely lead to an earnings

acceleration in 2H03. **Canadian Pacific** posted a one percent rise in freight revenues. Both CN and CP have significant US operations and while CN tells us a lot about the IC and WC sides, we hear little from CP about contributions from the ex-D&H and ex-Soo houses. CN's 3Q revenues were up 13% to CP's one-point increase. The view from here is that CP needs to be more aggressive on pricing and on reining in T&E expenses.

Looking ahead, the next three months will be lack-luster at best with chemicals the one possible bright spot for NJ shortlines. The lull will create opportunity to position your services for an accelerating return to better times Jan-June 2003. We look for carload revenues and volumes to increase at an annual rate of 3% with revenues increasing faster than volumes as all railroads become more adept at airline-type market-based on-line pricing.

ASLRRA Eastern Region Meeting

The ASLRRA Eastern Region Meeting took place on October 13-15 in Baltimore, with most of the NJ Short Lines Attending. The meeting started with a reception at the B&O Railroad Museum, which will be celebrating the 175th anniversary of the railroad in 2003. The business sessions started on Monday the 14th, with a welcome by Rich Timmons, who is the new ASLRRA President. The new format included presentations on car hire deprecation, CPR, remote control operations, claim management, funding for projects, and the RIA. For the first time, industry suppliers have two members on the board, and both the railroads and the suppliers got to meet and discuss their issues. The reception on Monday evening included the PAC raffle (with tickets sold by Bob Bailey and Jan Friedland), and Gordon Fuller won six prizes, which had the rumblings of a fix running through the crowd.

The Association would like to congratulate the Winchester & Western Railroad for being named Short Line of the Year by *Railway Age* magazine. Fred Winkler was on hand to receive the award from the magazine. The Regional Railroad of the Year was the Reading, Blue Mountain, & Northern Railroad, who combined with the WW on a sand-stone move that is unique to the industry.

The members who attended all agreed that the new format was a great improvement over past meetings, and hope the trend continues with the National Meeting in Philadelphia May 21-23, 2003.

NJDOT Update

Don Borowski introduced Henry Schweber, who is taking Roman's position in the Freight Services office. Henry is working on the State Rail Plan with Greg Walter, and they feel it will be complete and ready for a public meeting in the next month or so. The DOT has been using some alternative means of funding the rail plan, such as congestion mitigation funding from the Federal government, so projects that would fall under those guidelines are encouraged.

The charter for the State Rail Plan is due for renewal in May 2003, and the DOT is looking for the Association's input on how the process can be improved, and a committee has been formed to work with the state on the new process. Members should contact Bob with any input they have, or speak to Don or Henry.

Mike Brimmer Presentation

Mike Brimmer of CSX brought the Association up to date on a funding program that CSX, NS, the Port Authority, and the NJ DOT have been working on for infrastructure improvements to the shared rail system around the port area and throughout NJ. The program would be separate from the State Rail Plan, and be partially funded by the Class 1s. The handout from the presentation is attached to these minutes.

NS Update

Editor's Note: The following was received from NS as an update to the NJ Marketing Initiative

In the past three months of collaborative efforts with our New Jersey Short Lines and NS Marketing/Sales, 104 new business opportunities have been identified. Among the 104 opportunities, 10 have been identified as captured business through our joint efforts. Within the captured business, 1,525 carloads of new business has been acquired. Significant emphasis has been placed within NS Marketing and Sales to continuously identify fresh new opportunities with our short line partners as we move ahead. The current results indicate that this initiative has proven to be very beneficial to the success of our railroads.

We thank NS for the update, and hope that some of the members will have success stories to relate at the next meeting.

AAR Public Relations Campaign

The AAR has started a public relations campaign to promote the entire rail industry to the general public. Bob showed the Association a four-minute video that is part of the campaign, portraying our industry as one that is growing and "with the times." The video showed railroads (both big and small) as big technology users, getting younger employees, and that they are better organized to handle the public's freight transportation needs.

We feel that the video is a good start, and that if the AAR's program can be melded with the ASLRRA's initiative to "brand" the Short Lines, the entire industry should benefit.

Next Meetings

The next meeting of the NJSLRRA will take place on November 25, 2002 at the NJDOT Training and Conference Center in Ewing, NJ. The meeting will start at 10am.

