

**P U B L I C   H E A R I N G**

before

**SENATE HACKENSACK MEADOWLANDS DEVELOPMENT TASK FORCE**

Transportation Issues in the Hackensack Meadowlands District

October 3, 1988  
Hudson County Freeholders Chambers  
Administration Building  
Jersey City, New Jersey

**MEMBERS OF COMMITTEE PRESENT:**

Senator Gabriel M. Ambrosio, Chairman  
Senator Thomas F. Cowan

**ALSO PRESENT:**

Assemblyman Joseph Charles, Jr., District 31  
Assemblyman Joseph V. Doria, Jr., District 31  
Assemblyman David C. Kronick, District 32

Amy E. Melick  
Office of Legislative Services  
Aide, Senate Hackensack Meadowlands  
Development Task Force

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Hearing Recorded and Transcribed by  
Office of Legislative Services  
Public Information Office  
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Trenton, New Jersey 08625

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**SENATE HACKENSACK MEADOWLANDS  
DEVELOPMENT TASK FORCE**

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*Chairman*  
**PAUL CONTILLO**  
**THOMAS F. COWAN**  
**GERALD CARDINALE**  
**HENRY P. MCNAMARA**

September 15, 1988

**PUBLIC HEARING - NOTICE OF POSTPONEMENT**

Senator Gabriel M. Ambrosio, Chairman of the Senate Hackensack Meadowlands Development Task Force, announced today that the public hearing scheduled for Tuesday, September 27, 1988, has been postponed until Monday, October 3. The hearing will be held in the Hudson County Freeholders Chambers, Administration Building, 595 Newark Avenue, Jersey City beginning at 7:00 p.m.

The hearing will focus on transportation issues in the Hackensack Meadowlands District including the proposed creation of an additional bus lane to the Lincoln Tunnel during rush hour, commuter/mass transit programs, bus/rail links, New Jersey Turnpike widening, and a general discussion of the transportation needs of the district. Representatives of the New Jersey Department of Transportation, the New Jersey Turnpike Authority, the Port Authority of New York and New Jersey, and New Jersey Transit have been invited to attend the hearing.

Testimony by local public officials and members of the general public is invited. However, due to time constraints, oral testimony may be limited to a five or ten minute period. Written testimony, which will be incorporated in the transcript of the hearing, is welcome. Ten copies of written testimony should be submitted to the aide to the task force, Amy E. Melick, prior to beginning of the hearing.

Persons wishing to contact the Chairman or his office should call Joan Scerbo at (201) 933-0808.

Persons wishing to testify or wishing further information on the public hearing should contact Amy E. Melick (609) 984-7381.

**Directions:** From N.J. Turnpike - take Exit 14C turn left onto Montgomery Street follow Montgomery until Baldwin Avenue (Jersey City Medical Center will be on left). Turn right onto Baldwin Avenue continue on Baldwin until Newark Avenue. Turn left onto Newark Avenue. The Administration Building is the building after the old County Courthouse.



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SENATOR GABRIEL M. AMBROSIO (Chairman): We are going to call this Special Senate Committee meeting to order. We do not have working microphones, so we are going to have to ask everybody to speak up. The microphones you see here are only for the purpose of recording the hearing, from which a transcript will eventually be made. With everyone's cooperation, we probably can do without microphones. The acoustics of the room do not seem that bad.

I am going to give you some idea of what the format for tonight's program is. We have 14 witnesses who have signed up to speak. We are going to try to work right through and get everybody in without a break. Hopefully we will be able to get everyone out early enough to at least catch the second half of the Monday Night Football Game.

This Special Senate Committee to review the legislative mandate of the Hackensack Meadowlands Development Commission has been meeting periodically. This is our fifth meeting. During tonight's meeting, we are going to focus strictly on the transportation needs of the District. We will be hearing from representatives of the HMDC, the Turnpike Authority, the Department of Transportation, New Jersey Transit, the Port Authority, and several other interested groups, including the Transit Committee of Bergen County and representatives from the Hackensack Meadowlands Municipal Committee.

We would like your statements-- If you have a prepared statement, we would like you not to read the entire statement into the record, but try to summarize your testimony, because what we would like to do is develop some of the record by way of questions and answers from the Senators. I might also add, we are short-staffed tonight with our Senators. We had a full session day, and I think we lost a couple of our members along the way up from Trenton on the Turnpike. So, Bo Sullivan will have to explain that one.

First of all, I would like to introduce Senator Cowan, Vice Chairman of this Committee, who is here this evening. He is actually hosting this hearing, since this is his home territory. It is always a pleasure to work with Senator Cowan. We usually have representatives of Senators who are not here, but I don't see anyone here yet, so we are going to start without them.

I would like to call as the first witness to testify, the Executive Director of the Hackensack Meadowlands Development Commission, Anthony Scardino, Jr.

A N T H O N Y S C A R D I N O, J R.: Thank you, Mr. Chairman. With me is Hamou Meghdir, who is our Transportation Planner at the HMDC. At the conclusion of my testimony, Hamou will be available to give the Committee an overview of the various transportation networks in the Meadowlands, and will be available to respond to any questions. I will try to--

SENATOR AMBROSIO: Excuse me, Tony. Before you get started, I would also like to acknowledge that we have sitting up here with us, Assemblyman Charles, who also represents a good portion of the Meadowlands District, and is the home Assemblyman from this district. I would like to welcome him up here. I'm sorry, Tony. You go right ahead.

MR. SCARDINO: Assemblyman Charles. I will try to summarize the statement that I prepared for this evening, Mr. Chairman, but I certainly don't want to miss what I consider to be the highlights of the statement.

Good evening and, once again, thank you for the opportunity to discuss the Hackensack Meadowlands Development Commission. As you are undoubtedly aware, transportation in New Jersey has become, probably, the most pressing issue, often confounding government, employers, as well as the public. Now, in the statement I go on to talk about some of the historical perspective of the District, its origin, its transportation origins, and where we have come to the present day and time in

terms of the complications and serious situations we are contending with at this time, not only in the Meadowlands District, but in the entire northeast region as a whole.

The Hackensack Meadowlands region is the gateway for the movement of people and goods, as well as the regional center for ever-increasing recreational, environmental, and multi-diversified economic activities. Transportation is the lifeline of the region and the District. One can easily imagine what its degradation could bring to the Meadowlands and its captive neighbors -- the New Jersey Hudson River waterfront communities.

I must note that no major regional transportation facility has been added since the opening of the Turnpike's western spur in the '70s. At the same time, journey to work trips and economic growth have expanded tenfold. Now, after a decade of planning and interaction with a variety of agencies, we are at a critical crossroad; a juncture that sees a multitude of major projects in concept or engineering, and the need for the final push of implementation.

Among the projects required are the: Route 3, Routes 1 and 9 improvements; Route 17 extension; New Jersey Turnpike widening; improved river crossings; as well as major transit projects such as the Secaucus Transfer Station and West Shore Rail service restoration. These projects are essential not only to upgrade the District's aging infrastructure, but to help to meet today's needs and tomorrow's challenges.

The scope of economic development has also led our Commission to exercise its powers in order to orchestrate and require specific improvements from developers benefiting from the area. The Commission has, and continues to perceive itself as a catalyst, as a guide, as a sponsor of improvements. However, implementation has been elusive. We help to frame the policies within which the area can prosper. We are a catalyst, in that we helped to quicken the pace for major improvements

sponsored by independent authorities and State agencies. This is accomplished through technical assistance and cooperation among ourselves and those agencies. We are a guide, in that in our capacity as the prime regulatory agency, we assist in the development of appropriate site planning, transportation planning, etc. We are a sponsor, in that we initiate through our mandate and regulations necessary improvements by the private sector, which are absolutely essential.

At times, projects necessitate the involvement of both private and public sectors. The HMDC has been in the forefront of these endeavors. Our task is somewhat more complex than usual. The Commission must define the parameters of private development and its ensuing transportation improvements. It must anticipate areas of need through its planning efforts, one of which -- the Master Plan Revision -- is now in progress. This planning effort is the basis for identifying what we perceive is needed for people whose destination is the Meadowlands and for those who are passing through. Realistically, such tasks can only be accomplished appropriately at the regional level.

Based on our knowledge of our physical, social, and economical environment, we are in a position to identify the constraints within the District, and in the region for that matter, and either stimulate, guide, or sponsor the transportation solutions which will help to restore and maintain the District's position as a key strategic gateway.

Now, many innovative ideas have emerged through the studies over the past 15 years. Some are still debated; others have entered the realm of reality; and still some others are about to be implemented. The widening of Washington Avenue and Paterson Plank Road, the reconstruction of Harrison Turnpike, Routes 1 and 9 and Route 7, the widening and improvements to the Berry's Creek Bridge and the Route 7 Bridge over the Hackensack River are but some projects committed for

construction by other agencies. New interchanges to the Turnpike will help to fulfill the role of the District as an entity of its own, needing specific improvements to facilitate the movement of people in and out. Turnpike travel is, therefore, serving the District's needs today, as it has served through traffic historically.

These projects, as well as others in the planning and engineering stage, could be achieved upon continued improvement of the working relationship among the HMDC, independent authorities, and State and local agencies. Some examples of success:

. In cooperation with Secaucus officials and private developers, a new connector road is being planned in Secaucus Industrial Park.

. In cooperation with New Jersey Transit, the Secaucus Transfer Station, bus service on Westside Avenue, and West Shore Rail service restoration are being planned and engineered.

. In cooperation with the New Jersey Turnpike Authority, adequate access and alignment of the widening and interchanges have been the subject of much interaction and coordination.

. With New Jersey DOT, planned recommendations for Route 3 improvements. Route 7, Harrison Turnpike, have been developed with some input and ongoing coordination with HMDC.

Hudson County's involvement in the Paterson Plank Road widening -- an HMDC-sponsored improvement -- was critical. A fine example of our common work with NJ Transit, for instance, has resulted in substantial gains on the part of the Urban Mass Transportation Administration. Funding of the joint public/private partnership of the Secaucus Transfer Station for planning and engineering was made contingent upon New Jersey Transit's ability to demonstrate HMDC's input and the project's consistency with the Commission's goals and objectives. Having

worked closely with NJ Transit, this effort was rewarded by several million dollars to New Jersey Transit to begin engineering for the Transfer Station.

Now, this effort only demonstrates the growing interest and desire to cooperate, and to coordinate improvements. Our network of intertwined responsibilities over facilities requires that coordination and cooperation take place consistently. It demands it for the sake of our region and its success. I must say that while it is there, it must become stronger. Although we do coordinate, I believe that the HMDC's goals and plans must become part and parcel of the implementation plans of our sister agencies. Coordination and cooperation are fine, but action is better, and these agencies -- all of us collectively -- should demonstrate that words are followed with timely commitments.

Another area which has seen substantial inter-agency coordination relates to the implementation of short-term transportation strategies, particularly with regard to public transportation, which is absolutely vital.

To fulfill the Commission's goal of encouraging the use of public transit to reduce the use of single-auto occupancy, several agencies agreed to establish a transportation brokerage agency. The agreement, in 1983, was among the HMDC, the Sports and Exposition Authority, the New Jersey Department of Transportation, the Port Authority, and the Meadowlands Chamber of Commerce. The goal of this brokerage agency -- called Meadowlink -- is to work with employers and developers on a wide variety of commuter programs to avoid increased gridlock conditions.

Now, a key element to the continued success of the program is the linking of HMDC development approvals with a commitment to ride-sharing programs by developers. We have the tools -- cooperation and coordination -- as the main ingredients to conceive and prepare projects for

implementation. But in order to achieve implementation, we need some other support factors. We are investigating other significant mechanisms for achieving our objectives. We would like your input and consideration for the following:

1) A mechanism for high level approvals of staff deliberations and approvals should be established. When plans, recommendations, and projects are identified, resulting in a consensus among many agencies through a cross-acceptance mechanism, these projects seem to idle for long periods of time. A committee of the top key decision-makers, possibly meeting two or three times a year, should be established to act, approve, and implement what generally would have already been recommended at the staff level. This might allow these recommendations to be expedited.

2) HMDC's role and function as a review agency could be bolstered in its efforts to bring traffic relief by receiving statutory authority to implement traffic mitigation plans. These plans would be prepared by developers and submitted with development proposals. Existing large-scale developments should also be called upon to develop similar programs. In addition, in order for the HMDC to become pro-active in transportation improvements, a system of developer impact fees might be investigated.

3) Funding: In a world of competing priorities, a solid mechanism that secures funding for implementation should be considered for the District and the region.

4) Concerning smaller pockets of improvements, consideration should be given to the designation of the HMDC as a recipient of State and Federal funding. This would allow the HMDC to directly implement those projects for which private funding is not sufficient and which are outside of the jurisdiction of State agencies or independent authorities.

I ask for your help and support, and I continually compliment this Committee on its initiative and interest in the

Meadowlands. We do stand at a crossroads in the future of the District. The Meadowlands is the most important transportation region in the northern part of the State. We are the gateway and the hub. Millions of daily commuters wend their way into and through the District and, as development continues, not just here, but on the New Jersey Waterfront, the necessity and the demand for improved transportation facilities will increase. If we are to successfully help to provide the labor supply for our expanding area, and if we are to avoid choking off growth, both economic and environmental, because of gridlock, we must act, and act now.

I thank you, Mr. Chairman, for this opportunity. If there are any questions, Hamou and I are prepared to respond.

SENATOR AMBROSIO: Thank you, Tony. There are just a few questions. I don't want to prolong this hearing by extensive questioning, because your staff has been very helpful meeting with our staff and in answering a number of the questions, and we are developing a record that I think will be very helpful to this Committee.

Just so we understand the focus of what this Committee's work is all about, we are not here to launch a complete investigation of all the transportation problems of this District. We would be here for the next several years, if we tried to do that. The focus of this Committee's work is the role that the HMDC plays in the transportation mix that is out there. To that end, Tony, I would like to pick up on one of the points you mentioned.

You called for a mechanism for high level approvals of staff deliberations and approvals. You asked that that be established. What currently is done with regard to the coordinating of the efforts between the HMDC, the Department of Transportation, the Turnpike Authority, and I could go on and on and on -- all of the different players in the transportation needs of this District? What is the current level of organized

interaction? I know there is a personal relationship with many of the people who head these agencies and there has been a degree of cooperation, but is there anything in place that mandates an orderly mechanism?

MR. SCARDINO: No, I haven't seen it. I think what the statement says very clearly is, at the staff level, cooperation is excellent; interaction is excellent; the sharing of information is excellent. But what happens is, as this consensus on a given project or projects begins to move upward toward that arena where the real decisions are made in terms of the implementation, you know-- I think what it needs is a concerted effort to get all of the parties together at a higher level -- once, twice, three times a year -- so they can take a look at the work that collective staffs have done, and then prioritize and say, "Let's make a commitment to go after these projects," and then stick to that commitment. It is what I call a "transportation summit," on occasion, you know. I think it is absolutely essential, and it might help address some of the problems we have.

SENATOR AMBROSIO: That, of course, is at the State level -- the different agencies of the State, I assume you are talking about.

MR. SCARDINO: Yeah, I would submit that that--

SENATOR AMBROSIO: What about at the county and local levels? Is there any dialogue that exists between the HMDC and the various counties that are involved, and the municipalities, with a view toward coordinating transportation needs?

MR. SCARDINO: Yeah.

H A M O U M E G H D I R: There is a mechanism in use now. Basically, the regional -- the North Jersey metropolitan planning organization, which is the North Jersey Transportation Council, is the forum where all elected officials, or their representatives, meet on a bimonthly basis, I think, to discuss the major projects, the major studies, and the major activities

undertaken by the member agencies. That is the northern New Jersey counties as well as the State Department of Transportation and New Jersey Transit and some of the other authorities. That is the forum where a lot of decisions are made. It involves primarily projects that involve Federal funding. It is a Federal mandate that each metropolitan region has such an organization, and this organization acts as a clearing house for the Federal government to open up the gates of the Federal funding, to fund the various projects of that regional level.

There is no such organization that is mandated to do the same as far as other capital projects at the county level, the municipal level, or amongst State and local agencies and authorities.

SENATOR AMBROSIO: Let me give you an example. Is there one agency, whether it be a State agency or the HMDC, that is responsible for collecting the essential data that is needed and to conduct the necessary studies in order to analyze the use and performance of both the highway and transit systems? Is there an agency that does that? Whose responsibility is that?

MR. MEGHDIR: It depends on the study; it depends on the project and whose jurisdiction it is under. Generally, they are done independently, although as a rule there is always some kind of a committee -- an advisory committee -- that is put together where there is a presentation by other agencies.

SENATOR AMBROSIO: But it is sort of done ad hoc? There is no formal structure that puts all the players together?

MR. MEGHDIR: Yeah.

SENATOR AMBROSIO: Okay. Tom, do you have anything?

SENATOR COWAN: You mentioned in your statement concerning several million dollars that was given to NJT -- on page 7 there, Tony -- that they were, I gather, HMDC goals and objectives, having worked very closely with NJT. What are you

referring to in that statement -- "began engineering and a transfer station"? Is that the Allied--

MR. SCARDINO: The Allied Junction, the Secaucus Transfer Station are one and the same in Secaucus, where that is the hub, in effect, where almost every rail line in New Jersey, just about, meets. The objective there was for achieving some funding from UMTA. I think it is in excess of what, two or three million dollars, Hamou? Pick it up from here.

MR. MEGHDIR: Approximately \$3 million. That is another example--

SENATOR COWAN: Approximaely \$3 million. No, I am aware-- I was just wondering in your statement-- I just wanted to be sure that was what you were referring to. I'm aware of that, but I just wanted to be sure that that was what you were referring to. They connect a road going through Secaucus. Excuse me, you wanted to--

MR. MEGHDIR: I just wanted to elaborate a little bit on that. That is another example of mandated -- so to speak, mandated -- cooperation from the Federal government. I think it is through the auspices of the Urban Mass Transportation Administration, the funding agency, that our communication with New Jersey Transit has been excellent, although I don't doubt it would have occurred even without the UMTA -- the Urban Mass Transporation Administration -- mandating it. It is an example where the Federal government has dictated that level of cooperation between HMDC and New Jersey Transit, to make sure there is consistency in the planning of that particular facility.

SENATOR COWAN: In other words, you wouldn't get the funding if you didn't have that?

MR. MEGHDIR: That's right. Well, it would make it harder.

SENATOR COWAN: Let's just say you wouldn't get it. On the Secaucus connector road-- How is that coming along? The last report I had, it wasn't too good.

MR. MEGHDIR: The last three months, we met with developers and the county. That connector road is a link that connects County Avenue to the Industrial Park. It has regional significance.