The January meeting will take place on January 10, 2003 at the Conrail Offices, 1000 Howard Blvd., Mount Laurel, NJ. The meeting will start at 10am, and will feature a presentation from Commonwealth Business Media, publishers of most of our industry's reference material.

TRANSPORTATION & ECONOMIC DEVELOPMENT BENEFITS OF RAIL FREIGHT

**An Agenda to Reduce Transportation Costs and Highway
Congestion in New Jersey**

Economic development in United States has relied on access to great Transportation. First Canals, then Railroads, then Interstate Highways and finally airports have enabled development distant from Port cities and river locations.

- 1700-1830 - Water borne transportation dictated locations for commerce and development convenient to ports, rivers and canal locations.
- 1830-1945 - Railroads replaced waterways for inland transportation and much of America grew around access to the mainlines and rail hubs.
- 1945-Present - The interstate system, the beltways and outer beltways provided the highway network for trucks which now handle 85% of inter-city freight. This highway network and the automobile provided many families the option to live outside the city at some distance from their work, school, shopping and recreational destinations. Manufacturing and distribution centers also moved away the urban core to green field sites, often not served by rail.

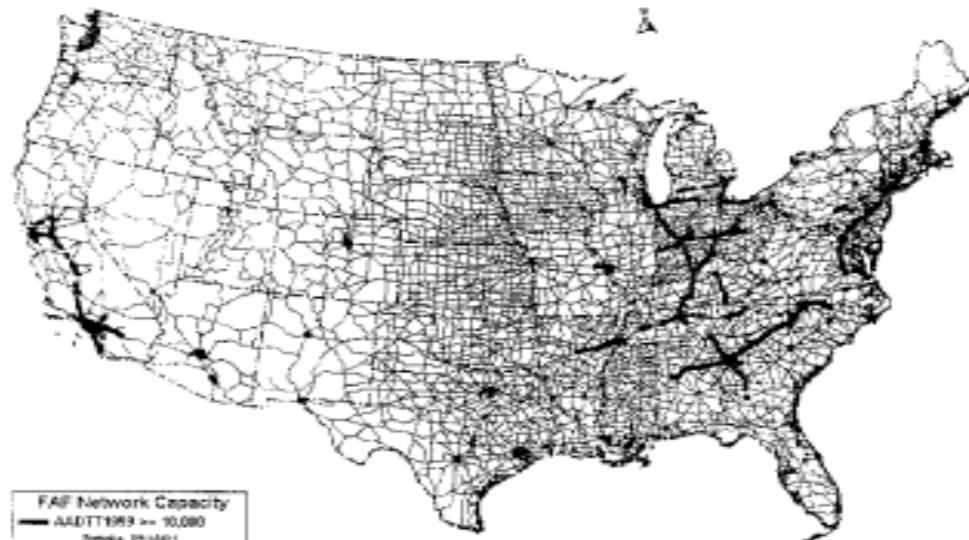
Increasingly, over the last decade, the dispersion of homes, employment and shipping have accelerated highway congestion, deteriorating reliability for auto and truck traffic and air quality and safety concerns.

The Problem:

- I-95 and I-81 corridors in Mid-Atlantic states and metropolitan beltways are congested for 10-14 hours per day. (level of service F)
- Similar highway congestion problems constrain both freight and personal mobility today in regions surrounding major cities along these corridors. Expected growth of freight is 90-100% over next twenty years.
- Many of these communities are air quality non-attainment areas and must take action to reduce air pollution.
- Many states and the USDOT have focused primarily on personal mobility. The Federal Transit Administration has focused on rail public transit to relieve congestion, conserve energy and improve air quality.

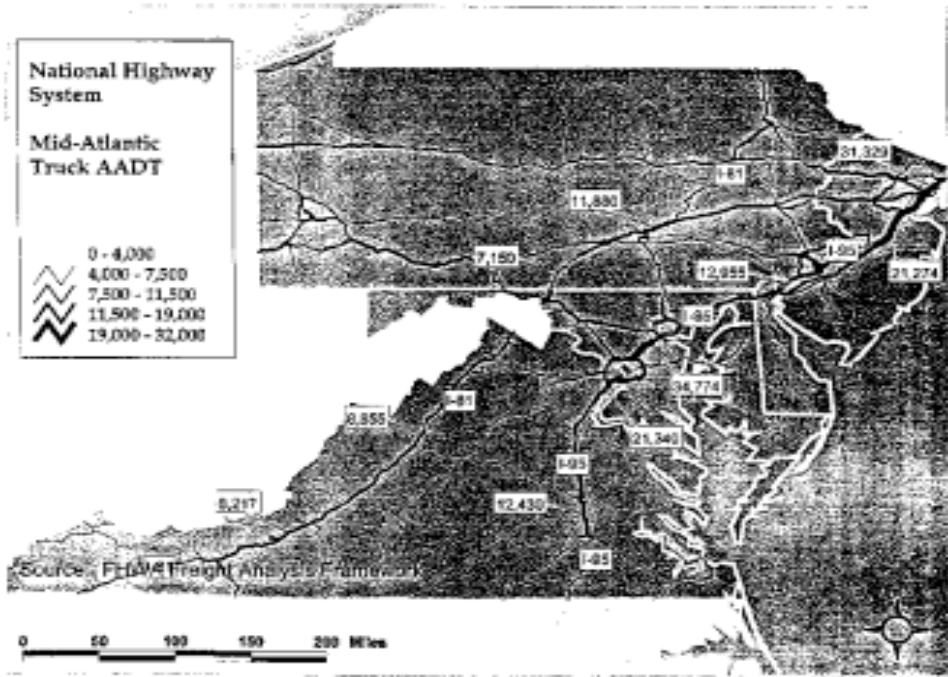
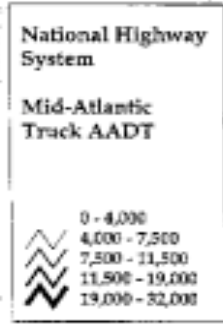
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***Network Segments Over 10,000 Daily Trucks
I-95 Through the Mid-Atlantic Is Among the Most Heavily
Traveled Truck Routes in the Nation***