SENATOR COWAN: By United Parcel -- between United Parcel and the county mental hospital, right?

MR. MEGHDIR: Yes, between UPS and the county hospital. It has great significance, because it will help to relieve some of the problems we encounter every day at the intersection of County Avenue and Secaucus Road.

Up to two months, three months ago, we only had one private developer willing to fund it, with some participation from UPS. Recently, there has been another developer that has committed himself to adding close to a half a million dollars to the project. What we are doing right now is trying to put all the pieces together. The right-of-way requirements are somewhat difficult to deal with. There are a lot of easements where we don't know who owns them. At the present time, the engineer for one of the developers is gathering all of that information.

But I think the main ingredient, which is the funding of the project, is just about there. It is a question-- That would be all private.

MR. SCARDINO: The real significance of that is the fact that, in order to get this project done and hopefully to do it quickly, we require, and we are getting the cooperation of the private people who have their businesses there, who are willing to contribute to it.

SENATOR COWAN: When we are talking about another developer -- without identifying the developer himself -- what are you talking about in relation to money that he or she is willing to put up?

MR. MEGHDIR: They are willing to put up a half a million dollars. Hartz Mountain had pledged some \$300,000 or \$350,000.

SENATOR COWAN: When would this come into place, within the last two months, within the last six weeks?

MR. MEGHDIR: Within the last three months.

SENATOR COWAN: Within the last three months.

MR. MEGHDIR: The engineer for Hartz Mountain had done the preliminary engineering, so we have a pretty good estimate of the costs.

SENATOR COWAN: What is the total cost -- a million and a half?

MR. MEGHDIR: About \$900,000.

SENATOR AMBROSIO: The HMDC has no funding mechanism to implement any improvements. You depend strictly upon improvements that are incorporated in the Department of Transportation's plans or the Turnpike's plans. Is that right?

MR. SCARDINO: What we would do, just in response to that-- For example, what we are limited to, Senator, is what we get from the Legislature towards our District Project Account -- like about, I'd say, four years ago, five years ago. We look at projects obviously that have a regional impact within the District. You know, you can't just go community by community, unfortunately. It has to have some effect on two communities or more. That is one of the rules that we have to follow.

But there was a problem with Grant Avenue in Carlstadt. Carlstadt and Moonachie were impacted by this street, Grant Avenue, which ran through both communities. The Commission, at the time, contributed \$25,000 out of the Special District Project Fund. That was matched by another \$25,000 by the private entrepreneurs who worked and had their businesses in that area, and I think maybe \$5000 from the communities. We were able to achieve an improvement there. That is the kind of

thing we do, but they are very small projects, because we are limited on funds.

SENATOR AMBROSIO: So, other than that, you act as a lobbyist, an advocate, and a cheerleader for the District's needs.

MR. MEGHDIR: There were a couple of instances where the Commission wanted to push forth a little more than it has in the past. What we have been doing for the last year and a half, is putting escrow accounts together, and having developers put money toward specific projects on these specific escrow accounts. We have an account--

SENATOR AMBROSIO: Those would be for individual developments, right? They wouldn't be for--

MR. MEGHDIR: Sometimes they require the involvement of several developers. One developer alone cannot widen a stretch of Paterson Plank Road, but if we are able to put two or three developers together, I think we can have enough money to do the improvements, which we will be doing on Paterson Plank Road. The next one will be the connector road and the improvement to (indiscernible) Road. This is one approach that I think has worked, and we are going to continue to follow it. Unfortunately, the Commission is not a designated recipient of State funding, although that would help us tremendously. We would be able to initiate a lot more projects if we were able to get some seed funds from the Department of Transportation or from Federal agencies.

SENATOR AMBROSIO: Okay. We thank you. Tom, anything else?

SENATOR COWAN: No, thank you.

SENATOR AMBROSIO: Are you going to remain in case there are some questions that come up?

MR. SCARDINO: We'll be here, yes. If you need to refer to anything on the maps, we will be glad to point out anything you would like to see.

SENATOR AMBROSIO: Thank you, Tony.

MR. SCARDINO: We will be here for your convenience.

SENATOR AMBROSIO: Next I would like to call Assemblyman Joe Doria. Is Joe here? (negative response) Chairman of the New Jersey Turnpike Authority, Joseph "Bo" Sullivan. I just found out tonight that Joe and I went to the same law school the same year. I was days, he was nights, and we never saw each other.

J O S E P H A. " B O " S U L L I V A N: My wife still says that about me. (laughter)

Good evening. I am Joseph A. "Bo" Sullivan, Chairman of the New Jersey Turnpike Authority. I am pleased to have the opportunity to appear before the Senate Hackensack Meadowlands Development Task Force and to discuss with you our road widening and mass transit initiative in the Meadowlands District.

The New Jersey Turnpike and the Hackensack Meadowlands have grown up together. We are pleased that the New Jersey Turnpike has contributed to the infrastructure needs of the District and helped to promote its economic growth over the past two decades.

At the New Jersey Turnpike, we fully recognize that traffic congestion in and around the Hackensack Meadowlands District is a significant threat to the economy, environment, and quality of life in the region. We have worked closely with the Hackensack Meadowlands Development Commission, as well as all appropriate Federal and State agencies, to create new initiatives to ease the traffic congestion in the region.

Recently we announced conceptual plans for two new interchanges on the Turnpike's eastern alignment, which would link commuters to the region's mass transit systems, help ease congestion at the Hudson River crossings, and at Turnpike Interchanges 16/18E and 17 in Secaucus. This is in addition to our overall widening and improvements program which extends from Interchange 7 to the terminus of the roadway at Route 46.

All these plans are formulated in close coordination with a myriad of Federal, State, regional, county, and local agencies. Our staff has prepared and submitted to you a list of some 63 governmental agencies with whom we coordinated our planning process. We have also submitted to you a listing of environmental and other public interest organizations with whom we consulted on our widening project. All of this public participation took place during the planning process and, in many instances, our initial concepts were altered, refined, and improved to reflect the knowledgeable input we received from these various governmental and public interest organizations.

Because of your particular concern regarding the Hackensack Meadowlands Development Commission, we have also submitted to you a chronology of our various meetings with the HMDC staff regarding the New Jersey Turnpike widening project over the past four years.

Our close coordination with the HMDC is part of our overall commitment to both an open and carefully coordinated process for the widening project. Every other Monday morning, I convene a meeting of all Turnpike personnel working on the widening project for a full report on all developments. We begin at Interchange 7 and work our way north to Route 46. To ensure maximum coordination with the State government, the Governor's office is represented at each of these meetings.

Let me turn now to some of the specifics of the widening and mass transit initiatives in the HMDC District. We are planning to relocate Interchange 17 approximately one mile north of its present location. This will improve mass transit access to the Lincoln Tunnel, as well as enhance local traffic flow. What we are talking about here is shown on the chart on the right-hand side.

The relocation will increase the capacity of the interchange and improve access to major traffic generators in the Secaucus area. It will aid mass transit by providing

access to a proposed Park 'n Ride lot to be built nearby, and will provide linkage to New Jersey Transit's proposed light rail system that is expected to go through the old Weehawken Rail Tunnel and emerge at the Hudson River Waterfront. Finally, Interchange 17E will eliminate the need for commuters to use local Secaucus streets to reach destination points in the Harmon Meadow office and retail complex.

Our second proposed interchange -- which is shown on the board on your left -- will be at the Allied Junction site adjacent to the Turnpike's eastern spur. This site is bounded on three sides by passenger rail lines. Allied Junction will serve as a transfer station for rail, bus, and automobile passengers and should emerge as the transportation hub for the Hackensack Meadowlands District. The Turnpike Authority is also proposing to construct a new interchange in Lyndhurst to provide a direct connection between the Turnpike and New Jersey Route 17.

All of these improvements are being designed in the most environmentally sensitive fashion. The Turnpike Authority has conducted its own formal environmental review and developed its own impact statements for the widening project. Many public information meetings and three formal public hearings concerning these environmental documents were held by the Turnpike Authority. Both Federal and State environmental agencies are reviewing our plans.

A public hearing was held by the U.S. Army Corps of Engineers and the U.S. Coast Guard, the Federal agencies with permitting jurisdiction, in January of this year at the HMDC Environmental Center in Lyndhurst. The purpose of the hearing was to define the scope of Federal environmental review. Senator Cowan, I want to thank you for testifying at that hearing in support of our project. I would also note that the Assembly Minority Leader, Willie Brown, and the Assembly Transportation Committee Chairman, Newton Miller, as well as Senator Chris Jackman, voiced their support at that hearing.

We hope that the environmental review process will conclude with the issuance of a draft Federal Environmental Impact Statement within the next few months. Additional public hearings will then be held regarding environmental impact, and the Turnpike hopes to receive a final and favorable permitting decision by the end of next year.

I realize that we have covered quite a bit this evening and that you have a number of witnesses yet to be heard. However, I would be pleased to entertain any questions you might have now.

Again, let me thank you for the opportunity to appear before you tonight. Thank you, Mr. Chairman.

SENATOR AMBROSIO: Thank you, Mr. Sullivan. I am pleased to hear you talk about the cooperation that exists between the HMDC and the Turnpike Authority, but can you tell me whether there is any formal structure or mechanism to implement that cooperation, or is it just a personal working relationship?

MR. SULLIVAN: It is a personal working relationship, much the same as Executive Director Scardino just testified to. There is no legal requirement that we do this. In practice and in fact, you must do it if you are to make progress, we think.

SENATOR AMBROSIO: Jurisdictionally, can you go ahead-- This may be calling for a legal conclusion, I don't know, but since we both went to the same law school, maybe we'll get the same answer. Is there any legal requirement, that you consult with the HMDC before you undertake improvements to the Meadowlands District?

MR. SULLIVAN: I think, Senator, that is a question where reasonable, legal minds could differ in good spirit. We are just not sure. The enabling statute of the Turnpike, as you are aware, is quite broad, with powers of eminent domain. On the other hand, the statutory authority of the HMDC

coordinates all of the zoning and planning for the region. It is something that would probably make an interesting court test, but I think so long as we work together in a spirit of cooperation, I would hope there would never be a necessity to test that in court.

SENATOR AMBROSIO: Well, what is your understanding of the role of the HMDC, for example, in the location of the interchange in Lyndhurst you are talking about? What input did they have? What do you see their role to be in it?

MR. SULLIVAN: The new interchange in Lyndhurst is not shown here (using chart). This one is north in Secaucus, and this is down by Laurel Mountain. The interchange in Lyndhurst--

SENATOR AMBROSIO: Oh, that's Allied Junction, okay.

MR. SULLIVAN: --would be south of Route 3, on the westerly spur. We're showing here the easterly spur.

SENATOR AMBROSIO: Would that require an extension of Route 17?

MR. SULLIVAN: We have built that in. What happened was-- The history is interesting, and I think instructive. When we first-- Unlike some other authorities, I have been criticized for announcing things prematurely. (laughter) When we first announced a transportation change for the region, it was really in response to a joint Task Force that Governor Kean had convened in 1983. That Task Force was chaired by then Director of Policy and Planning, now Justice Gary Stein, including as participants the Turnpike and the Department of Transportation. The meetings were held in Commissioner Sheridan's rooms at that time. The HMDC was included; the Port Authority was included; the Sports Authority was included. So all the various entities that were concerned with the Route 3 Corridor were there.

The conclusion came out of that. At the same time, you should bear in mind that we were conducting independent traffic surveys on the Turnpike. All of this data, when it

came together, brought us to the conclusion that some drastic transportation renovations were going to be needed to prevent Route 3 from terminal gridlock. Out of that came the Turnpike proposed widening, which was announced in May, 1985, in an effort to attempt to get it into the political debate of that year, because the prior major Turnpike project -- the Toms River Expressway -- had been part of the political debate in 1973, and as a result of that election, ended up being canceled. We thought, therefore, "Let's get the ideas out before the public. Let's get this in political debate, and see how it goes." There is no sense spending a lot of money on engineering, if it is going to become a partisan or political football that may not fly.

Nobody wanted to talk about it in 1985, but everybody wanted to talk about it after the elections of 1985, because we did the bond issue to fund it with a view toward the impending, what was then called "tax simplification," which became known as the Tax Reform Act in 1986, whereby-- If you remember, in '85, we were before the Senate/House conferees, who were debating whether or not, in fact, they would do away with all tax-exempt bond financing. Therefore, we tried to grandfather ourselves in, and we did the financing at that time.

The original plan, as put forth in May of 1985, showed a new Interchange 16, which would replace the existing Interchange 16, which serves the Sports Authority at the intersection of the Turnpike and Route 3. The new Interchange 16 was going to fall right on top of what is commonly known as the "Sisselman (phonetic spelling) Tract," or the proposed Berry's Creek (indiscernible).

That proposal had a lot of environmental problems attached to it. We were going to be destroying large quantities of wetlands. We did not estimate that we could fulfill, in a reasonable and responsible manner, the mitigation requirements. As a result--

SENATOR AMBROSIO: Let me interrupt you for a minute, because you are heading into a topic that is what I want to get at. You mentioned that the Turnpike had a proposal to expand an interchange, or change an interchange, that would really do violence to the HMDC's Master Plan by putting it in the heart of what they had reserved for a different type of development.

Now, when push comes to shove, if you decided to go ahead with that project, there is really nothing the HMDC could have done about it.

MR. SULLIVAN: I think, Senator, we get back to the question as to whether or not they would litigate it. The fact of the matter is, though, these hearings -- not hearings, but these discussions -- that were held at the Governor's Task Force on the Route 3 Corridor-- They were attended by Commissioner Renna, who was Chairman of the HMDC at the time, so we were looking at their input. I think, too -- I don't mean to speak for the HMDC, because they are so ably represented here-- I think at that time the HMDC was also starting to look, as they are now, at revising that Master Plan, simply because the Master Plan, I think, had predated the entire Sports Authority.

I think what is instructive and interesting is, we were doing all of this and talking to the HMDC along the way, listening to their objections, listening to their problems, and hearing them loud and clear. What happened was a redesign of that interchange, because what we were really doing at that point was providing better access for the Sports Authority and better access for Route 3, but we weren't really making a contribution to the region in the two important areas of transportation for the HMDC region as a whole, and also in the environment. Therefore, the new plan which we have now, which has been worked out carefully and closely with HMDC and with DEP, will revise existing Interchange 16W, and improve it for Route 3 access. The new interchange, which we have

preliminarily named Interchange 15WA, will sit atop the Avon Landfill. It will connect directly with Route 17. We have found so much traffic on the Turnpike exits Route 3 merely to get to 17, and vice versa.

So, by doing that, we are also, in conjunction with DOT, going to be building the first legs of 17 South, which we understand from HMDC is a needed ingredient for the further development of the southern part of the region.

SENATOR AMBROSIO: All you described really was put into place for the proposed ball field.

MR. SULLIVAN: No, no; no, no.

SENATOR AMBROSIO: Isn't that the same development that would have taken place for the--

MR. SULLIVAN: I think the ball field people saw an opportunity to go there, but the reason it is there is, you try to obtain the highest and best use of property. The Avon Landfill is commercially closed to business, but it is not environmentally closed. Here is an opportunity which we and the expert engineers in solid waste management at HMDC saw. You're never going to build a house on it, or an apartment, or an office building, even if you environmentally close it. You've got a problem there. The best use for the Avon Landfill is to put a Turnpike interchange on top of it. Our plans call for -- our plans, I should add, were developed in conjunction with HMDC solid waste engineers -- an environmental closing, whereby we will go down in the ground beneath the depth of the landfill. We will build in nonpermeable barriers around it. We will hydraulically compact it. Before we do that, we will put pipes underneath, so we will be directing the leachate into a sewage treatment center, so that the leachate will no longer run freely daily, and especially after a rainfall, into the river basin.

SENATOR AMBROSIO: Is that project committed?

MR. SULLIVAN: That is the project we have asked for permits on, which HMDC has approved, and has testified in favor of.

SENATOR AMBROSIO: What is the timing on that?

MR. SULLIVAN: We're hoping that we get a preliminary EIS out of the Army Corps and the Coast Guard within a couple of months. Then we go back for further public hearings on the scope. If we get the permits, we will be in the ground by next year.

SENATOR AMBROSIO: What you're saying is, that improvement would divert some traffic off Route 17.

MR. SULLIVAN: It would have the effect of giving DOT one additional lane of traffic on Route 3, east and west, because it would also tie in with Route 3 west of the Berry's Creek Bridge, which, as you know, is a bottleneck. The traffic ties up and the trucks can't make it at night. Going westbound, the trucks can't make it without downshifting. When trucks starts to downshift, the traffic starts to back up, and before you know it, it is all the way back to 495. So, the Turnpike traffic now heading westbound on 3 or north on 17, in the evening will be able to do that directly, bypassing the Berry's Creek Bridge, and hitting 17 on a direct line.

Conversely, in the morning, the traffic coming from 17 that wants to go on the Turnpike, will be able to do so without touching Route 3 and adding to that congestion. We at the Turnpike and the transportation planners at DOT and HMDC -- everybody who has had a hand in it -- seem to think it is a good solution. We are pleased to be able to make an environmental contribution.

The other trade-off which we reached, in cooperation again and under the advice of HMDC, was to take the Sisselman Tract and turn that into an environmental park. That will be a wetlands park, which will be maintained and kept that way, rather than what it is today, which is simply a home for weeds and (indiscernible).

SENATOR AMBROSIO: The XBL II lane that has been talked about-- Has the Turnpike had any input into that as to what impact it would have on your operations?

MR. SULLIVAN: We had some meetings with DOT when that was under review. We talked about the various passengers per vehicle, because it is not only XBL, it is also designed to be a high occupancy vehicle lane. Frankly, we feel that if you limit it to three or four passengers per vehicle -- anything over two-- We are afraid it may back up the interchange to the throat. On the easterly extension, you know, after you get to the toll booth, when you go backwards toward Laurel Mountain, you get down to a limited number of lanes. When those lanes get jammed up, you can't even get to the toll plaza. So, we're afraid we may inhibit bus traffic, simply by not having a large enough feeder throat going into that interchange.

SENATOR AMBROSIO: What is the Turnpike's relationship to this proposal? Have you taken a position against it?

MR. SULLIVAN: We have not taken a position one way or another. Personally, I think it will cause us more problems the way it is currently designed. I am also becoming more concerned with westbound traffic in the morning, because the development of this region is growing, and I would rather -- if I can say this in a politic way -- cater to those New Jerseyans who are commuting within New Jersey, than worry about trying to contribute to the economic prosperity of the City of New York.