I-95 Corridor Coalition

Corridor Truck Volumes

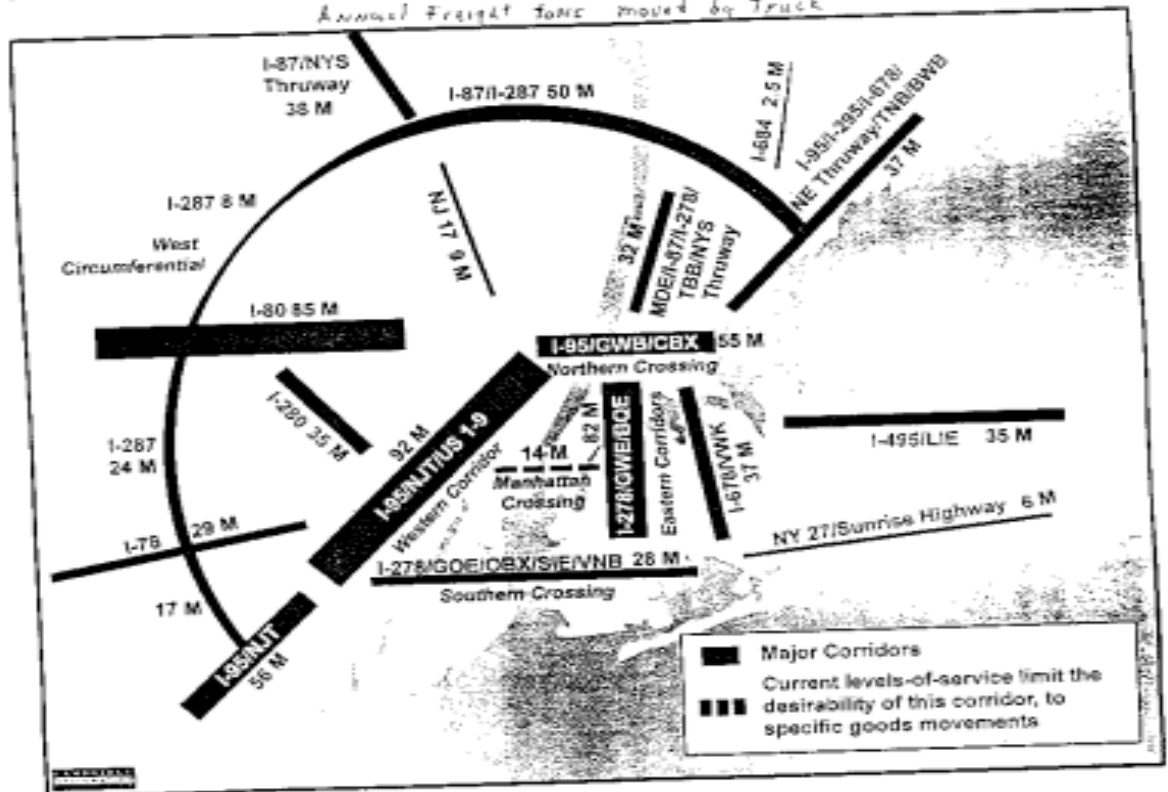


Source: FHWA Freight Analysis Framework



I-95 Corridor Coalition

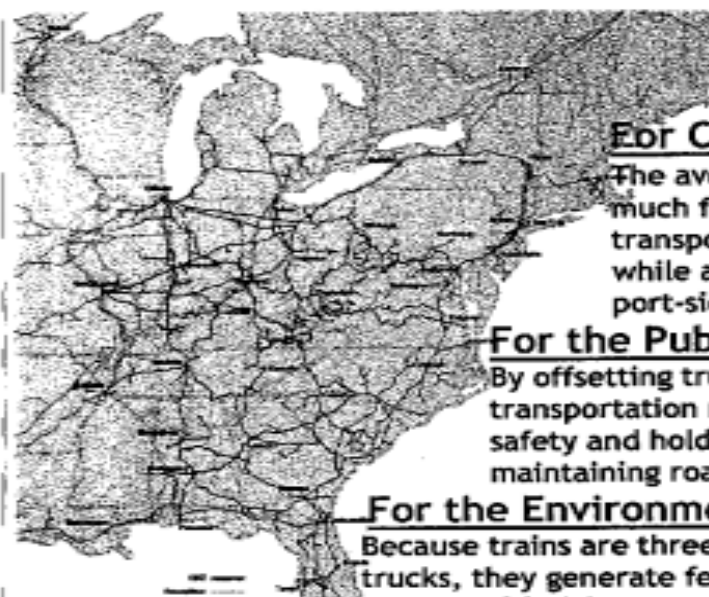
Annual Freight Tons Moved by Truck



Major Corridors
Current levels-of-service limit the desirability of this corridor, to specific goods movements

More recently, policy leaders and business interests have turned their attention to freight congestion and capacity to support our growing economy. Projected doubling of freight over the next 20 years and security issues have heightened this interest.

- USDOT - FHWA Office of Freight Operations
 - Freight Listening Sessions
 - Freight Research Agenda
- Transportation Reach Board - Focus on freight at January 2002 conference
- I-95 Corridor Coalition - Mid-Atlantic Rail Study responsive to States' concern about the region running out of options to further widen highways, bridges and build airport runways.
- AASHTO - Rail Bottom Line Report, first this year to match Highway and Transit Bottom Line reports, and address the problem in a unified consistent manner.
- States and Regional MPO's are Making Progress
 - NJTPA - Freight Advisory Committee
 - DVRPA - Goods Movement Task Force
 - NJ Goods Mobility Partnership



LONG HAUL RAIL FREIGHT IS THE ANSWER

For Customers

The average railcar holds four times as much freight as a truck, making rail transportation more cost efficient while also reducing plant site and port-side congestion from truck traffic.

For the Public

By offsetting truck growth on highways, rail transportation reduces congestion, improves safety and holds down the cost of building and maintaining roads.

For the Environment

Because trains are three times more fuel efficient than trucks, they generate fewer emissions to haul the same amount of freight.

For the Freight Community

Long haul rail is a cost effective alternative for trucking firms short of drivers and can also help make ports competitive.

It's a target rich environment

- More than 9 million truckloads now on highways could be moving by rail
- If we could provide sufficiently attractive alternative service package
 - we could double our intermodal business
 - and increase merchandise carloads by 50%

Truck vs. Rail Why does it matter?

Moving more long distance freight by rail means:

Greater Safety

- + Less energy consumption (3:1)
- + Less air pollution (3:1)
- + Less traffic congestion
- = Better Quality of Life

Comparison of Rail vs. Truck

- One rail car = between two and five trucks
- At 1:3 ratio, a single 100 car train = 600 round trip truck movements not on regional highways
- If the train runs five days/week it means 150,000 fewer truck trips per year

Meaningful shift of long haul truck to rail requires increased rail speed and reliability through new capacity.

- Rail freight service has never been better.
- Land is available along privately owned rail rights-of-way for construction of new capacity.
- Many states, port authorities and transportation agencies are actively involved in planning, financing and building new rail capacity.
- Policy recommendations for next Federal Transportation Bill should include increased eligibility for rail projects and increased flexibility for states to invest in rail capacity.

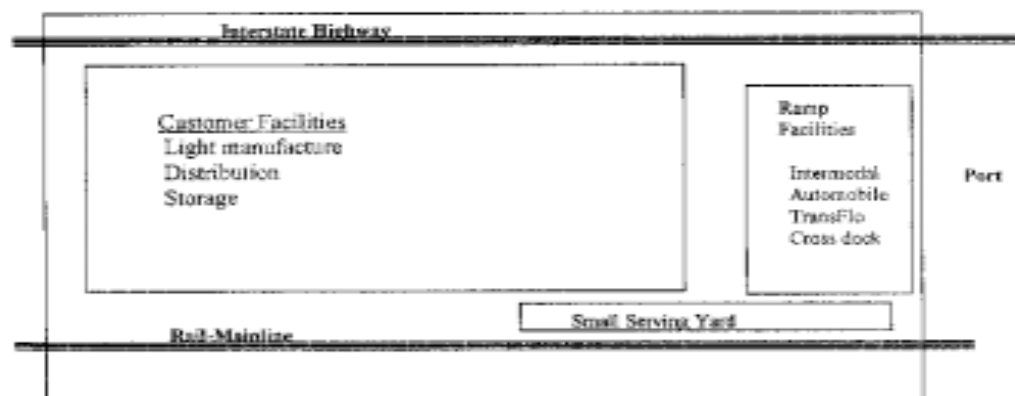
Rail-Related Real Estate must be assembled for Customer Logistic Facilities

- State and Federal policies and incentives must target increased shared public/private investment for freight related real estate development.
 - railroad track, signals
 - wharves, bridges, tunnels
 - intermodal transfer facilities
 - distribution centers
 - warehouses
 - final assembly, pick and pack, value added facilities

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Communities should consider the creation of a series of “Integrated Logistic Centers” along the Rail spine of the Mid Atlantic Region.

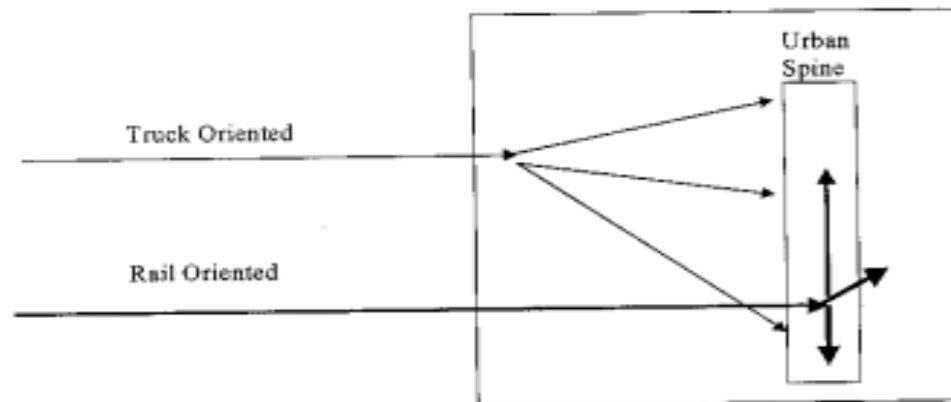
Each ILC would occupy a development site with great access to highways, ports and a rail freight mainline.



The goal is to improve sufficient freight density to allow high levels of Rail service.