SENATOR AMBROSIO: Tom?

SENATOR COWAN: When you are talking about westbound traffic, Bo, are you also relating to the traffic coming from the tunnel heading west on 3?

MR. SULLIVAN: That's what I'm talking about.

SENATOR COWAN: Which would actually diminish--

MR. SULLIVAN: You'd lose a lane; you'd lose a lane.

SENATOR COWAN: The lanes you have are XBL II.

MR. SULLIVAN: Yeah. I am more concerned about someone who lives in Jersey City trying to get to work in Rutherford or Clifton. You know, there's nothing that says you can't experiment with it. But I am deathly afraid that we would solve some eastbound commuters' problems, but perhaps make westbound commuting even worse and retard the future growth of the region.

SENATOR AMBROSIO: One of the major problems in the District, in the State as a whole, is solid waste. One of the proposals, or several of the proposals, dealing with the solid waste problem call for allowing solid waste vehicles to travel the Turnpike. Have you looked into this, or have you been asked to? There has been some suggestion that there be Turnpike access to landfills or resource recovery facilities from the Turnpike.

MR. SULLIVAN: We got into it in a lot of detail, Senator, working with Bergen County on their resource recovery center. That specific request was made of us. The problem we have with garbage trucks-- I love it, it's landfills now. My mother never said, "Take out the solid waste." She said, "Take out the garbage." (laughter) The problem we have--

SENATOR AMBROSIO: She never told you to flush the sewerage sludge either, did she?

MR. SULLIVAN: That's right. The problem we have with garbage trucks, getting them on and off, is acceleration and deceleration. You would really have to build separate lanes for them. Anybody who travels the Turnpike knows it is designed, built, maintained, and operated as a high-speed-through roadway. To start to introduce slow-moving garbage trucks into that traffic would be a safety disservice to the toll-paying patrons of the roadway.

We approached the problem with Bergen County. Again, by working together, we came up with alternate means of access, whereby they can get on and off where they need to on the

Turnpike with proper acceleration and deceleration lanes. One of the problems you have with a high-speed roadway is, you have to give the motorist or the trucker the opportunity to run parallel in order to get up to speed so that a safe merge can be made. These problems are especially acute when you are dealing with a garbage truck that is loaded down at one o'clock in the afternoon after a morning of collections. So we worked with this with Bergen County, and we worked it out well. We have a good plan with them, and we will start to move forward on it.

SENATOR AMBROSIO: Is that the Ridgefield site you are talking about?

MR. SULLIVAN: Yes. I don't know whether they got permission from the court to go there yet.

SENATOR AMBROSIO: I think we'll be grandfathers again before they have permission from the court.

MR. SULLIVAN: Yeah, I know.

SENATOR AMBROSIO: But, let me ask you--

MR. SULLIVAN: Another problem is in building a special interchange, for example, or a special access. It gives us problems because, as you know, we were created by statute, and by that statute then governed by the covenants we have with the bondholders who loan us the money. We don't get one penny in State or Federal tax money. Our existence really we owe -- thank you to the Legislature -- to the bondholders. The bondholders require us to charge a toll. That is in our bond covenants. Therefore, if you start to look for special access, you have to look at how quickly you can amortize and get a reasonable return on the investment of the facility to collect the toll. Although garbage trucks seem like a tremendous number -- we're talking about 1000 garbage trucks a day-- That sounds like a tremendous number of garbage trucks. We are handling on the Turnpike, average, over half a million vehicles a day. So, 1000 vehicles would have to pay an

extraordinarily high toll for us to appropriately and properly amortize with a decent return on investment for the bondholders, the capital construction (indiscernible).

SENATOR AMBROSIO: One of the concerns I have is, the Turnpike, as you characterize it, is really a high-speed-through roadway. Your focus is not to serve the District, but to get people through the District. That is what your main concern is. But the District itself is developing in such a way, that the traffic flow within the District is becoming more and more critical.

The question I have, really, is, if we are to commit funds for transit, why are we widening the Turnpike to double the size of the Turnpike, when that is really not going to help us with traffic within the District? Wouldn't the money be better spent dealing with flow within the District?

MR. SULLIVAN: No, because the Turnpike, Senator, actually does help traffic in and out of it. For example, the new Interchange 15WA-- That is the beginning of Route 17 South. Hopefully, in the not-too-distant future, Route 17 South will be continued all the way down along the western edge of the District, and will tie in somewhere along with Route 280, or something like that. So, you will be getting access to the inner roads from the Turnpike. The same thing is true of the new -- the proposed Interchange 16, whereby we will be able to provide access to Route 3 and the development that is proposed for north of the Sportsplex.

The other reason to widen the Turnpike, is that we are very, very short of capacity on the westerly. We have, right in the middle of the District, one of the great unused Park 'n Rides in the world. It is called the parking lot at Giant Stadium. People can't get to use it because they can't get there in the morning. You're better off trying to fight your way through the Lincoln Tunnel, for example, than you are trying to go up the westerly and parking your car and taking mass transit.

We feel that by enabling the commuter, whether it be to New York or within the District or to the Hudson County Waterfront-- Our job, if we can get them to a Park n' Ride and provide them with inexpensive inter-district traffic from that Park n' Ride-- That would add a tremendous amount of flexibility to the transportation system of the District. Furthermore, this proposed new Interchange 17A-- As you see, the red lines kind of go to nowhere. The reason for that is, the one to the west, which is on top, would tie into some future development, in accordance with the traffic planning that would be provided by the HMDC and the developer. The one that goes vertically downwards -- which is to the east of the Turnpike -- is the one that is designed, in conjunction with the Department of Transportation, to tie into the light rail system through the Weehawken Tunnel. In those inner loops, again is planned Park n' Ride facilities. So someone, for example, traveling from western Bergen County, could come down the Turnpike, park their car there, take a light rail facility, and be right at work on the Hudson County Waterfront.

SENATOR COWAN: What you're saying then, with Exit 17, is-- Is what you are saying -- which is perhaps a better way to phrase it -- when you mention in your statement here, "as far as mass transit access to the Lincoln Tunnel," that you will be moving XBL I up to that exit?

MR. SULLIVAN: No, no, this will serve as the light rail facility that is planned.

SENATOR COWAN: Okay, the light rail facility.

MR. SULLIVAN: Yeah.

SENATOR COWAN: As far as XBL I, that is going to stay as it presently is, coming up into the tunnel on 495?

MR. SULLIVAN: Right.

SENATOR AMBROSIO: Thank you, Bo. We appreciate it.

MR. SULLIVAN: Thank you, all, very, very much. Senator, do you need me for anything more tonight?

SENATOR AMBROSIO: No, thank you.

MR. SULLIVAN: Thank you, everybody.

SENATOR AMBROSIO: Rich Fritsky, President, Meadowlands Chamber of Commerce. I know he has to leave, and he has a brief statement to make.

MR. SULLIVAN: Senator, do you want those left for a while? (referring to maps)

SENATOR AMBROSIO: Would you, please?

MR. SULLIVAN: Yeah, sure, we'll leave them up.

R I C H A R D F R I T S K Y: Good evening, Senator. Thank you very much for giving me the opportunity to address this Task Force tonight. I do appreciate your calling me now. When it's your wife's birthday and she's nine months pregnant, you do have to make an appearance before the night ends.

SENATOR AMBROSIO: Rich, before you get started, I would just like to introduce two more Assemblymen who are here with us -- Assemblyman Kronick and Assemblyman Doria. Okay, go right ahead.

MR. FRITSKY: Thank you. For the past decade, I have watched the Meadowlands regional scene very closely. It has been a story of change, of environmental and economic enhancement, of growth and challenge. It has been good for New Jersey, its people, and this labor market economy. Yes, one can easily dwell on the positive and speak about the good things that have been accomplished because the HMDC was born. But that is not my purpose tonight, for the human resources, the very labor that nurtures economy, turns on issues which have to do with affordable housing, urban education and skills training, and transportation.

Frankly, we are failing. The search for affordable housing takes our employees beyond the Water Gap to the Poconos. The State focuses on pitched battles with local school boards, while the at-risk students continue to inflate spiraling dropout rates, and we are too busy patting ourselves

on our backs about our unemployment rate to notice that the chasm between existing skills and new job positions is growing wider.

As for tonight's point of focus -- transportation -- it is that old continued backdrop of incredible needs versus limited resources. I have become convinced that our failure and lack of vision in this area is staggering. I have become convinced that because we have been unwilling to pay the price and invest in systems that will allow us to grow, we will abuse that which we already have and pay even more dearly in the future to maintain the inadequate. Too rarely has our focus moved beyond the stopgap measure or the current crisis to the development of real systems for tomorrow.

One case in point, briefly, XBL II. We do battle over XBL II, which frankly compounds the New Jersey problem, a Waterfront problem, and a Meadowlands problem, while addressing the legitimate plight of the Manhattan-bound New Jersey commuter. Our opposition to XBL II has to do with the fact that it is, at best, a Band-Aid incapable of holding back the blood already pulsating from the wound. It is the sacrifice to be exacted today because we lacked diligence yesterday. The fact that it is even on the table is, in and of itself, a glaring symbol of the magnitude of our failure. The failure I speak of crashes down in many ways. It is a failure born of grossly inadequate funding, of the lack of cohesive coordinated planning and inter-agency cooperation, of ritualistic, archaic border wars, politics, and parochialism. It is also the failure born of the lack of a thorough understanding between the public and private sectors.

As Tony Scardino said a moment ago, "The HMDC has planned well, but the bottom line in this arena remains good plans unfulfilled." The battle this past year in the New Jersey Legislature wasn't over raising the gasoline tax to a

level that would meet the needs of tomorrow, but over exacting the maintenance fee to support failure. Simply put, we need to be, must be, bolder. Sure, the private sector has to pay and, yes, the development community has to pay. But so, too, does the public. The creeping mentality that suggests we can do it with development fees alone is ridiculous. All of us have to pay the price. Frankly, I have been very discouraged by the mind-set that suggests that economic interests be held hostage by a distinct lack of coalition-building, by a lack of perspective. We continue to speak of rails or roads, of Meadowlands or Waterfront, of New York or New Jersey, all pieces of the same puzzle. It is a flawed scenario, where genuine partners in building community, region, and State are perceived as enemies.

Now, at the risk of reaching for the ideal, the short Meadowlands regional transportation laundry list: the development of the Meadowlands Transfer Station; implementation of the north/south busways; activation of the West Shore Line; the extension of light rail to the Meadowlands; the development of the Route 17 south extension from Routes 3 and 17 to I-280; completion of the New Jersey Turnpike Authority's improvements, especially the new interchanges that will both foster public transit and the development of 17 South. An oldie but a goodie, long forgotten, the activation of the Harrison Kingsland Rail Line from Penn Station in Newark; major ancillary road network safety and access/egress improvements; and finally, support for Meadowlink. Oh, there are more, but the short list above alone tells its multi-billion-dollar tale.

In fairness, it is not all doom and gloom. The Turnpike's interchange infrastructure proposals foster vital public transit connections. New Jersey Transit's action plan is on target, and some good work has consistently been done by the HMDC. But the question about funding never ceases.

In closing, allow me to be a bit repetitive and emphasize a few points, five closing notes, if you will, from the Meadowlands Chamber of Commerce:

1) We need to be bolder in our funding. We are going to have the weeping, the wailing, and the gnashing of teeth about increases anyway, so let's go for the dimes the next time around, and not the pennies.

2) The State and public agencies need to enhance their understanding of the private sector and the development community; their understanding of the dynamics of economy and growth. Yes, the private sector has to be a major and equitable partner in financing, but the regional burden is not theirs to bear alone. No developer can be expected to pay for all of yesterday's lethargy.

3) Both the private and public sectors have to build real partnerships and coalitions, not merely the loose and fragile project-by-project relationships in place today.

4) We need to prioritize and set our sights on that which is do-able. In the Meadowlands, the transfer station is number one. It is the linchpin, the last chance for a region, the question of dollars. I believe, why not begin tapping the Port Authority's fund for regional development, beginning there and getting on with it, for if we drop the ball here, the game is over.

5) We must build upon existing infrastructure. In Newark, New York City, and here, we must reactivate that which is dormant and nurture the possibilities. The rails and tunnels of a bygone era before the dawn of the super highway can still work for us. Like the fashion industry, let's retread, reactivate, and build upon some old ideas.

Thank you.

SENATOR AMBROSIO: Thank you, Rich. I appreciate your statement. That short list you talk about is not only short, but some of it is very old. It points out the--

MR. FRITSKY: Yes. We do a thing now where we celebrate. We have birthdays and anniversaries for projects -- 25 years, 30 years, whatever. (laughter)

SENATOR COWAN: No questions from me, Rich. I think you already have a birthday or an anniversary you must get to anyway.

MR. FRITSKY: Thank you very much.

SENATOR AMBROSIO: Take care.

MR. FRITSKY: Thanks.

SENATOR AMBROSIO: Next will be James A. Crawford, Assistant Commissioner of Policy and Planning, New Jersey Department of Transportation.

A S S T. C O M M. J A M E S A. C R A W F O R D:  
Senators, Assemblymen, good evening. I want to thank you for this opportunity to be here this evening, and to commend you for holding this Task Force meeting. The issues we are faced with in the already densely populated sections of northeastern New Jersey reflect the tremendous economic boom associated with the development and redevelopment of both the Hackensack Meadowlands and the Hudson River Waterfront, and cause us to rethink past transportation practices.

As a State agency responsible for overall coordination of the planning and transportation systems -- and I might add with very little authority to implement those responsibilities -- I must say that the Meadowlands and the Waterfront represent a true challenge for us. During the past several years, the Department has worked with the Port Authority of New York and New Jersey, the Palisades Interstate Parkway Commission, the New Jersey Turnpike Authority, the New Jersey Highway Authority, the various counties, the Hackensack Meadowlands Development Commission, and the Governor's Waterfront office, in trying to put together an overall system of improvements that will provide the level of mobility critical for the State to move forward in this economic rejuvenation.

Certainly one of the major items before those present this evening, is the future of Routes 3 and 495, the access through the heart of the region into the Lincoln Tunnel. As many of you know, that roadway today carries an average of 108,000 vehicles daily, including over 1500 buses. At the same time, however, this roadway is also serving -- and serving more and more -- as the main access point to both the Meadowlands and the Waterfront. Recognizing the dilemma faced in trying to move these large numbers of people, especially those with a New York orientation, the Department, last year, recommended the introduction of a second express bus lane for buses and high-occupancy vehicles. We recommended this in light of our ability to try to make things happen. This is one roadway which is under our control and, in conjunction with the Turnpike Authority and the Port Authority, it represents a major challenge in handling the large number of trips focused on the access to the Lincoln Tunnel.

It was our recognition from the beginning that this could only be a short-term solution, and that additional systems were needed, and are needed, to be truly successful. After publication of our intentions, however, a number of points were raised which had not been given sufficient consideration during the development of that proposal, and this is as it should be. The Department acknowledges that the whole process of submitting proposals - for public comment is to identify just those types of issues which may have been overlooked during the development of the concept.

Today, we see more trips along Route 3 destined for New Jersey points. Those developers and companies settling in the Meadowlands or along the Waterfront, have rightfully identified their disruption as being a cost associated with providing increased mobility into Manhattan. At the same time, however, it would be inappropriate for the State to ignore those thousands of our residents who daily make that commute, and who are dependent upon our transportation system.

The question before us then is how to balance the two; how to provide mobility for the commuter and, at the same time, access to the New Jersey corporations opening in the Meadowlands and along the Waterfront. It is exactly this balancing that we are now wrestling with. We believe that the final solution will involve cooperative steps beyond a second XBL, and that these steps must be taken jointly if we are to be successful.

Mr. Chairman, I must indicate that the future of northeastern New Jersey cannot be a single-occupant, auto-based future. It is impossible to build enough lanes of highway to provide that type of access for all the people making the moves within this region. Indeed, as the Meadowlands continue to grow, as the Waterfront development increases, more and more people will be making commutes from unusual locations when compared to past history. In many cases, these people will not be adequately served by conventional public transit. We see today that the diversity identified in recent studies by the Hackensack Meadowlands Development Commission indicates a very broad commutership, much broader than ever experienced before. The success of this region must depend not only on development and growth of additional public transportation, but more and more on ridesharing efforts in such ways as vanpooling, subscription bus service, and carpooling.

Recognizing that ridership is best handled at a local level, the Department, last year, initiated a grant program for various transportation management associations. Meadowlink, on which I proudly serve, is just such a transportation management association for the Meadowlands, and has recently expanded to assist Waterfront companies that can benefit from their service.

Even with these various proposals, however, certain roadway improvements are necessary. In particular, I wish to applaud the Turnpike for their efforts to revise and develop the interchange at Route 3 and 16W. The proposed alternative,

of which you have heard much this evening, provides a direct link with Route 17. This allows the separation of that traffic destined for the Turnpike, and the traffic destined into the Meadowlands area, at a much more western location. This does not provide us with a total solution, but it certainly assists, given what we have today.

Route 3 itself has been the subject of study by the Department of Transportation, in conjunction with these other agencies. Unfortunately, the abilities to substantially expand this capacity are severely limited by topographical and structural features. We ought not kid ourselves. A 10-lane Route 3 is not in the cards, and never will be. However, the Department strongly believes that modifications to the interchange with Meadowlands Parkway, the improvements to the various structures, such as those over Berry's Creek, and a number of other spot improvements are both necessary and feasible, but these will not provide the type of express traffic that some people might want. We will continue to work on these efforts to bring them about in a manner consistent with the development patterns at the earliest possible date.

The questions regarding Routes 1 and 9 were before this Department long before I arrived. Finding a solution that not only provides for increased mobility, but also ensures that the commuting pattern that has so successfully survived these many years along 1 and 9 are not destroyed, is indeed a challenge. In particular, the environmentally sensitive areas along that roadway have caused us to go back and redevelop various alternatives. I cannot offer an immediate timetable for full expansion of Routes 1 and 9. Indeed, today we are looking at whether or not there are some spot improvements that can be made in the short term, while still pursuing a full-scale improvement.

Route 7 is also an area that has been under study for a number of years. Recently, we authorized engineering design

on the replacement of the bridge over the Hackensack River, and are about to do the same for the bridge over the Passaic River. As these reviews are completed and we have a better fix on the cost, timetables, and disruption associated with each of these improvements, the Department must work with the Legislature to determine how they should move forward. None will be easy. Each involves major structural issues, as well as maintenance and traffic issues.