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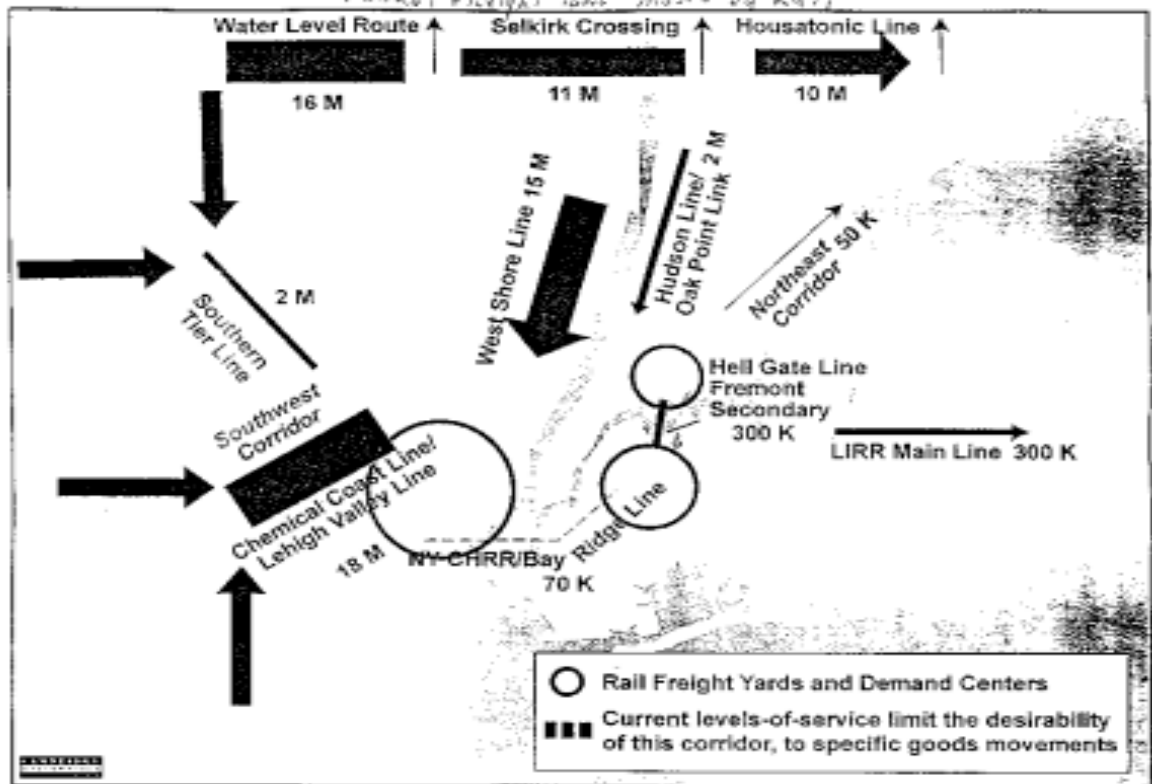
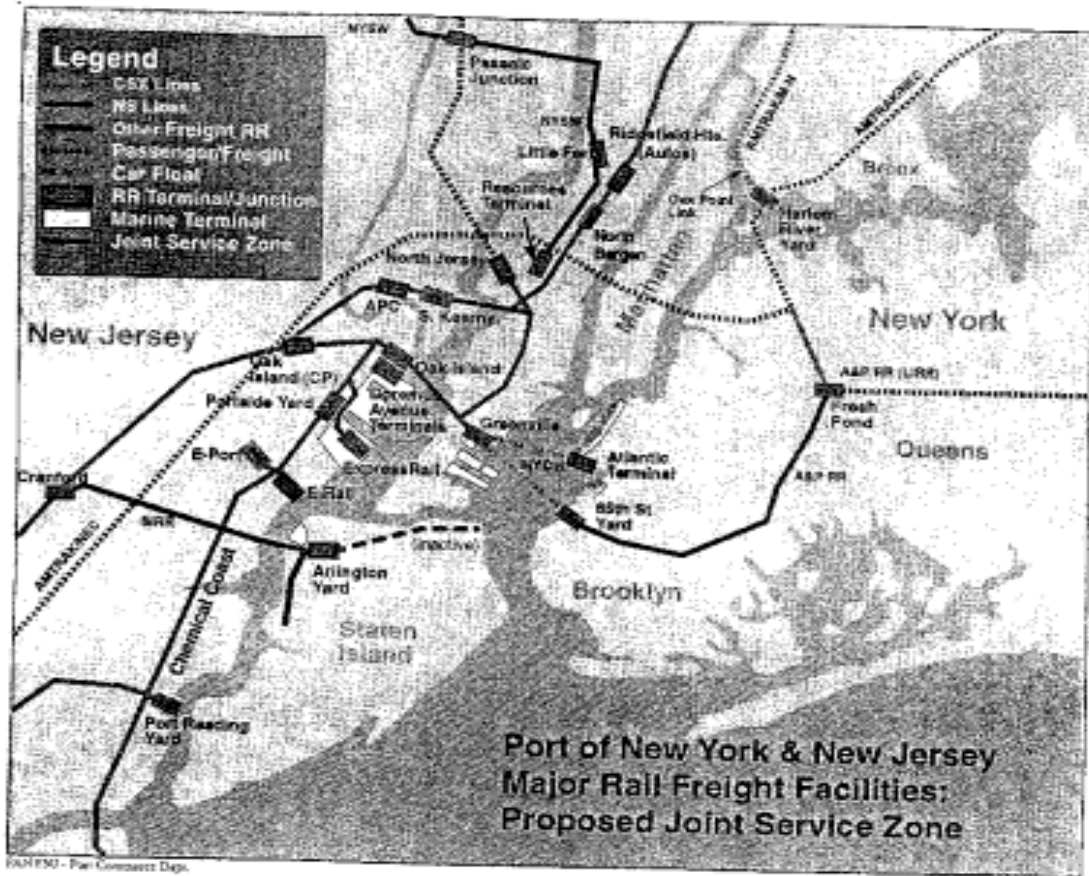
Replace outlying highway-only Distribution Centers with new Integrated Logistic Centers with Rail Access.



Increasing highway congestion could make vacant urban Land and Industrial Buildings more attractive for customer service and new investment.

Public Benefit of Increased Rail Transportation

- Relieves Highway Congestion
- Improves Air Quality
- Reduces Sprawl
- Provides Needed Tax Base and Job Opportunities in Older Urban Areas



Outlook and Challenges

- Rail competition has been restored to NY/NJ Area
- Start up problems have been fixed, and we are providing better service
- As a result, the rail freight business is growing
- But we need to improve efficiency and reliability if we are to successfully handle:
 - newest generation of larger railcar equipment
 - diversion of more trucks off regional highways
 - doubling of freight business through the Port
 - new passenger projects on our rights of way

Improved service to meet greater demand requires more capacity

- The rail network connecting NY/NJ region to inland markets has numerous bottlenecks that inhibit service improvements
 - segments of single track where trains can't pass
 - inadequate vertical clearances to permit trains carrying truck trailers or doublestack containers
 - Scheduling conflict with passenger systems
 - Insufficient support tracks in rail yards

We need a joint public-private investment program in both passenger and freight rail capacity/efficiency

- I-95 Corridor Coalition, and the DOTs from VA, MD, DE, PA and NJ have joined CSX, NS and Amtrak in proposing a comprehensive program to meet rail needs in the Mid Atlantic Region
- “East of Hudson” railroads developed a freight rail investment program for NYC area, recently approved by the PA and Governor Pataki
- And CSX, NS, Conrail, NJ Shortlines and the PA have proposed a public/private freight rail investment program for the Shared Asset Area of northern NJ, which is pending approval by Governor McGreevey

NJ Rail Freight Program: Phase I: \$50 million

- \$8.2 M to develop more support track needed to serve new marine terminals at Ports Newark & Elizabeth
- \$28.4 M to add second track and signals to the main rail line in north Jersey, to provide greater ability to handle projected growth
- \$7.7 M to gain control of key parcel within Oak Island Yard for future rail use (currently used for container storage)
- \$5.7 M for preliminary design of future projects

SUMMARY:

- Increased Rail Freight Transportation through capacity improvements benefits Shippers, Freight carriers and the Public
- Re-Investment in new Integrated Logistic Centers designed to have great access to Ports, Highways and Rail makes sense
- Lots of work to do on the Concept and specific locations for Development
- CSX is ready to cooperate on specific development plans in New Jersey.