The last roadway I would like to touch upon is not a State highway, but is, in fact, a roadway that has been much discussed locally -- Paterson Plank Road. As you know, the Department, as part of the Routes 1 and 9 project, has been developing a new bridge for Paterson Plank Road across Conrail's northern branch and Routes 1 and 9. We continue to pursue that on a fast-track basis, even while some of the problems on the 1 and 9 project itself have caused delays in other areas. At present, we are working with the Department of Environmental Protection on various environmental clearances that are needed for that project, and hope to hold a public information center later this year on this proposal.

Making that improvement significantly helps Paterson Plank Road, but does not resolve the other major dilemma, the lack of a bridge across the Hackensack River. I have no easy solution for that dilemma. Certainly, from a regional transportation perspective, that bridge would prove very useful, but I daresay that both its costs and its funding are not very bright at present.

Mr. Chairman, I have touched upon just a few issues that may be of interest to your Committee tonight. We must develop new techniques. We must develop expanded ridesharing activities. We must encourage even additional public transportation services, and we must recognize that suburban to suburban transportation -- because despite the urban character of this region, it is, in fact, very similar to many other

suburban sections in its transportation format -- is the focus issue of tomorrow. This region is a forerunner of problems that will undoubtedly arise in many parts of the State. Our ability to develop solutions that, in fact, solve the problems, rather than simply address them, is critical.

Mr. Chairman, I wish I were able to present you with a much brighter answer this evening. Unfortunately, I can only present you with what is.

I will be happy to try to answer any questions, and perhaps in that way get to some of the better parts of tonight's discussion.

SENATOR AMBROSIO: When you opened up your remarks, you made the statement that DOT has little authority to implement projects.

ASSISTANT COMMISSIONER CRAWFORD: No, no. I said, "has little authority to ensure coordination with the other agencies." I'm sorry if that--

SENATOR AMBROSIO: Oh, I misunderstood you. Would you amplify that, because that is really the thrust of my concern? What is the--

ASSISTANT COMMISSIONER CRAWFORD: The enabling statute of the Department of Transportation says, in one of the very first lines, that we are responsible for overall coordination of transportation issues throughout the State. The language in the various sections that establishes each of the various independent authorities -- and these include not only the Turnpike Authority, the Highway Authority, and the Atlantic City Expressway Authority, but numerous bridge commissions, both county and bistate throughout the region -- gives those authorities the independent ability to act. It does not require that they submit plans to the Department. It does not require that they coordinate their actions in any way with other plans or improvements the Department may have. It has only been in the last several years under the strict prodding

of the Governor that we have been able to even ensure that we all sit down and talk about what projects are going forward at the same time, and try to avoid -- and we haven't been very successful at this yet -- having two projects on parallel roadways under construction at the same time.

SENATOR AMBROSIO: What you say is true also within your Department. You have different divisions which sometimes do not coordinate what they are doing. An example of that is Route 3. You had an improvement going on where you put in those reflectors last year, and this year you decided to repave the road and go over the reflectors. So, not only is there a problem of coordinating within the Department -- I mean, between departments and State agencies -- but there is also a coordination problem within your Department.

ASSISTANT COMMISSIONER CRAWFORD: Mr. Chairman, I don't necessarily agree with that. The decision on the reflectors was one that was basically done as a research activity. When it became important to resurface the roadway, the question was whether or not those reflectors would be replaced. Many of those come up each winter. Whenever we place the reflectorized lines down, we have to replace a number of them each winter. The question was presented, do we try to preserve them? Do we go in and reset them, or what do we do? The decision was that at the present time we would not reset them.

SENATOR AMBROSIO: Let me ask you, since a great deal of traffic to and from the Waterfront will flow through the Hackensack Meadowlands District, what consideration has been given to assuring that -- to assessing the traffic impact on the Hackensack Meadowlands District?

ASSISTANT COMMISSIONER CRAWFORD: Mr. Chairman, the Department is a principal sponsor of the North Jersey Transportation Coordinating Committee, which was discussed earlier this evening. A key member of that Committee is the

Hackensack Meadowlands Development Commission. There have been a number of discussions both in terms of direct participation at the meetings in the various technical committees, and as a result of those discussions in one-on-one meetings between the Department and the HMDC. We have been anxiously awaiting the further development of their planning process, which is now under way. We have had several meetings with Hamou--

SENATOR AMBROSIO: When you say they, do you mean the HMDC?

ASSISTANT COMMISSIONER CRAWFORD: Yes, HMDC. We have had several meetings with Hamou regarding some of their immediate improvements. The biggest problem that I think exists is, HMDC is faced with immediate problems, which may not all be able to be addressed by the State Department in a time frame that would best serve HMDC.

SENATOR AMBROSIO: What are you doing to assist them in the preparation of plans to mitigate their problems?

ASSISTANT COMMISSIONER CRAWFORD: I think in all honesty, Mr. Chairman, part of what we're doing is waiting to see what their final plans are. We have had a number of discussions with them. We have been pursuing improvements along Route 3. We have had discussions with them regarding Route 17.

SENATOR AMBROSIO: On Route 17, what is the current status of the proposal to extend Route 17?

ASSISTANT COMMISSIONER CRAWFORD: The current status of the proposal on Route 17 is that work is largely on hold, although some environmental work continues. The reason it is on hold is because it is intricately interwoven with the success, or lack of success, the Turnpike may have in getting their environmental clearances.

SENATOR AMBROSIO: For their new interchange?

ASSISTANT COMMISSIONER CRAWFORD: For their new interchange.

SENATOR AMBROSIO: But that would only extend Route 17--

ASSISTANT COMMISSIONER CRAWFORD: To the Turnpike.

SENATOR AMBROSIO: --to the Turnpike. But, what about the--

ASSISTANT COMMISSIONER CRAWFORD: But for us to go forward, we need to know whether or not that will happen. That has a major impact in the environmental consequences of the project. For us to finish those environmental studies, we need to know whether or not that is going to happen.

SENATOR AMBROSIO: Jim, what I don't understand is, for the 20 years now that the HMDC has been in existence, the extension of Route 17 has been one of their highest priorities. I would say that anyone who has been involved in transportation concerns of the District would tell you that the extension of Route 17 is something that almost everybody agrees should be done. Why hasn't the Department of Transportation taken a more active role in seeing to it that that comes to fruition?

ASSISTANT COMMISSIONER CRAWFORD: Mr. Chairman, I think we have to recognize why Route 17 is a major part of their project. Part of the reason is that a major section of the District region which is available for development, is dependent upon better access than what exists today. Route 17 would provide such access. But the Department is faced not only with building roads to provide access, but, in many cases, spending a great deal of its revenues on those things that are mandated, either by the Federal government or by lack of past activity.

The question becomes one of various priorities. I don't think it is something where anyone can sit down and say that we would discourage it, that we would not want to move forward with it, but we cannot move forward with it independent of the considerations of all of the other projects we are faced with.

SENATOR AMBROSIO: Then what weight do you give the HMDC's proposals, if you are saying that this is one that everyone knows has been on the top of their agenda, and has been virtually ignored for 20 years?

ASSISTANT COMMISSIONER CRAWFORD: What weight do we give it?

SENATOR AMBROSIO: Yeah. What is the relationship between--

ASSISTANT COMMISSIONER CRAWFORD: We give it sufficient weight to ensure that the project keeps moving. The Commissioner, several years ago, did address this to the HMDC, and indicated that the Department would keep this as an active project. But the question I think that has not been answered as yet is, exactly what kind of a timetable can be realistically proposed, given the funding conditions that are likely to exist?

SENATOR AMBROSIO: What positive measures and timetables can be expected from the Route 3 Corridor study?

ASSISTANT COMMISSIONER CRAWFORD: The work on the Meadowlands Boulevard Interchange is proceeding through design and cooperation with both the developers, HMDC, and the local governments. That work should begin either during this fiscal year or the beginning of the next fiscal year. The work on the-- The bridge work is already under design. I can't give you a definite timetable for construction, because a lot of that will depend upon permits we are going to be required to get.

SENATOR AMBROSIO: Let me just go back and clear up this point again. When you suggest that the Department of Transportation has little authority to coordinate transportation efforts, is there any State agency or entity that has authority to coordinate all of the different entities?

ASSISTANT COMMISSIONER CRAWFORD: The answer, right now, would have to be no. I think this is the reason the

Commissioner has strongly urged that as a minimum the Department ought to at least sit on the various boards, so that what happens in closed session, which in many cases is the key point at which initial decisions may be made -- they are not final, but where some things are at least looked at, where they have negotiations, if negotiations are required with developers, for example-- The Department should at least be made part of the overall perspective, because right now it is not.

SENATOR AMBROSIO: Let me just give you an example. You have indicated that the Turnpike Authority is literally an entity unto itself that has jurisdiction to go where it wants and to perform whatever expansion or improvements it wants to, without reference to the Department of Transportation. Is that true?

ASSISTANT COMMISSIONER CRAWFORD: Except to the extent that any individual Governor does, as the present Governor has done, force them to do it, yes. By statute, they are free to proceed on their own.

SENATOR AMBROSIO: Has there been any consideration given to persuading the Turnpike Authority to, rather than expend the funds to widen the Turnpike, to use that to extend Route 17, which would have the same effect as widening the Turnpike through the District?

ASSISTANT COMMISSIONER CRAWFORD: First, Mr. Chairman, I would have to disagree. It would not have the same effect as widening the Turnpike.

SENATOR AMBROSIO: Well, it would have a similar effect.

ASSISTANT COMMISSIONER CRAWFORD: That is not a fair statement. Part of the reason the Department has urged, persuaded -- whatever you want to say -- that the direct connection between the Turnpike and 17 North be made part of their project, is just that concept; to at least provide for a

major movement through the region and allow people to get onto the Turnpike. That does not provide all the solution, but it does provide part of it.

The Turnpike Authority has, because of its various bond covenants and its legal restrictions, such as they are, constraints as to what it can be told it must do. We have made several recommendations to them to add to their program, for example, public transportation activities, which they have agreed to.

SENATOR AMBROSIO: Tom, do you have any questions?

SENATOR COWAN: We, of course, have some problems here in Hudson County, which I am sure you are well aware of. In fact, you mentioned yourself, Jim, without any intrusion on my part, that Tonnele Avenue was around long before you were. I know it had been up for planning and design. Where does that stand right now, from the circle to the Route 3 Circle?

ASSISTANT COMMISSIONER CRAWFORD: Basically what we are doing are two things simultaneously. We are pursuing Environmental Executive Order No. 53. We have assumed, at this point, that Federal funds are probably going to cost us more than we are going to be able to get, so we are pursuing the State environmental process in an effort to resolve various issues. In developing that process, we have come upon a number of spot problems that we have to address with DEP, and which we are now discussing with them and negotiating with them. At the same time, what we have tried to do is break out some projects, such as the Paterson Plank Road intersection and associated bridge, so we can move those forward more quickly.

SENATOR COWAN: That's north of 3?

ASSISTANT COMMISSIONER CRAWFORD: That's north of 3, yes.

SENATOR COWAN: You say you are familiar with the area. I know in the past two years-- I preface this with the remark that it is going to become much more difficult as time

goes on, because in the past two years I can probably cite four or five new businesses, where there are probably millions of dollars invested, which have what we have been talking about the past couple of years with our access to State highways, and they are right on the curbline.

ASSISTANT COMMISSIONER CRAWFORD: One thing I have to say is, we have received in recent months more support from both Hudson County and Jersey City in our access reviews for new projects coming in along Routes 1 and 9. How successful we will be is anybody's guess right now. As you may be aware, most of our efforts have been in trying to develop a widening project that will keep the roadbed generally within the confines of today's right of way. In other words, we would stretch the roadway out to the edge of right of way, and try not to have to go beyond that for any construction activities, because of the fact that so many of the communities were actually built right up to that edge of right of way.

SENATOR COWAN: What we are talking about is the Turnpike spending \$2 billion from 8 up north with widening, and here we have an existing road, Tonnele Avenue, 1 and 9, long before my time, that not once, you know-- No movement has been made to push that along in any direction, and yet it is the two parallel roads that are loaded now with congestion.

ASSISTANT COMMISSIONER CRAWFORD: I think there have been a number of movements. I think that for every two steps forward we take, though, we take one step back.

SENATOR COWAN: Try Tonnele Avenue, and see how much you move.

ASSISTANT COMMISSIONER CRAWFORD: That's about as far as we get, too -- two steps forward.

SENATOR COWAN: The other point which we should really be discussing-- I guess it is somewhat germane here, but actually it should be with our Transportation Committee, something we spend a lot of time on-- We have what I call a

"washboard" right now between those two bridges you mentioned before, going out on Route 7, what we call the Belleville Pike. That was supposed to be out for bid last July. Every month those new bid listings come out, it is delayed. Right now, the latest is November. Could we have a little more accessibility and give that a little acceleration?

ASSISTANT COMMISSIONER CRAWFORD: I think that is one that we may be able to--

SENATOR AMBROSIO: I am going to exercise the prerogative of the Chair and invite Assemblyman Kronick and Assemblyman Charles to each ask a question, even though they are not members of this Committee. Rarely do we get the Department of Transportation in a seat where we can-- (laughter) Assemblyman Kronick?

ASSEMBLYMAN KRONICK: Thank you, Mr. Chairman. Mr. Crawford, you mentioned your sort of list of-- You enumerated a number of steps being taken and planned to alleviate the present traffic flow problems. I don't believe you mentioned anything about a light rail system. As you probably know, the Lincoln Tunnel area and much of Hudson County around our trans-river connections do not meet the Federal clean air standards for ozone and carbon monoxide. Now, all of the expansion of turnpikes and other roads -- access roads -- much of which is certainly needed in certain places-- When you realize it, it is like a funnel at the Lincoln Tunnel or the bridge, so all of these roads, with all of their traffic, even though we may move them a little bit faster at certain points on the road, still have to go through this funnel that comes down. So we will be backing up and exacerbating the air problems.

I would like to get some idea of what your thinking is about light rail -- north, south, along the Waterfront, and certainly east/west.

ASSISTANT COMMISSIONER CRAWFORD: Assemblyman, the Department, I guess three years ago now, proposed that the Hudson Waterfront, as it is developed and redeveloped, should not be an auto-based region, and that its future depended upon public transportation. Given the densities that were proposed then and which are generally still true today, light rail makes a lot of sense.

There are two issues that have caused some delays in implementing a light rail system. The first has been problems in negotiating with Conrail and the relocating of Conrail to the northern branch. Those problems appear to be resolved at this point.

The second is the requirement that the environmental reviews be fully developed, including -- if we are to use any Federal funds -- a full alternatives analysis. This is causing the Commissioner to work very closely with the Administrator of the Urban Mass Transportation Administration, in an effort to make that agency aware of exactly what the Waterfront is; that it is not an area of 50 miles across where alternatives analyses really make a whole lot of sense, and that the options there are rather limited. It is hoped that those discussions will prove fruitful in the next couple of months and we will be able to make great progress and then move forward.

ASSEMBLYMAN KRONICK: Would you say that perhaps the division and the projections -- the emphasis was in the wrong direction, with so much emphasis on vehicle transportation, rather than public transportation, vis-a-vis light rail or rail -- I mean, where maybe 15 or 20 years ago we should have been looking in this direction?

ASSISTANT COMMISSIONER CRAWFORD: I think, Assemblyman, that New Jersey is unique in the country in having an entire State that has the need not only for public transportation under the conventional sense, but a much greater need for ridesharing than virtually anyplace else in the country. We

seemed to make some strides during the gasoline problems in the 1970s, but as soon as fuel became readily available, we slipped back almost as quickly as we had moved ahead.

We have continued to attract people to rail. We have been successful in keeping people on the buses. We have not been at all successful in moving those people who are not moving in numbers of 40 or 50 at a time, or 100 or 150 at a time, but in numbers of 10 or 12 at a time, into various forms of ridesharing. The Department recognizes this. We have made a major push in the last month to try to work that into all of our various programs, but it is something that is going to require the cooperation of the development community. It is going to require the cooperation of the companies that choose to locate in New Jersey. I have nothing but praise for HMDC for their recent efforts to make this a standard part of their negotiations with both developers and companies coming in seeking expansion, because that is the only way that New Jersey can move forward in the future.

We have become a single-occupant-- If we continue to be, because we are already, a single-occupant State, and we continue that into the future, 45 minutes getting into the tunnel will be 45 minutes getting anywhere in the State.

ASSEMBLYMAN KRONICK: We pride ourselves in the economic development and growth we have enjoyed, but that could come to a quick end if we don't do something, I think, very soon. I think now we have the population densities in Bergen, Essex, and Hudson Counties that would warrant a good mass transit system. I think once you have a system in place -- and the ideal, what you should be shooting for, is a system where somebody could get on and actually go right into New York, without the changing, but that's way off -- but at least now to get them down to the Waterfront, that would be a step in the right direction.

ASSISTANT COMMISSIONER CRAWFORD: Certainly I agree with you, Assemblyman. I think there is one other point we ought not lose sight of. One of the things that happens as companies relocate to New Jersey is, they bring many of their employees with them. People who started out shifting over, or living in New York City and working in New Jersey, or living in Bergen County, living in New Jersey, start to shift their commute, and now they are living in Sussex County and making the commute into the Meadowlands, or they are living down in Monmouth County and coming up to the Waterfront every day.

We've got to be realistic in what we can place as expectations on public transportation. We can't run a bus from every point to every point, and we certainly can't run a train unless we are going to high density locations. We've got to develop those in cooperation with the business community.

SENATOR COWAN: Do you have anything further there, Assemblyman Kronick?

ASSEMBLYMAN KRONICK: No, thank you.

SENATOR COWAN: Assemblyman Charles?

ASSEMBLYMAN CHARLES: Yes. I would like to direct a question regarding Exclusive Bus Lane 2. I think you said, Jim, during your testimony that since the Department initially made its announcement about an XBL II--

ASSISTANT COMMISSIONER CRAWFORD: We published a proposal.

ASSEMBLYMAN CHARLES: --or published a proposal about XBL II, you have gotten some input and some additional information which I think can cause you to at least rethink that proposal. I didn't hear you, I don't think, state what that rethinking -- where it is right now, whether you are still going ahead with it, or whether in light of this additional analysis and information you were persuaded that maybe it is not a good idea and you ought to seek some alternative to it.

ASSISTANT COMMISSIONER CRAWFORD: I think it would be wrong for us to say we are not going to go forward with it, because that decision certainly has not been made. What we are trying to do today is-- A lot of the comments that came back focused on the fact that XBL was addressing just one part of a multifaceted program -- multifaceted problem, and that solving that one problem, but exacerbating the other elements of it is not really doing a benefit to anybody.