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New Jersey and Rail Freight

1. The NJ freight railroads and the State are involved with each other in four areas:
 - a) Joint desire to move more freight within the State by rail rather than by truck
 - b) Public's desire to use freight rail rights of way for more passenger rail service
 - c) Government's desire to use freight rail property for roadway or driveway projects
 - d) Communities' concerns about train noise from horns, idling and yard switching, and delays at railroad grade crossings
 2. The volume of containers (and therefore potential trucks) moving to and from NJ Ports is expected to double over the next ten years. And more people are driving more cars.
 3. Freight railroads can help take trucks off the highways and provide rights of way for new passenger rail projects which will:
 - reduce congestion, air pollution and highway maintenance costs
 - increase safety and security in movement of hazardous materials
- Each freight train takes more than 200,000 trucks off the highways per year
(1 rail car = 3 trucks; 100 rail cars per day x 660 truck moves x 360 days = 216,000)
4. It would cost about \$150 million over five years to double the rail freight capacity and efficiency in north Jersey. RRs themselves can't pay all the costs needed to achieve these potential public benefits - scarce private capital can be more profitably invested elsewhere
- But the total cost could be shared 50%-50% between public and private - with the public cost being further shared among federal/state and Port Authority sources, and the private costs shared by CSX and NS through their Coastal subsidiary.
- Split this way over 5 years, the incremental cost to NJ DOT would be \$10 million per year above current levels already being allocated to shoreline railroads.
- 50% public share of \$150 m. = \$75 million
 - Port Authority has already authorized \$25 m. leaving \$50 m. for State share
 - Over five years = \$10 m./year more in State transportation capital program
5. To move this program forward, however, the railroads need NJ DOT cooperation in the following areas:
 - a) Support for State and local permits for rail projects needed to accommodate public objectives (e.g. new Port Authority intermodal marshalling yards at Port Elizabeth along the Chemical Coast, and parking for intermodal equipment displaced by Parkway projects such as Whippen Bridge approach roads over Keating terminals)
 - b) Agreement to reimburse RRs for extra cost of liability insurance when new passenger service is introduced next to active freight lines (e.g. Hudson Bergen Light Rail extension; Union County Light Rail extension, etc)
 - c) Payment of fair market value for portions of freight railroads' private right of way proposed to be used for new passenger service

NORTH JERSEY FREIGHT RAIL PROGRAM

PHASE 1 (2003-2005)

(\$ in Millions)

	TYPE	COST
1) Chem Coast 2nd Track/TCS (Porside to E-Port)	Port Access	\$4.0
2) Chem Coast 2nd Track/TCS (Pike to Portside) & Reconfigure PN	Port Access	\$4.2
3) Lehigh Line Double Track/TCS (Valley to Pike)	Port Access	\$4.6
4) Lehigh Line Connecting Track 2nd Track (Stock to Valley)	Main Line	\$2.9
5) P&H Line TCS (Plink to Stock)	Main Line	\$2.2
6) Lehigh Line 2nd Track (Potter to Bound Brook)	Main Line	\$18.7
7) Raft Project (Phase 1)	Support	\$7.7
8) Preliminary Engineering/Property Acquisition for Phase 2 projects		\$5.7
TOTAL PHASE 1		\$50.0

PHASE 2

(\$ in Millions)

9) P&H Line (Karry to Hack)	Main Line	\$12.8
10) Port Reading Jct. - Connect Siding to Trenton Line	Main Line	\$2.4
11) Marion Connection 2nd Track	Main Line	\$24.4
12) Waverly Loop	Port Access	\$13.6
13) Raft Project (Phase 2)	Support	\$9.8
14) Pt. Reading Secondary TCS and New Bail	Alternate Port Access	\$9.1
15) Pt. Reading Secondary Siding Ext. with spring switches	Alternate Port Access	\$3.7
16) Chem Coast 2nd Track/TCS (Bayway to PD)	Alternate Port Access	\$12.4
Credit for Preliminary Engineering done in Phase 1		(\$5.7)
TOTAL PHASE 2		\$82.5

TOTAL PROGRAM	\$132.5
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Order of magnitude cost estimates subject to Preliminary Engineering

Projects in Bold Require Land Acquisition