What we are now looking at is, is there a way to solve several, or at least most of those problems simultaneously. That is something that may not be as easy for us to do, because it is not all under our jurisdiction. But we have had a number of discussions with other agencies about what might be done. Each of those requires that some of the analysis that be done be recalculated, and we are going through those recalculations now. We hope to have enough information in the near future to be able to say whether or not there is a multifaceted program that can be put into place that will achieve the ability to move people in and out of New York, without creating the burden that would have happened if we had just gone with the XBL II.

ASSEMBLYMAN CHARLES: One follow-up question, Mr. Chairman. Does that mean then that you are committed to going ahead with XBL, you are just deciding whether or not you can do it in a more comprehensive fashion? Or, is it possible that you will decide that some of these other things which have presented themselves are more pressing and maybe more important, so that, in sum, XBL ought to be abandoned and these other considerations ought to be given precedence?

ASSISTANT COMMISSIONER CRAWFORD: I think, Assemblyman, the answer to that is, I don't know which way we will finally end up going. We may end up-- Certainly, we are not at the point of saying that we are definitely going forward, nor are we at the point of saying we are abandoning it.

ASSEMBLYMAN CHARLES: Time when you are going to decide?

ASSISTANT COMMISSIONER CRAWFORD: The pressure is on the Commissioner to come up with an answer by the end of the year, or the beginning of next year.

ASSEMBLYMAN CHARLES: Thank you, Mr. Chairman.

SENATOR AMBROSIO: Jim, before you go, I would just like to tell you for the record that we received a statement from Congressman Guarini, who has expressed his opposition to XBL II. You can take that back with you.

ASSISTANT COMMISSIONER CRAWFORD: He has written to us, too.

SENATOR AMBROSIO: Okay.

ASSISTANT COMMISSIONER CRAWFORD: Mr. Chairman, I do have formal comments that I will submit to staff for the record.

SENATOR AMBROSIO: Fine. Thank you very much, Jim.

Next will be Al Harf, Assistant Executive Director of Planning, Policy, and Capital Programming, New Jersey Transit.

A L F R E D H A R F: Good evening, Mr. Chairman, and fellow members of the Task Force. One of the privileges of being one of the last speakers, is that you get to hear your remarks repeated.

SENATOR AMBROSIO: You are not near the last. I want you to know that.

MR. HARF: With your indulgence, I know you asked that people simply summarize their remarks in the interest of brevity, but my remarks are simple to begin with, and I would like to deliver them in the fashion in which they are written.

My name is Alfred Harf. I am the Assistant Executive Director for Planning, Policy, and Capital Programming for New Jersey Transit. I am pleased to be here on behalf of New Jersey Transit to discuss the transit issues facing the Hackensack Meadowlands District.

The traffic problems plaguing the Meadowlands must be attacked, in our judgment, on three fronts: short-term strategies that promote transit and shared ride transportation

to the Meadowlands, to the Waterfront, and to Manhattan destinations, all of which interact with one another to create the problems that exist within the District; longer term capital investments which will enhance transit use; and thirdly, carefully planned placement of future Meadowlands development so it is conducive to transit use. This last point is one of the principal issues being examined by HMDC in its reassessment of the Meadowlands Master Plan, which NJ Transit is pleased to be a part of.

Let me turn to the short-term strategies: NJ Transit is working closely with employers to institute services, some with private sector financial participation. Currently, there are several bus routes that serve Harmon Meadow, linking the Harmon Meadow area with Newark, Hoboken, Union City, North Bergen, the PATH system, and the Port Authority Bus Terminal in midtown Manhattan. The brochure I have handed out to you this evening -- that is being passed among you -- is a brochure detailing those services. In addition to bus services, the Harmon Cove train station in the Meadowlands, on the Bergen Commuter Rail Line -- which I should add parenthetically was built and financed by Hartz Mountain -- provides access to the Meadowlands District. Harmon Meadow Plaza is connected to this train station through a privately provided bus shuttle service.

Such regular route services provide transit alternatives to some Meadowland District employees. For others, additional transportation solutions must be explored, and are being explored. Through Meadowlink and the New Jersey Department of Transportation, nontraditional transportation solutions are being explored. Vanpooling, carpooling, and subscription bus are all viable alternatives to the single-occupant automobile. The success of these alternatives is largely dependent on private sector support.

Turning now to the longer term capital investments, NJ Transit is proceeding with plans for several so-called "new

initiative" projects which will improve interstate and intrastate mobility for the State's residents and workers. Two projects in particular will significantly enhance access to the Meadowlands, and I will mention, departing from my prepared remarks, several other projects that will also benefit the Waterfront and trans-Hudson access.

The first of the projects benefiting the Meadowlands is the so-called Secaucus Transfer. Many of the speakers who preceded me this evening have dwelled on that project as an important linchpin for focusing development within the Meadowlands. The Secaucus Transfer is a prospective major new rail station in the Meadowlands, to be built in conjunction with an adjoining new commercial development known as Allied Junction. The Secaucus Transfer will enable passengers from the Main, the Bergen, and the Pascack Valley commuter rail lines to change to Northeast Corridor trains, bound for either Manhattan or cities and towns along the Northeast Corridor in New Jersey. The rail station's unique location would serve as a central Meadowlands transit hub for 10 northern New Jersey counties, and would set the stage for improved transit access to the Sports Complex.

The second of the new initiative projects benefiting the Meadowlands is the so-called South Busway, which will traverse the New Jersey Waterfront between the Turnpike and Lincoln Tunnel, providing bus travelers who are now dependent on the overused Route 495 Exclusive Bus Lane fast, efficient, and reliable service from a number of counties within New Jersey. While the principal beneficiaries of this project are midtown Manhattan-bound commuters, it will also provide improved access to the developing Hudson River Waterfront. Construction of the South Busway will provide relief to travelers who use Route 495, since some 300 peak hour buses currently using Route 495 would be diverted, helping to ease bottlenecks at the 16E and 17E Turnpike toll plazas, which are creating some traffic problems for Meadowlands-bound workers.

These two projects continue to proceed, though they do have multi-year schedules. Departing from my remarks, I should add here that there are a number of other new initiatives projects that are also being advanced by New Jersey Transit. One of those projects is the so-called Waterfront Connection, which would permit all the Newark Division trains, namely the Northeast Corridor, the North Jersey Coastline, and the Raritan Valley Line to have direct one-seat rides to Hoboken, which will provide enhanced access to the New Jersey Hudson River Waterfront.

Another project we are working on in the new initiatives rubric is a capacity expansion to the Northeast Corridor Line, so that we are able to operate, ultimately, up to 30 trains an hour into Manhattan Penn Station, rather than the 20-some-odd trains an hour that we are now capable of operating.

Regarding the Secaucus Rail Transfer Station project, New Jersey Transit and Allied are continuing their discussions regarding the division of responsibilities between the parties. These discussions have been encouraging, as the parties recognize the mutual interest that exists in seeing the project implemented. We envision a true public/private partnership arrangement, with each party shouldering a portion of the project financing commensurate with the benefits that each party receives.

In summary, substantial progress is being made to meet Meadowlands District transportation needs, as well as the needs of the Waterfront and the many New Jersey travelers who are bound for Manhattan job sites. Existing bus and rail services provide transit opportunities for some, and further enhancements will occur. These regular route services, bolstered by innovative transit programs, will significantly increase access to employment opportunities in the Meadowlands District. Major bus and rail investments -- so-called new

initiatives projects -- that are now in the development stages, will provide significant transit opportunities for future travel to thousands of people who are bound to and from the Meadowlands.

I appreciate the opportunity to participate in this hearing, and I welcome any questions.

SENATOR AMBROSIO: Mr. Harf, what is the status of the Secaucus Transfer right now?

MR. HARF: One of the previous speakers alluded to the fact that there has been an UMTA grant that has been awarded to New Jersey Transit to continue with developmental work on the Secaucus Transfer. That grant was a \$12 million grant to do engineering work, not only on the Secaucus Transfer, but on a number of other new initiatives projects. Several million dollars of the moneys from that \$12 million grant are being used to proceed with preliminary design plans on elements of the Secaucus Transfer. I should add, there has also been a half a million dollar grant provided to New Jersey Transit and Allied collectively, to assist Allied in site planning for the Allied Junction project, so that the development project and the Secaucus Transfer transportation project can be integrally planned.

We are working very closely with Allied on both the site planning effort that UMTA has made funds available for, and we are also proceeding with design plans on the transfer.

SENATOR AMBROSIO: Can you give us a guesstimate as to when this is going to come to fruition?

MR. HARF: The project is really an enormous undertaking. It is not a simple matter of building a station on the Northeast Corridor and another station on the Bergen Line. What the project entails is the widening of the Northeast Corridor, so that we can construct additional trackage from the Secaucus Transfer Station eastward into Penn Station New York, so that there is an ability for trains to lay

over at the Allied Junction project, and meet passengers who are coming from various trains to transfer to the Northeast Corridor. The project has a total price tag in excess of \$150 million. If I had to speculate about the timetable for implementation of the total project, I would hazard a guess that we are talking about sometime within the next five to seven years. That is contingent, of course, on additional funding becoming available from the Federal government, which provides about 60% of the total transit capital funding that is available to New Jersey, which funding runs out in 1991, and would require yet a new authorization bill in Washington, as well as additional appropriations from the State, that would permit that project to proceed.

SENATOR AMBROSIO: What has New Jersey's role been in the proposed XBL II?

MR. HARF: New Jersey Transit has been a participant in the analyses that have been under way and in the rule-making process that has been under way. New Jersey Transit is certainly aware of the conflicting interests that are involved in the XBL II, and the fact that while there are decided benefits to bus commuters, there are also certain liabilities that DOT will need to take into account, and which Mr. Crawford has spoken to earlier this evening.

New Jersey Transit is a proponent for XBL II. We believe it will offer significant benefits for the 65,000 bus commuters who now make their way to the Port Authority Bus Terminal each morning. But we are certainly cognizant of the fact that it is not a win-win proposition. We view it as a stopgap proposal that would provide needed relief for the 65,000 New Jersey residents who commute to midtown Manhattan, until such time as the South Busway is built.

SENATOR AMBROSIO: Okay. Thank you. Tom?

SENATOR COWAN: What do they see planned for the design and funding of the South Busway?

MR. HARF: The South Busway is fraught with some of the complications that you heard Mr. Crawford speak to earlier this evening, because it involves the use of the Conrail right of way. The negotiations with Conrail that Mr. Crawford alluded to, that have been stymied in a negotiating sense, are going to govern the timetable for the South Busway project. Our hope is that the South Busway could be built by the early 1990s.

SENATOR COWAN: Is that exclusive of the light rail -- the joint effort there, the light rail and the busway?

MR. HARF: It is an independent project that would be planned integrally with the light rail system.

SENATOR COWAN: It would be part of the system when finished?

MR. HARF: Yes. It is envisioned as a permanent part of the Waterfront transit system.

SENATOR COWAN: Where would the source of funding be?

MR. HARF: That's really indeterminate at this point. I can tell you that there are certain funds that have been earmarked within the Port Authority capital program -- \$25 million -- that would be used to defray at least a portion of the expense of the South Busway project. What the total cost of the project is and where the balance of the funding will come from are judgments to be determined.

SENATOR COWAN: That \$25 million-- Is that the funds that the Port Authority has committed to the system itself -- the total system, the light rail system and the integrated bus system for the Waterfront--

MR. HARF: It is a pledge of funding out of the existing Port Authority capital program that is specifically earmarked for the South Busway project.

SENATOR COWAN: That's all I have now, Gabe.

SENATOR AMBROSIO: Assemblyman Doria?

ASSEMBLYMAN DORIA: Not at this point, thank you.

SENATOR AMBROSIO: Okay. Thank you, Al.

MR. HARF: My pleasure.

SENATOR AMBROSIO: Assemblyman, you wanted to make a statement. Feel free.

ASSEMBLYMAN DORIA: I would just like to make a short statement, if I may, Mr. Chairman.

SENATOR AMBROSIO: Sure.

ASSEMBLYMAN DORIA: I want to thank you, Senator Ambrosio, and Senator Cowan, for giving me the opportunity to make a statement and join you on this Committee this evening, because I think the questions presented are very important. I would like to make a statement for myself, Assemblyman Charles, and Senator O'Connor of District 31, specifically concerning two major points of discussion this evening.

The first is XBL II. After a great deal of discussion and review of this proposal, we have determined that this type of a proposal is not beneficial to the citizens of the State of New Jersey, especially those living in Hudson County. What we are doing here with XBL II, is basically just allowing for a pass-through of commuters through New Jersey into New York, which is not necessarily beneficial to Hudson County or to the people within Hudson County. The problems that are going to be created by XBL II in congestion and in movement within the county significantly outweigh any benefits that will accrue to the State. We think it should be seriously reviewed and seriously discussed.

We have made this known in writing to the Department on a number of occasions. Again this evening, we are publicly stating that there is a problem with the XBL II proposal, and that this proposal is not beneficial, and that there must be some determination made as to how we can try to solve the problems of transferring commuters between New Jersey and New York, without necessarily putting the burden on the people of Hudson County.

One of the various proposals obviously, is the construction of another tunnel or some form of a bridge between here and New York City. The Port Authority, at this point, has said that they are not contemplating this type of construction. However, we suggest that they review the feasibility of maybe constructing a tunnel for mass transit, which would then tie into the next point that we feel is very important, the need for greater public transportation in the Hudson County Waterfront area.

There are a number of proposals such as the Busway and the light rail system. We encourage those proposals. We feel there is a need to tie that into the Meadowlands, so that the Meadowlands and the Waterfront area of Hudson County can be connected by public transportation. This will benefit the citizens of this area, as well as those commuting in from New York City. We find, at the present time, a lack of public transportation. We find there is significant congestion being created on the roads within the county and the roads going out to the Meadowlands, and that there is not sufficient discussion of moving these propositions along in an expedited manner.

Obviously, we must come up with some means of public transportation that can tie together the Hudson County Waterfront with the Meadowlands and allow for transportation into New York. We feel this is something that should be expedited and should be reviewed quickly and which we should be developing. We also strongly support the inclusion of the city of Bayonne in any light transit proposal -- light rail -- because we feel that will help to alleviate some of the problems that mass transit would be dealing with, as well as congestion on the roads within the county.

What we are saying here is, the problems, as they are presently being viewed, are beneficial sometimes to the other counties that are feeding people into New York City, but they are not necessarily beneficial to the people living in the

Meadowlands District or in Hudson County. We find that trying to emphasize transportation through the county into New York City results in traffic problems that will be horrendous. That is the only thing we can talk about -- horrendous problems for the people living in this area.

I just want to emphasize the position we have taken, and also emphasize the need for an expedited review and eventually construction of the public transportation that is necessary in this area.

I want to thank you, Mr. Chairman, for allowing me to make these comments.

SENATOR AMBROSIO: Thank you, Assemblyman.

Our next witness will be Richard Roberts, Deputy Director, Office of Transportation Planning, Port Authority of New York and New Jersey.

R I C H A R D R O B E R T S: Good evening, Senators, Assemblymen. It is a pleasure to be here this evening on a subject that I am very familiar with.

I am here really on behalf of the Port Authority to talk about four major points. One is, I would like to talk about the Port Authority/HMDC relationship, which goes back 20 years; what the Meadowlands area transportation needs are and some of the progress that has been made; the future challenges that face the entire region; and just a quick glimmer of what's next. I will not follow the statement that I have given to Amy (referring to Committee aide) -- or one of my associates gave to Amy earlier. I am going to try to capulize the statement in the interest of time, because the evening is wearing on rather quickly.

SENATOR AMBROSIO: The rest of the audience will be happy to hear that, because it is a rather lengthy statement, and we appreciate it.

MR. ROBERTS: What I think is very important is that the Port Authority and the HMDC have cooperated in the 20 years

that the HMDC has been in existence. At many key points, the Port Authority has provided staff and technical assistance to the HMDC to further its transportation planning. Of particular note is the Port Authority's association with the HMDC in the '70s -- 1976 through '78 -- in formulating the Hackensack Meadowlands Transportation Study, which was funded by the Port Authority, the HMDC, the Federal Highway Administration, and the Urban Mass Transportation Administration. That particular study recognized the importance of looking at Route 3, which is now happening; the Secaucus Transfer, which you heard about; and also talked about setting up a Meadowlink-type ridesharing brokerage corporation.

The Port Authority's relationship with the HMDC, though, goes beyond that. In more recent times -- in the early '80s -- we, as has been recited previously, joined the Sports Authority and the Turnpike Authority in funding the Route 3 Corridor Study and also in providing the seed money to establish the Meadowlands Transportation Brokerage Corporation, also known as Meadowlink. I think I might note in passing that because the Port Authority was very much supportive of both of those proposals, it was our board that acted first to make its portion of those funds available.

Again, in more recent times, going back to last winter and early spring, the HMDC and Meadowlink came to the Port Authority with a request. They were trying to do a transportation study, and they needed help. Could we provide assistance? We offered to do that. They were undertaking a survey in the Meadowlands of 11,000 employees, and they needed our help to analyze the data, which we provided to them.

I am just giving you the bare overview of this. I mean, there is a lot more I could speak about, but again, in the interest of time, I won't go into it.

I think it is key that we have to understand that the region has been maintaining a delicate balancing act between a

rapidly growing economy and an aging transportation system. The concerns that prompted this hearing tonight, coupled with similar problems throughout the metropolitan area, signaled that the balancing act is nearly over. Here and elsewhere in the region, continuing growth and prospects for new development threaten to overwhelm the metropolitan transportation network. Future development in the Meadowlands and throughout northern New Jersey and southern New York State will depend heavily on the region's ability to face up to the tough choices in meeting the transportation needs.

The Meadowlands Commission obviously understands that. I think what is particularly important is the unique nature of the HMDC. It is one of the few agencies in the region which is specifically charged to balance development, environmental, transportation, and other concerns, and that is a very important attribute which will help it in the future.

I think it is crucial, also, to review what is facing us; what are we coming up against? We've got a couple of things facing this region which are particularly important, which bear on transportation. One is the need for affordable housing -- properly located affordable housing. We are going to be facing a shortage of labor in upcoming years. We are now at a point where throughout the entire region we are creating more jobs than we have people to fill those jobs. As hard as that might be to believe, that is now where we are, and where we are going to be even more so in the future. You now hear that from some of the Meadowlands employers, as I am aware. They are beginning to feel that problem. There are jobs that cannot be filled. That is not unique to the Meadowlands. You are going to find that wherever you go. Anywhere in the suburbs in New Jersey, or if you go into Westchester County or elsewhere, you will find the same problem.

Mobility is going to become more important -- regional mobility. It goes way beyond the way it had been talked about

in the past, where we thought in very small terms and very local terms. It is going to be necessary, in order to resolve this issue, to be able to make mobility across State and local lines as easy as possible.

Let us now focus on what might be called the coping years -- the years immediately ahead of us. The controversy over managing the limited highway capacity of Routes 3 and 495 symbolizes the seriousness of the problem emerging throughout the bistate region. The next few years will see the level of congestion grow. No matter how quickly we move on the capital projects now under active development, the combined demands of growth in literally every county throughout the region, simply are more than the present transportation network can handle. The region's transportation agencies have joined to step up their discussions about assessing mobility needs on a regional basis and exploring cooperatively potential solutions.

While the process may move quickly, it will take more time to identify an agenda of specific projects and then to win the public support and new funding necessary to expand the network. The challenge we face in common in the meantime is to manage the existing network, especially during peak periods; to do the best possible job in moving goods and people; and to prevent reoccurring breakdowns in the flow of traffic on key routes. The public agencies are working together through our TRANSCOM network to coordinate day-to-day operations and manage major incidents to minimize their impact on regional traffic flow.

But the partnership must extend beyond the agencies to the region's businesses and the public. Only with maximum use of public transit and high occupancy vehicles and wide cooperation from employers can we hope to avoid having to make choices in allocating roadway capacity and access during commuting hours. Even so, more aggressive management of available capacity may be needed to avoid gridlock. No

proposal will be popular everywhere, but we will need to raise options and work them through public discussion and debate to find the least painful alternatives to avoid the system choking.

Part of the remaining presentation I would like to talk about is what the Meadowlands needs are and what is happening. I just want to touch on a couple of them. As has been recited, the Meadowlands Transportation Brokerage Corporation was something that we helped to fund. It is a very vital part of solving the future Meadowlands needs. Because that brokerage corporation is involved in more than just car and vanpooling, but also subscription bus services, that corporation has the unique ability to be able to address some of the immediate needs of the Meadowlands.

The Secaucus Transfer, which has been alluded to earlier, is another important element. The Port Authority has committed to the State of New Jersey, through the Bank for Regional Development, over \$13 million to do the planning and engineering -- preliminary engineering -- for the family of projects that Al Harf referred to, to improve access to Penn Station New York. Included in that family is, of course, the Secaucus Transfer Station, and we are involved in other things.

With regard to Route 3, I think Jim Crawford made some statements on that, and another very important project, and also the litany of projects that are part of New Jersey Transit's capital program, and also the Turnpike's proposed widening.

I think we face a unique future. It is a future where we will need to have more agreement among all parties about what we are going to do next. It is a future where there will be less money to do it with. It is a future where we will be trying to still rebuild the existing infrastructure and, at the same time, figure out how we are going to expand the infrastructure -- the transportation infrastructure. It will not be an easy future. The Port Authority has been talking to

the area transportation officials, both in New York and New Jersey, and in order to try to bring to a head some of the discussion, or at least maybe one could say also get some things moving, we will be arranging a conference in December of this year among all of the region's transportation executives and key people, to discuss the region's needs as a whole, and to address the future needs of the region, in light of what I have just said -- in light of the labor shortages, in light of the funding difficulties -- and also to begin the process of trying to get some agreement among everybody, both in New York and New Jersey, about what is needed to keep this region moving.

Thank you. I will entertain any questions.

SENATOR AMBROSIO: Thank you, Mr. Roberts. I do have a few questions. One of the most spectacular failures in transportation in the district is the fact that we don't have a rail link to the Sports Complex. What happened to the concept of extending PATH to the Sports Authority, so that we could have direct rail access to our major population centers?

MR. ROBERTS: In the past when it was looked at, it was thought to be too prohibitively expensive. It was deemed to not be the most workable solution. Mr. Harf has alluded to the fact that the Secaucus Transfer will also provide access to the Sports Complex. I think that is very important. Another important fact is that the majority of the people going to the Sports Complex are really New Jersey residents, so the Secaucus Transfer is better situated to provide access. If you are looking for rail access to the Sports Complex for a wider geographic area of New Jersey, PATH would not accomplish that at all.

SENATOR AMBROSIO: But wouldn't PATH be able to accomplish flow to New York if you used it as a rail link to a Park n' Ride setup?

MR. ROBERTS: Conceivably it could, but again, the cost was deemed to be very, very expensive. At the time it was

looked at, which was approximately four or so years ago, it was deemed to be over, as I recall, half a billion dollars.

SENATOR AMBROSIO: Somehow, if that was a project that was in New York, I think they would have found the money to do it.

MR. ROBERTS: I would argue with that. I don't think that is true.

SENATOR AMBROSIO: Assemblyman Kronick has a question.

ASSEMBLYMAN KRONICK: Mr. Roberts, I would like to find out your position on the Express Bus Lane 2 and, with regard to that, I would just like to get your opinion on a statistic I have here. The statistic is, an increase of 70 to 80 buses per hour at the loading and unloading platforms would drastically increase pedestrian and vehicular traffic. My question is, would the Port Authority be equipped to handle this increase?

MR. ROBERTS: The Port Authority Bus Terminal would be able to handle the additional loading. One of the ways we would be able to do that would be by using what we call our "pull-through berths." What they would do is take berths which are not as readily used in the morning for incoming buses and use them for the additional commuters coming in. If you use the bus terminal on a regular basis, we traditionally unload the people along the wall on the southern side of the terminal, on both the suburban and upper levels. That has been the custom. As we become more-- As we have gotten more demand, we have allowed buses to go further into the terminal and to offload commuters at other platforms. That is what we have been doing in recent years, and we would be able to do that in this case, too.

ASSEMBLYMAN KRONICK: So you are supportive of XBL II, since you could--

MR. ROBERTS: We have said to the State Department of Transportation that it is their decision. First of all, it is

a State highway. It is not a Port Authority facility. We do agree with them that there is a need to address the needs of the New Jersey bus commuters. We have told them that we will work with them, assuming that they make a decision to go forward, or we will work with them to find other solutions.

ASSEMBLYMAN KRONICK: Thank you, Mr. Chairman.

SENATOR AMBROSIO: Just one other question: Did you comment at all on whether or not an additional Hudson River crossing is in the works or would be something that would fit into the transportation needs of the District?

MR. ROBERTS: No, I didn't. What I said was, we are going to be convening a conference in December of all the region's transportation agencies. I think part of the point of that conference is to try to find out if there is a consensus that such a thing is desirable. Since I used to be a planner in New Jersey up until four years ago, and now am sitting in a different seat and see what is being thought of in New York, I think we have a long way to go before any kind of agreement is reached on both sides of the river as to what exactly is needed. That is what we are going to commence in December, a discussion of what is needed.

SENATOR AMBROSIO: Isn't it true that the Port Authority is on record as saying that there is not a need for another crossing for cars, but possibly for the movement of freight and rapid transit vehicles? Isn't that the Port's position?

MR. ROBERTS: Yes, we are thinking along those lines, that sometime in the future there may be a need for some additional capacity. But we are still at a very early stage of just discussing that with the other transportation agencies.

SENATOR AMBROSIO: Thank you, Mr. Roberts.

MR. ROBERTS: If I may just add one additional comment, one of the principal and most important things before we move ahead on any additional public transit access into New

York, is to monitor how the State New Jersey Transit Corporation advances in its use of Penn Station New York, which, if they reach the maximum number of trains they would like to get into Penn Station -- 30 -- would go a tremendously long way toward meeting the rail access needs into Manhattan.

SENATOR AMBROSIO: Which do you think is the lead agency in transportation planning for the Hackensack Meadowlands District?

MR. ROBERTS: I think it is the Hackensack Meadowlands Commission.

SENATOR AMBROSIO: Thank you. At this time, I would like to call the County Executive from Hudson County, Bob Janiszewski, for his statement. Bob, welcome.

R O B E R T C. J A N I S Z E W S K I: Senator, thank you very much. Excuse me for not being present during the entire time of testimony being taken by the Committee, but I want to first express the appreciation of the County of Hudson to, in particular, Senator Cowan, in whose district we currently sit this evening, for the interest this Committee has taken, and that Senator Cowan, and Dave Kronick especially, as an Assemblyman, have taken in the issue of transportation.

Not having been present, I may, in my brief remarks, commit the cardinal sin of redundancy, as compared to others who have preceded me in this chair, but it wouldn't be the first time I have repeated what others have said, so I will just proceed.

Hudson County, as I think we all know, is on the brink and in the midst of a great opportunity often described as the "Gold Coast," but to use a rather hackneyed expression, "All that glitters is not necessarily gold." While planning boards from across the county speak of projects, in fact, under way, speak to some 30-plus million -- nearly 34 million square feet of office space -- 35,000 housing units, 3.2 million feet of retail space, while all of that is really a plus, while all of

that adds to the ratable base of what has historically been a cash-poor, urban, industrial county, nonetheless, there is a dark side to those developments which, on the surface, are quite encouraging. That is the issue of transportation.

As a matter of fact, those of us who live here experience that every day. We don't have rush hours. We have rush days. The only days not rush are Sundays generally. Even Saturday nights, on the approaches to the tunnels-- Perhaps Mr. Scardino would like to expand the HMDC zone to include the Holland Tunnel, because we have gridlock on Saturdays and Sundays at the Holland Tunnel as well. But virtually all of the streets in this county, whether they be county roads, municipal roads, or State roads, as well as the Turnpike, are literally gridlocked, with nary a break even for lunch.

So, we experience it. Port Authority projections say that not only do we have gridlock currently, but literally by 1990, we will come to a dead stop. Perhaps then we will get into what New York began just a few years ago, painting lines in the box at every intersection, so people don't block the box. But, that is not a solution either. We need to deal with this. We have an urgent need. Senator, for this Committee's interest and involvement in trying to forge a consensus, I think it should be commended.

We have been doing our share, too. Perhaps for the record -- knowing that such hearings are for the record -- I should outline some of the things that we have been attempting to do. Many in the room have been part of this process that we have engaged in over the last six to nine months in the County of Hudson, in an attempt to add our effort, as with this Committee's effort, to build a consensus. I don't know how many meetings we have had with the Port Authority and its representatives, starting as early as November and December of this past year, to try to encourage a process of consensus building along.

Commissioner Gluck sat in this very room not very long ago, with county legislators, members of the Board of Freeholders -- I notice a number of them are here this evening -- as well as the Hudson legislative delegation from Trenton, to again be part of a consensus building process between DOT, New Jersey Transit, the Port Authority, and county government. Also represented there were members of the Waterfront Development Commission, and the Governor's Waterfront Office, which has had many meetings likewise in this room. As a matter of fact, tomorrow we will be -- I'm sorry -- Wednesday we will be meeting with the SLERP Commission, looking toward the same kind of consensus building, in a different area, but one which bears, likewise, on the issue of transportation.

So I think, as is often said by Steve Berger, that we need to look to both a short-term solution, or a short-term coping, with the problem that is already upon us, and plan at the same time for long-term solutions to transportation problems. This is nothing new. To emphasize mass transit, to emphasize the affordable and reliable transportation mechanisms, non-auto, to get people to where they need to go, is fine. Needless to say, those of us in Hudson County would encourage efforts to more easily get people -- commuters -- from elsewhere through our portals and into Manhattan, if that is where they choose to go. But at the same time, we have an abiding concern for those who need to get to Hudson County, to the Paine Webbers, and to Harborside (phonetic spelling) and to Exchange Place, and to the Hartz projects out in Secaucus, as well. We have been the portal for the lion's share of this century. While it may be an advantage to us today, that we have been that portal, and perhaps our proximity to Manhattan, the PATH line, the rail links, and the busways, all make us a choice site for development in the 1980s and '90s, it is something that really is reflective of the system that was planned for the 1930s, '40s, and '50s traffic to pass through

our county, and in some instances, the faster the better for those who were making that commute. Now that we have our golden opportunity, and now that projections by the Port Authority, in particular, suggest that the economic engine of North Jersey may very well be fueled right here in the County of Hudson, we need to turn our attention not so much to the commute to New York, except to make it pass through with the least amount of pain possible, and the least amount of disturbance to our own community, but also to make sure that in both north and south linkage and east/west travel, that destinations along the Hudson Waterfront and within the County of Hudson are part -- and an important part -- of that planning element, as well.

Therefore, when discussions of XBL -- as I am sure others have said before me -- come to be, our view -- my view in particular -- of such a proposal is that, while it may somewhat ease a commute into New York -- which I doubt, incidentally, but at least the advocates of the plan suggest that that would be the case -- it does little to fuel the economic engine that is about to be visited upon the County of Hudson. As a matter of fact, it has a contrary effect, in my opinion. I find it almost incredible that the advocates of the XBL II plan believe that that will somehow alleviate traffic congestion at the Lincoln Tunnel, and I would suggest that the reverse is almost certainly to be the case. I think that is why you will find, amongst those communities which surround the Lincoln Tunnel area, strenuous opposition to this proposal, and I think that anyone who has traveled Route 3 heading east in the morning would tell you that the reduction of another lane for a special purpose, in this case a bus lane, would likely have the effect of backing the traffic jam up from its current location, all the way west out to the Sports Authority and beyond, to perhaps a mile or so further back to the Passaic River, or perhaps even back to Clifton. Who knows?

The point of that is a pass-through into Manhattan, and not really access to the Hudson Waterfront, which is, frankly, my own parochial concern, I think shared by a good number of people in the County of Hudson.

We need to pay attention to the north/south linkages as well, along the Waterfront. We are really a county that is currently in a state of beginning. Let me use one example of how a local concern that, by best of intentions, produced a change in transportation structure -- infrastructure -- in Hudson County which really backfired. When the New Jersey Turnpike was building a spur for access to the Holland Tunnel, it was certainly applauded as a way in which to expedite the flow of traffic into the Holland Tunnel, through that tunnel and into Manhattan, while taking that traffic off of city streets. Of course today, we not only have backups at the Turnpike extension and spur, but also 1 and 9, also Observer Highway, also truck Routes 1 and 9, and virtually every city street.

But at the time, it was viewed as a boom in transportation planning, and was intended to get the commuting public off city streets. There was one problem: What about those whose destination happened to be Jersey City? The solution was simple. After the toll booth, we will put another off-ramp -- Grand Street -- so that those traveling into Jersey City downtown, perhaps into the business district in those days, or to City Hall, would have a way to get off, and those continuing into the Holland Tunnel could do so.

Well, today that very route, which was basically intended for local use -- people heading for the local Hudson destination -- is being used by Holland Tunnel commuters, because they can't get down that Turnpike ramp, so now, by the thousands, they get off at the Grand Street ramp, use the city streets, and a commuter, who is commuting by bus or by car from downtown Jersey City to this building, probably a distance of a quarter of a mile-- It may very well take them 20 minutes just

to get through the traffic heading on city streets to the Holland Tunnel.

My point in relating that story is, planners who believe that a particular twist may well provide local access or local service, oftentimes provide an alternate for those people heading for Manhattan. The crux of the problem is this: We can design a roadway; we can widen a roadway; we can condemn a right of way, perhaps. But the fact of the matter is, there is still only one Holland Tunnel; there is still only one Lincoln Tunnel; and there is still only one PATH line. Every transportation planner in this room will tell you, pretty much, that each of those Trans-Hudson facilities is at, or near capacity. So it makes little sense to me, therefore-- It makes little sense to me to increase the traffic flow to the neck of the funnel, knowing we can't get any further numbers of vehicles through, or numbers of people on.

The only solution to that, in the long term, it seems to me -- and Bob Torricelli suggested this at a meeting at the Port Authority not too many weeks ago -- is to really and actively -- not next year, not in 10 years, not when we get around to it, but right now -- plan for the future that we know is upon us -- it is not down the road; it is not a maybe; it's here -- and that is, the construction for east/west travel of an additional tunnel, or an additional bridge, or another vehicle, or, as an alternative -- and I am not a transportation planner -- utilization and expansion of ferry service. It is already on the drawing boards, can be done, is being done.

My point is, we have to plan, not to get more traffic to the tunnels in Hudson County, not necessarily to get another 30,000 people to a PATH line that can't fit in another 10,000, but rather for another way to get them across the river and off city streets. That is of critical importance, I think, to us.

I have already mentioned about XBL, and I know I am getting quite lengthy, but let me speak, for a moment, to the Allied Junction proposal. The Allied Junction proposal is an exciting one, an interesting one, and I would like to commend Bo Sullivan and the Turnpike for putting it forward. I think it is a large project, for sure. It is an ambitious one and an expensive one. But I think that these times call for such courage and call for a bit of vision as well. Allied Junction, as currently proposed, has the great asset of adding more ratable base -- a greater ratable base -- to the County of Hudson, because with access, comes ratables. But again, the flip side: With the potential of development and more ratables, that requires access.

I suggest I would raise several concerns about the plan that is displayed on the boards to my left, and your right. These are just concerns, not objections -- only concerns. But I think it is another layer of the onion that needs, likewise, to be addressed with regard to this. As proposed, the Allied Junction has contained within it the largest parking lot in the State of New Jersey. Now, it's not the largest lot designed for parking, but perhaps the largest lot designed for transportation parking purposes. The other two large lots, obviously, are Newark Airport and the Meadowlands Sports Complex. While their capacity is greater, what is being proposed here is a number of parking spaces that is twice the size of all the parking spaces in Atlantic City combined, and we know what kind of traffic flow goes to Atlantic City. You could say a substantial amount of parking. And yet the access to it, by and large, is by rail link and by Turnpike only. Local roads have really no access point to that project, except to two county roads that are each today two lanes, and there are several problems associated -- engineering problems associated with expanding those roads from two to four, and developing that access. Others, perhaps, can speak

to that. That is more an issue in dealing with the Turnpike Authority.

It is also in the plan-- Contained in the plan is a proposal that has a wetlands difficulty, and will require mitigation. Mitigation is time, as Hartz Mountain could tell you. They have had a mitigation plan under consideration for almost three years, without access. We have a temporary-- The County of Hudson has a jail site there, right where this project is proposed to be done, a site that is unlikely to be moved until at least 1991, as we build a new jail, and perhaps, given the rate of arrests, given the rate of incarceration in the county, may very well be required for a longer period of time. It is not that that is an impossible impediment to overcome, but it is something that needs to be in the planning.

So, I think we have to be sensitive to local access, to local destination, to the interplay between county, municipal, State, and Federal levels. I hope that this Committee has advanced that cause. Sam Lefrack (phonetic spelling), down in Newport, is fond of saying -- and I wonder sometimes whether he views the consequence of this statement as important -- that when Newport is developed, 100,000 people a day will be in and out of Newport. I can only hazard a guess, and raise the question as to, how in the world are they ever going to get in and out of that place, given the current status of system overload, frankly, that we face?

So, we need short-term coping solutions and a long-term plan. I have mentioned some of the elements I think are part of it. Let me mention one other. You can't view it only in a vacuum. The one consequence of having to deal with transportation is the fact that people live a distance from where they want to get. In the County of Hudson, we know quite well from first-hand experience, that we have a substantial shortage of affordable housing. Obviously, if we were designing a community that was dependent upon a cores that

provided the job, whether that cores in this instance be Harborside, Newport, or, for that matter, the Hartz Development out in Harmon Meadow, we would probably design it so that the housing was immediately in proximity to that, so we wouldn't have to worry about subsidizing or transporting people over 50 or 30 or 80 miles, in order to get them where they need to get.

Well, we have a difficulty here in New Jersey because of, oh, a lot of forces in the last 20 or 30 years, but in Hudson County we have a sore need for affordable housing. I think the more housing we can get in proximity to our transportation infrastructure, as it currently exists, the greater proximity we can have between employee and employer, the less pressure on our transportation system. Is that something to be gone over tonight? No. But it is certainly, I think, part of the element of this.

The SLERP Commission talks of infrastructure, and that is part of the element that goes into this development support mechanism, as well. In the near term, I think we really need two things, and I would like to propose a role for the county: I think if we could focus on this not as a response for development, but as a need to control traffic flow, rather than talk about wetlands mitigation, or even environmental mitigation, as important as that is, we need a traffic mitigation program. We need to plan and plant in the minds of every developer and every agency the importance of traffic mitigation, right now, not 10 years from now.

In Silver Springs, Maryland -- a county in Maryland -- the county unit of government has carved out a transportation management district. Certainly not a new idea that I am inventing this evening, but it is something that in that county has worked. I think we can explore that in detail further. It is a county-run transportation management district. It is something that is, in the tradition of New Jersey, part of home rule. I suppose it is something that is supported by the

regional planners in that jurisdiction, and something that perhaps can be explored. The county unit of government was created in New Jersey to be the regional form of government under the State Constitution. We are trying to play our role. We are trying to prepare for the execution of that role, as we move into year two of the new administration.

So, let me suggest that we are prepared to be cooperative and ready. We think there are many agencies that are contributors to this, and we need a forum and a vehicle through which to cause that cooperation and consensus building to happen. We may very well have only one chance in this lifetime, and shame on us if we don't take it.

Thank you.

SENATOR AMBROSIO: Thank you, Bob. You certainly defined the problem for us. We appreciate your statement very much.

Just so the witnesses who are here who have signed up know, I have four more people who have signed up to speak. If there is anyone else, I would like to know. I am going to call them in this order: Albert Cafiero, Transit Committee of Bergen County, is our next witness; Margaret Schak, Executive Director, Hackensack Meadowlands Municipal Committee; Alan Marcus, Trans-Hudson Coalition; and Freeholder Frank Pizzuta. Is there anyone else who wishes to speak? (affirmative response from audience) Do you want to come up and give us your name?

Let's call Mr. Cafiero first. Welcome, Mr. Cafiero.

A L B E R T F. C A F I E R O: Thank you, Mr. Chairman. First of all, I want to congratulate the Task Force for taking an integrated transportation approach. It seems to be the only official body in the State that is doing any thinking along this line.

Unfortunately, as we found out, we don't have any sort of a traffic czar or transportation czar in this area. We need

something to control all the groups involved in transportation in the northern New Jersey metropolitan region. The only way to relieve congestion is by taking cars and trucks off the road, but the agencies aren't thinking like that. The Turnpike is only thinking about its roadways and Park n' Ride. New Jersey Transit is mainly thinking about busways. The PA only seems to be thinking about its toll revenues, and the DOT doesn't seem to be really thinking at all.

For 40 years, they have been building more highways to relieve congestion, and for 40 years congestion has been getting worse and worse.

We must stop depending on the Federal government. They keep giving excuses -- UMTA here, UMTA there. We can't do this because of UMTA. Why should the people of New Jersey subsidize motorists in New Jersey, and going through New Jersey, to the tune of 25 cents a mile of the highway? If we eliminated the subsidy, we would have to raise the gasoline tax to \$5 a gallon, and I have the figures to prove that. We must reduce the subsidy and start a crash program of building light rail and rail systems. One rail train carries the same number of passengers as 11 lanes of highway. By going along with that New Jersey money, forgetting about the government, because the Federal government only louses up the works-- San Diego built their light rail system in three years, and they are expanding it. Baltimore got its system going in three years. Virginia is starting to construct a light rail system, and that is to be completed in two years. Why does New Jersey Transit need 10 years to do anything?

New Jersey Transit is saying it needs 10 years to build the West Shore. The Hudson Waterfront, another 10 years. Today, they said seven years, but that is something else. And, 10 years for Allied Junction. Allied Junction is too little and too late. As a junction for rail points, it is okay, but to give so much Meadowlands -- rare Meadowlands --

needed for natural purposes-- To give that to a corporation so they can invest a little bit in rail, is not productive of the people's good.

All development in the Meadowlands should be stopped until there is a rail system in place. The current line should be widened to four tracks. The Harrison Kingsland Line should be used to connect Newark with the Bergen County main line. A rail line should be built from the Sports Complex to connect to the Bergen County line, and to a new tunnel going under Weehawken into New York City, to 63rd Street, and then to Grand Central. Grand Central Station has plenty of capacity. They have more trains available -- unused -- at Grand Central Station than New Jersey Transit has in Hoboken. Such a tunnel could be build for \$2 billion.

England and France are, right now, constructing a tunnel -- they started in 1987 -- 31 miles long, for \$8 billion. That will be finished in 1992. Why can't we build a two-mile tunnel for \$2 billion under the Hudson?

We need to find somebody who can see the whole picture and can think big. Not 10 years from now, or 15 years from now, we need the thinking now. A rail tunnel would take 50% of New York commuters off the highways. Also, it would take 20% of the tractor-trailers off the highways. One of the problems with this area's traffic is, the tractor-trailers go through the area. You can't take a rail car coming from the south into New York City and New England, without going to Albany and coming back again, unless you car float it across, and that takes a long time. If we had-- Right now, tractor-trailers are offloaded in Harrisburg, the Potomac Yards, and Newark, to be driven into New York and New England, because there are no connections -- a 300-mile detour.

The Port Authority was created to build that connection. They have failed; they have failed miserably. One of the biggest problems with transportation in this area is the Port Authority.

I have the details of this proposal for our tunnel, and I will give you copies. I have sent this to every member of the Legislature -- every Senator and every Assemblyman. I will also give you a copy of an article that appeared in The New York Times summarizing this proposal.

As far as light rail is concerned, we could get light rail going from the Lombardi Park n' Ride into Weehawken, and we could get it going within a year, if we use New Jersey money. The right of way is there; the tracks need to be approved. We don't have to worry about Conrail. The Susquehanna Railroad has a tunnel through the Palisades. We could get it going to Weehawken in no time at all.

As far as the rolling stock, Cleveland has 22 surplus PCC cars, the same cars that are used on the Newark Subway. We could get them for a song. In fact, a few years ago, they were offered to New Jersey Transit for one dollar each and the cost of transporting, and New Jersey Transit refused them. We could get those cars going, and we could get this thing going within a year, if we didn't have to worry about New Jersey Transit planners, who are more interested in protecting their fiefdoms than doing something. They want to cross every "t" and dot every "i."

San Diego said, "Let's start it." We start it, and then we go. We build from Lombardi to Weehawken, and then we continue down to Hoboken. Then we continue down to Bayonne. But, if you don't start, you're never going to get anyplace.

That's all.

SENATOR AMBROSIO: Okay, Mr. Cafiero, thank you. Whatever those documents are you want to give us, I'll see that the Committee members get them. Thank you.

Next will be Margaret Schak, Executive Director of the Hackensack Meadowlands Municipal Committee. Welcome, Margaret.  
M A R G A R E T K. S C H A K: Honorable Senators, Assemblymen, and all. The Hackensack Meadowlands Municipal

Committee was created by the same law that authorized the Hackensack Meadowlands Development Commission, and consists of the Mayors of the 14 constituent municipalities which comprise the Hackensack Meadowlands District.

Although our Committee has not met since the announcement of this "transportation" meeting, the past history of our Committee has established the Mayors' concern for the transportation problems in the District.

The H.M.M.C. has voted several times in support of the extension of Route 17 South along the Harrison Kingsland right of way to Route 280 and New Jersey Turnpike Exit 15W in Kearny. We have resolutions attached -- two resolutions -- one in 1981 and another one in 1984, on that subject.

Two, the Mayors' Committee is also aware of the New Jersey Turnpike's plans to extend Route 17 South through the parking lot of 1099 Wall Street west to the Main Line Railroad tracks, then along the railroad right of way east to where Exit 15WA is to be constructed by the Turnpike.

Three, because the plans for widening the Turnpike have caused the Turnpike to purchase land where Berry's Creek Center was to be built, the Mayors' Committee also passed a resolution questioning this purchase and supporting the Borough of East Rutherford's position requesting that the Borough be allowed to retain some part of the Berry's Creek Center for development. There is a copy of that resolution, also.

The Hackensack Meadowlands Development Commission has prepared a competent report -- dated September 27, 1987 -- on approximately 44 traffic projects which are being considered by various agencies and private developers in and around the Hackensack Meadowlands District. Some of these have been discussed at our meetings. They include the following: The proposed Allied Junction; correction of traffic flow at Meadowlands Parkway; and the elimination of flooding on the roads in Rutherford, East Rutherford, Carlstadt, Little Ferry,

and Moonachie. Also discussed was the need to build new roads for the contemplated Planned Development Center 1 in Carlstadt, and repair of roads in the entire Meadowlands area.

All these are projects that should be considered, but the one that seems to stand out as a top priority is the extension of Route 17 South. When the traffic pattern of the Route 17-3 Interchange was planned in the early '70s, it was designed to allow for a Route 17 South extension, but it was never built. The result is that the roads are circled back into that interchange causing a horrendous configuration of unnecessary roads and intersections at that juncture. The southbound traffic ends up on Ridge Road in Lyndhurst, which has only one lane of traffic flowing southward.

If I may add a personal note, my office window and my personal residence looks out on Route 3, and the congestion on that one-mile of road in Rutherford is often at a Level F stage -- complete stoppage. One accident, one road repair, or one rainstorm can tie up the road to almost a standstill for hours, and sometimes from early commuter traffic all through the day until early commuter traffic at night. This comment does not include the days that the stadium is used for rock concerts, football games, etc., which is always an added burden to the traffic.

Extending of Route 17 South would divert some of that traffic away from the area, and is strongly supported by the H.M.M.C. The HMDC has also supported the Route 17 South extension, but the funding of such a project apparently has been the problem. For that, we must look to our State and Federal agencies.

As far as reviewing the HMDC's activity in the transportation field, some of their past research and studies have been well done, leading to innovative approaches such as Allied Junction, etc. Research studies and public hearings on extending Route 17 South have been done in quantity, but no

action. I personally have attended approximately three public hearings in the last five years, but still we have no action.

The HMDC is not a funding agency. The towns sat back for years waiting for 40% of the Sports Complex net revenue to flow to the HMDC, but all that is changed now. The HMDC is funded directly by the State, with little put aside for special District projects which could help the towns build roads or even repair them, etc.

As far as the extension of Route 17 South, we don't need any more research studies. We need action -- and I repeat that. For instance, in the September, 1987 study by HMDC, the project to extend Route 17 South to Route 280 at Exit 15W on the Turnpike in Kearny is scheduled for construction in the year 2011 -- 23 years hence. It seems that because of the critical nature of this problem, this particular project should be accelerated.

Just a very short couple of comments from what I have heard tonight. We have had our public hearings on Route 17 South. We have been promised action, and so forth. But, you know, it's something like the Berry's Creek Center. We sat through 18 hearings on the Berry's Creek Center, and now we aren't even going to have a Berry's Creek Center. There is going to be a mitigation area there. I hope that 17 South doesn't go in the same direction. Something has to be done on that.

Another question, the Turnpike-- I thought their presentation, and the DOT, gave us quite a bit of information, but I think there is still a question as to who is going to fund the Route 17 extension to 15WA. In other words, the Turnpike is committed to do it, but whether or not they are going to pay for the entire funding is still a question. Is it going to be charged back to the DOT? Is the DOT going to cooperate? In other words, it seems to be almost a fait accompli. But is the funding going to stop that again? I just wonder whether there has been some commitment on that?

SENATOR AMBROSIO: That is a good question, Margaret.

MS. SCHAK: Another suggestion that was just made to me tonight was, how about charging fees for the number of people in a car when they drive through the toll booths -- through the tunnels? In other words, if they have one single person in a car, they get charged more than if they have three or four.

SENATOR AMBROSIO: That will spur the sale of cars with big trunks.

MS. SCHAK: What's that?

SENATOR AMBROSIO: That will spur the sale of cars with big trunks.

MS. SCHAK: Well, it's a suggestion. That's about all. If you have any questions, I will be glad to take them.

SENATOR AMBROSIO: Margaret, just one suggestion. Obviously, this Committee is addressing the problem of the role the HMDC should play in the overall transportation planning needs of the District. We would be interested in hearing the H.M.M.C.'s recommendations as to what, if any, changes should be made in the legislation that governs the HMDC, and whether or not their role should be enhanced to some degree.

MS. SCHAK: Such as, say, a coordinating agency -- an agency that can coordinate?

SENATOR AMBROSIO: Right, exactly.

MS. SCHAK: I will gladly bring that back to the Committee at our next meeting, and try to get the information flow going. We'll get back to you on that, Senator, if you want us to.

SENATOR AMBROSIO: Thank you, Margaret. Next will be Alan Marcus, of the Trans-Hudson Coalition. At least that is the hat he is wearing tonight.

A L A N C. M A R C U S: Thank you, Mr. Chairman, Senator Cowan, Assemblyman Kronick. In light of the very eloquent presentation made by County Executive Janiszewski in opposition

to the XBL lane, which basically brings me here this evening, and the earlier comments by Chairman Sullivan of the Turnpike Authority, in which he raised doubts whether or not the XBL would, in fact, be of benefit, and most importantly, our good friend Jim Crawford's statement that this issue was being restudied by the DOT, I am going to certainly cut back on my remarks, and will provide them to the members of the Committee and for the record.

I think it is important to note, Senator-- You will recall that you and I attended a meeting -- one of those sessions -- between advocates for better transportation in the Meadowlands area and on the Waterfront with the DOT -- a meeting, in fact, sponsored by the Meadowlands Chamber of Commerce. I would hope that many of the alternatives that were discussed in brief that day, are among those being reviewed by the DOT, because they encompassed means of improving transportation opportunities in the Meadowlands District and to the Waterfront and throughout Hudson County and lower Bergen County. These have been addressed earlier this evening by Assemblyman Kronick and others, who have expressed concern that the gridlock that could be created by an XBL will fan out through that entire region.

We have raised the question in the past, and I know it has been shared by others, that we are at a point in northern New Jersey where we must dedicate our priorities; that New Jersey roads must be dedicated to New Jersey jobs; that we cannot risk -- and it was raised tonight that there was a risk -- having the Waterfront and its development opportunities cut off by lines of buses which are blocking those accesses. We also can't risk -- and this is a point that was not raised this evening -- the backlog of buses, which would only exacerbate the already horrendous environmental conditions on Route 495 in the cut going between Union City and Weehawken, where carbon monoxide levels, right now, far exceed acceptable standards, and which will only be worsened by those traffic delays.

County Executive Janiszewski, I believe, identified the real problem; that is, the tunnel itself. That is the constriction from which all backs up. When it backs up down the Turnpike toward Newark Airport and out towards Passaic and out towards Clifton, nobody, including those people riding on buses, is served.

We have suggested that the George Washington Bridge is the one crossing which is not yet at capacity; that some 10,000 people a day can be handled in addition -- can be handled at the George Washington Bridge bus station; and that some 250 to 300 buses, which presently come down through Hudson County from Rockland and northern Bergen Counties, could be, and should be, diverted over the George Washington Bridge. On the other side is the New York City mass transit system, or, if that is not acceptable, Second Avenue could become an exclusive bus lane. Since people who are on those buses are going to jobs in New York and are enriching the economy of New York, certainly we believe that New York can contribute something to getting those people to jobs sooner. Hudson County should not be a staging area or a parking lot for people heading to jobs in New York.

Once again, Mr. Chairman, you have been very considerate of this issue, not only this evening, but at prior meetings, and we appreciate the time you and other members of the Committee have taken to study this issue. We are heartened that the Department of Transportation has recognized that there are at least some flaws in the plan and are looking at it; that they have been receptive to the comments that have come from area businessmen, some 3500 commuters who responded to the notice published by DOT; to the vast majority of Hudson County legislators; to the municipalities that have passed resolutions in opposition to the XBL, including West New York and Secaucus and Jersey City.

Unless there are any questions, I will try to abbreviate my statement, and therefore abbreviate the evening.

SENATOR AMBROSIO: Thank you, Alan.

MR. MARCUS: Thank you.

SENATOR AMBROSIO: We have four more speakers, and I am going to ask them all to confine their comments to five minutes so we can get out of here by 10:30. I am going to call them in this order: Frank Pizzuta, Hudson County Freeholder; Steve Gordon, Hartz Mountain Industries; Allan Tosoonian, New Jersey Association of Railroad Passengers; and Vincent Russell, from the Mayor's office in Jersey City. I am going to call them in that order. Frank Pizzuta is first.

F R E E H O L D E R F R A N C I S J. P I Z Z U T A:  
Thank you very much, Senator. First of all, I would like to comment on the focus of your Committee tonight. I think you are right on target with your endeavor to try to coordinate all of these agencies that are involved in transportation and planning. It is pretty obvious to me that cohesiveness is not there, and obviously your point is to try to get it there.

I listened to these projects tonight, and there are probably several billion dollars in expenditures out there that are being planned. If they were condensed into one agency, or one plan to mitigate this problem, I'm sure it would be one-tenth of that.

I am here primarily to voice my opposition to the XBL at the Lincoln Tunnel. I represent the Sixth District of Hudson County, which is that location. I really can't say anything additional to what has been said tonight. Assemblyman Kronick referred to the environmental problems because of the traffic. I would like you to know that Hudson County is one of the largest cancer-- Hudson County has one of the largest cancer rates in the United States, and the monoxide and the pollutants are only going to add to that statistic. So, that is important to consider when we are thinking about other people's convenience in their transportation.

I would just like to additionally zero in on the problem of my district in Hoboken. Seventeenth Street is-- County Executive Janiszewski referred to our community as being a "rush day." At the actual rush hour, that area is total chaos. It is just-- The woman -- a couple of speakers before -- referred to Level F. I am not familiar with that term, but our level is probably "R," for reverse, because we try to back out of those catastrophes. You just don't go anywhere.

The Hartz Mountain project in Weehawken is going to add some 3000 additional cars to an already existing parking lot. We are virtually a parking lot at eight o'clock in the morning and at five p.m. There is just no place for that traffic to go. To put that XBL in is just a total disregard for the people of the Sixth District; a kind of feeling like the State of New Jersey is picking on Hudson County. This XBL is a catastrophe, and now they are trying to raise our garbage rates. It is all coming at the same time.

I think someone in Trenton better let them know that we are not the dumping place in New Jersey.

SENATOR AMBROSIO: Senator Cowan is doing a very good job of letting the Legislature know.

FREEHOLDER PIZZUTA: No one knows that better than I, Senator. Certainly he knows those remarks are not directed at him. He is one of the hardest working people in the Legislature. We know it. Even though he is not in my Legislative District, we of Hudson County know that. Assemblyman Kronick -- our new Assemblyman -- is not in my district either, but I always see him at these hearings, doing his bit for the people in his district, and for Hudson County in general.

SENATOR AMBROSIO: Thank you, Freeholder.

FREEHOLDER PIZZUTA: Thank you.

SENATOR AMBROSIO: Steve Gordon, from Hartz Mountain Industries.

S T E P H E N   G O R D O N: Mr. Chairman, in light of the fact that so much ground has been covered here tonight, and in the interest of getting us out of here at an early hour, I will waive my right to speak, and just present our testimony for the record.

SENATOR AMBROSIO: Thank you, Mr. Gordon. I will make sure your testimony is distributed amongst the members.

Next we will have Allan Tosoonian, New Jersey Association of Railroad Passengers.

A L L A N   T O S O O N I A N: Thank you, Senators, Assemblymen. I am one of the Directors of the New Jersey Association of Railroad Passengers, which is a statewide transportation advocacy group -- basically a users' group, so to speak. We are not planners; we are not public officials. We are basically users of the system. One of the goals of our organization, over the past few years, has been working to encourage improved mobility, with emphasis on interconnecting the State's rail system to encourage economic growth statewide.

The Meadowlands would serve as a hub of such a system. Such a carefully planned hub is needed to encourage swift mobility into and through the Meadowlands, as well as other transportation facilities such as Newark Airport and the high-speed Amtrak system. It should also encourage use of the State's rail facilities as routes to New Jersey destinations, not just Manhattan. It would make all of our communities, both inside and outside the Meadowlands region, more desirable by way of an extensive rail system.

We have heard a lot of talk about Park n' Rides throughout the area, but basically such an extensive system would encourage people to leave their cars, if not at home, in their hometowns, rather than clogging up the roads to get to the Park n' Rides, which are basically already in the Meadowlands District.

We must also work with out-of-state agencies, since many people working in the Meadowlands live in Long Island and Connecticut. Roads could be kept clear for those who must drive, for connecting bus service, and for commercial traffic. An efficient transportation system is within our reach, and we must make continued progress in developing it. We should not, however, be overwhelmed with just long-term solutions. Short-term improvements should also work toward the long-term goals, so that they can be implemented in time, not just serve as Band-Aids. Mass transit can definitely work if it is planned in a coordinated manner. For example, I, myself, work in Harmon Cove, right here in Hudson County, and I live in Bergen County. I use that connecting bus service from the train station that Mr. Harf from New Jersey Transit alluded to earlier. It works quite well for me, and that could be kind of a starting point that we could view statewide to serve basically the suburb-to-suburb market.

That is all I have to say. Thank you very much.

SENATOR AMBROSIO: Thank you very much, Mr. Tosoonian. Our final witness this evening is appropriate, because he is from the Mayor's office in Jersey City. He will make his statement, and then turn out the lights for us. Mr. Vincent Russell.

V I N C E N T R U S S E L L: Thank you, Mr. Chairman. I will keep this very brief. First of all, I wish to extend the condolences of Mayor Cucci, who could not be here tonight. He was called away at the last minute. With regard to that, I will focus only on the bus lane situation, and move along from there. I want to read a prepared statement from Mayor Cucci:

"I am very concerned about the effect this bus lane will have on the traffic pattern in this area. I am most concerned that private passenger automobiles will attempt to use the Holland Tunnel as an alternative. By doing so, they will use the local Jersey City roads. This shifting of traffic

flow will adversely hamper the capacity of our roads, perhaps even causing gridlock at various intersections in our city.

"Accordingly, I request that this proposal should be turned down in the interest of the safety of the citizens of the City of Jersey City."

That's it. Any questions?

SENATOR AMBROSIO: No.

MR. RUSSELL: I didn't think so.

SENATOR AMBROSIO: I think that point has been made clear.

I want to thank Director Scardino and the staff of the HMDC for being present throughout this rather lengthy hearing, and I thank everyone for their participation.

At this time, we will adjourn the hearing.

**(HEARING CONCLUDED)**



**APPENDIX**



### Federal Agencies

- o Advisory Council on Historic Preservation
- o Federal Aviation Administration
- o Federal Emergency Management Agency
- o National Oceanographic and Atmospheric Administration,  
National Marine Fisheries Service
- o U.S. Army Corps of Engineers, New York District
- o U.S. Coast Guard, Third Coast Guard District
- o U.S. Department of Agriculture
- o U.S. Environmental Protection Agency, Region II
- o U.S. Fish and Wildlife Service
- o U.S. Department of Housing and Urban Development
- o U.S. Department of the Interior
- o U.S. Department of Transportation, Federal Highway Administration
- o U.S. Department of Transportation, Federal Railroad Administration

### Bi-State Agency

- o Port Authority of New York and New Jersey

### State Agencies

- o Governor's Office of Policy Planning
- o Hackensack Meadowlands Development Commission
- o New Jersey Department of Agriculture, Division of Rural Services
- o New Jersey Department of Commerce and Economic Development
- o New Jersey Department of Community Affairs
- o New Jersey Department of Energy
- o New Jersey Department of Environmental Protection, Bureau of  
Marine Fisheries
- o New Jersey Department of Environmental Protection, Division of  
Coastal Resources
- o New Jersey Department of Environmental Protection, Division of  
Fish, Game & Wildlife
- o New Jersey Department of Environmental Protection, Division of  
Parks and Forestry
- o New Jersey Department of Environmental Protection, Division of  
Waste Management
- o New Jersey Department of Environmental Protection, Division of  
Water Resources
- o New Jersey Department of Environmental Protection, Office of  
Green Acres
- o New Jersey Department of Environmental Protection, Planning Group
- o New Jersey Department of Labor
- o New Jersey Department of Public Advocate
- o New Jersey Department of Transportation
- o New Jersey Department of Treasury
- o New Jersey Sports and Exposition Authority
- o New Jersey State Library
- o New Jersey Transit Corporation
- o North Jersey Transportation Coordination Council
- o State Soil Conservation Committee

### Soil Conservation Districts

- o Bergen County Soil Conservation District
- o Freehold Soil Conservation District
- o Hudson, Essex, Passaic Counties Soil Conservation District
- o Somerset - Union Counties Soil Conservation District

### Counties and Municipalities

- o Bergen County
- o Essex County
- o Hudson County
- o Middlesex County
- o Union County
  
- o Borough of Carlstadt
- o Borough of Carteret
- o Borough of East Rutherford
- o Borough of Milltown
- o Borough of Ridgefield
- o Borough of Rutherford
- o City of Elizabeth
- o City of Linden
- o City of Newark
- o Town of Kearny
- o Township of Cranbury
- o Township of East Brunswick
- o Township of Lyndhurst
- o Township of Monroe
- o Township of South Brunswick
- o Township of Woodbridge
- o Village of Ridgefield Park

### Environmental/Public Interest Organizations

- o American Littoral Society
- o American Lung Association
- o Association of New Jersey Environmental Commissions
- o Clean Ocean Action Coalition
- o Clean Water Action Project
- o Committee for Better Transit
- o Environmental Defense Fund
- o Environmental Lobby
- o Hackensack River Coalition
- o League of Conservation Voters
- o Middlesex - Somerset - Mercer Regional Study Council
- o New Jersey Alliance for Action
- o New Jersey Audubon Society
- o New Jersey Conservation Foundation
- o New Jersey League of Women Voters
- o New Jersey Public Interest Research Group
- o New Jersey State Chamber of Commerce
- o New Jersey State Federation of Sportsmen
- o Passaic River Coalition
- o Regional Plan Association
- o Sierra Club, New Jersey Chapter
- o Youth Environmental Society

# OUIS BERGER & ASSOCIATES, INC.

## Chronology of LBA Contacts with HMDC Staff Regarding the Turnpike Widening

### 1985

- April 26 - Data gathering meeting with John Bolan.
- April 29 - Data gathering meeting with John Bolan.
- April 30 - Data gathering meeting with John Bolan.
- May 1 - Data gathering meeting with Paul Galuzzi.
- June 3 - Data gathering meeting with Paul Galuzzi.
- June 20 - Data gathering meeting with Don Smith and Anne Galli.
- September 12 - Informational meeting with Perry Frenzel and John Bolan.
- November 22 - Formal presentation to Mark Alliston, John Bolan, Don Smith, Anne Galli, Paul Galuzzi, and Roger Kellman.

### 1986

- June 5 - Meeting with Perry Frenzel, John Bolan, Paul Galuzzi, Debbie Lawlor, Chris Dour, Chuck McGroorty, Anne Galli, John Trontis, Bill Nierstedt, and Roger Kellman to discuss HMDC staff comments regarding the Turnpike Authority's Draft EIS.
- June 16 - Meeting with Anne Galli, Don Smith, Mark Kraus, and Debbie Lawlor to discuss wetland mitigation designs.
- July 11 - Letter to Perry Frenzel regarding noise levels along the proposed Meadow Path.
- July 30 - Letter to Debbie Lawlor regarding the tax revenue sharing formula.

### 1987

- February 25 - Letter to Debbie Lawlor regarding revisions to HMDC's calculation of the project's fiscal impact.
- March 4 - Letter to Debbie Lawlor regarding the fiscal impacts of acquiring the wetland mitigation sites.
- March 23 - Data gathering meeting with Chris Dour.

LOUIS BERGER & ASSOCIATES, INC.

- September 29 - Letter to Wendy Landa regarding information on HMDC zoning rules and plan.
- October 8 - Turnpike Authority Final EIS submission to Anthony Scardino.
- December 23 - Scoping public hearing public notice submission to Anthony Scardino.

1988

- April 21 - Data gathering meeting with Mark Kraus.
- April 25 - Data gathering meeting with Mark Kraus.
- September 30 - Meeting with Anne Galli, Mark Kraus, and Don Smith to discuss wetland mitigation concepts and visit wetland preservation site.



**PROJECT LOCATION**

5X

NEW JERSEY TURNPIKE AUTHORITY

1985-90 WIDENING AND IMPROVEMENTS DESCRIPTION

The New Jersey Turnpike Authority proposes to widen the New Jersey Turnpike from a point just south of Interchange 8A near Jamesburg to Interchange 9 near New Brunswick, all in Middlesex County, and from a point just north of Interchange 11 in Woodbridge, Middlesex County to U.S. Route 46 near the Turnpike's northern terminus in Ridgefield Park, Bergen County. The total length of the project is approximately 38 miles along two portions of the Turnpike that currently traverse five counties and sixteen municipalities.

Between Interchanges 8A and 9, it is proposed to widen the existing six-lane facility to 10 lanes by generally adding a new two-lane roadway to each side, thereby extending the dual-dual concept that exists north of Interchange 9. Between Interchanges 9 and 11, no widening would occur to the existing 12-lane dual-dual facility. From Interchange 11 to the southern mixing bowl between Interchanges 14 and 15E, the existing 12-lane dual-dual facility is proposed to be widened to 14 lanes by generally adding one additional lane to the outer roadways.

North of the mixing bowl, widening is proposed to occur along the western alignment. Along this segment, it is proposed to add six lanes (three in each direction) to Interchange 16W extending the 12-lane dual-dual there. Then a six lane addition from 16W will continue a 10-lane dual-dual to Interchange 18W. North of 18W, four new lanes will be added to the northern mixing bowl and two new lanes beyond there to U.S. Route 46 (northern terminus).

A major improvement proposed as part of this project is the construction of a new Interchange 15W-A at a point 1½ miles south of Rt. 3 on the western side of the westerly alignment. This interchange will be extended to connect with the intersection of Rt. 17 and Rt. 3 in Rutherford. New shoulders, improvements to other interchanges in the project area and a truck service area are also proposed.

It should be noted that in most areas along the widening, the project will occur within existing right-of-way limits. When applicable and practicable, retaining walls will be constructed in order to keep the widening within the right-of-way. Sound barriers will be constructed through residential areas and approximately 322 acres of new wetlands will be created in 1.8-to-1 mitigation for those areas disturbed by the project.

Included in the Widening and Improvements Program is a relocation of Interchange 7 and construction of a continuous concrete median barrier along the entire length of the Turnpike. The new Interchange 7, just north of its present location, will continue to serve traffic from Route 206 in the Bordentown, Burlington County area. Twelve toll lanes will replace the existing five to accommodate traffic demands into the 21st century.

TESTIMONY BEFORE THE  
SENATE HACKENSACK MEADOWLANDS TASK FORCE

BY

JAMES A. CRAWFORD

ASSISTANT COMMISSIONER

POLICY AND PLANNING

NEW JERSEY DEPARTMENT OF TRANSPORTATION

October 3, 1988



TESTIMONY OF JAMES A. CRAWFORD  
BEFORE THE  
SENATE HACKENSACK MEADOWLANDS TASK FORCE  
MONDAY, OCTOBER 3, 1988

Good evening Mr. Chairman, Members of the Committee, my name is James A. Crawford, I am Assistant Commissioner for Policy and Planning for the New Jersey Department of Transportation. Before I begin my remarks, Mr. Chairman I would like to commend you and the members of this Task Force for conducting this hearing this evening. The issues that we're faced with in the already densely populated sections of northeastern New Jersey reflect the tremendous economic boom associated with the development and redevelopment of both the Hackensack Meadowlands and the Hudson River Waterfront, and causes all of us to rethink past practices. We as a transportation agency have traditionally looked upon this region as supporting the major centers in New York City, Jersey City and Hoboken, and Newark. Clearly, that past commuting pattern is quickly shifting and bringing with it a new wave of transportation issues which we must all address.

You will hear tonight, Mr. Chairman, many comments relative to a number of different agencies involved in providing transportation in this region. As the State agency responsible for overall coordination of the planning of transportation systems, I must say that the Meadowlands and Waterfront represent a true challenge for us. Not only does this region involve most of the major independent authorities in the transportation arena, but also involves the widest distribution of trip-making experienced anywhere in the State. During the past several years the Department has

worked with the Port Authority of New York and New Jersey, the Palisades Interstate Parkway Commission, the New Jersey Turnpike Authority, the New Jersey Highway Authority, the various counties, the Hackensack Meadowlands Development Commission, and the Governor's Waterfront office, in trying to put together an overall system of improvements that will provide the level of mobility critical for the State to move forward in this economic rejuvenation.

Certainly one of the major issues before those present this evening, is the future of Route 3 and 495, the access through the heart of the region into the Lincoln Tunnel. As many of you know, that roadway today carries an average of 108 thousand vehicles daily including over 1,500 buses in each direction. At the same time, however, this roadway is also serving more and more, as the main access point to both the Meadowlands and to the Hudson Waterfront. Recognizing the dilemma faced in trying to move these large numbers of people, especially those with a New York orientation, the Department last year, recommended the introduction of a second express bus lane for buses and vehicles with 3 or more occupants during the morning peaks. We recommended that in light of our ability to make things happen. This is one roadway which is under the control of the Department, and in cooperation with the Turnpike Authority and the Port Authority, it represents a major challenge in handling a large number of trips daily-forced to experience growing delays in making their way into the Tunnel plaza area. It was our recognition from the beginning that this could only be a short term solution and that additional busways were needed and are needed to be truly successful. After publication of our intentions, however, a number of points were raised which had not been given sufficient consideration during the development of that proposal.

This is as it should be. The Department takes great pride in acknowledging that the proposal process is in itself a way for us to identify mistakes before we put them onto the road. That is not to say that this proposal was a mistake, but rather that there were cautions raised that we cannot and should not easily overlook and that in fact, represent the growing conflict that is today, transportation in northeastern New Jersey.

Unlike the historical trends I spoke of earlier, today we see more and more trips along the Route 3 Corridor destined for New Jersey points. Those developers and companies settling in the Meadowlands or along the Waterfront, have rightfully identified their disruption as being the cost providing increased mobility into Manhattan. At the same time, however, it would be inappropriate for the State to ignore those thousands of State residents who daily make that commute into Manhattan and who are dependent upon our transportation system. We especially should not ignore the thousands who have chosen to make that trip by public transportation, thereby following the urgings of the State, attempting to make the trip easier on their fellow citizens, and doing their part. Unfortunately, so many have been doing their part that today we are faced with increased congestion in the lane intended to provide high speed, uninterrupted flow, for those who have followed the advice and taken public transportation on their trips into New York.

The question before us then is how we balance the two: provide mobility for the commuter, and at the same time, access for the New Jersey corporations opening in the Meadowlands and along the Waterfront. It is exactly this balancing that we are now wrestling with. We believe that the final solution will involve cooperative steps beyond a second XBL and that these steps should all be taken jointly if we are to be successful.

Unfortunately, the discussions on these various issues involve requiring new understandings of the change in commuter patterns, understandings which are just now beginning to become focused. As this evolves over the course of the next several weeks, and perhaps months, we should be in a better position to address the final solution which provides for mobility on the Waterfront, access to the Meadowlands, and at the same time, reasonable commuting patterns into New York.

Mr. Chairman, as I have indicated for those who are commuting by public transportation into Manhattan, I must indicate that the future of northeastern New Jersey cannot be a single-occupant auto-based future. It is impossible to build enough lanes of highway to provide that type of access for all the people making the moves into our region. Indeed, as the Meadowlands continues to grow, as the Waterfront development increases, more and more people will be making commutes from unusual locations when compared to past history. In many cases, these people will not be adequately served by conventional public transit. We see today that the diversity identified by recent studies by the Hackensack Meadowlands Development Commission indicates a broad commutership, much broader than ever experienced before. The success of this region must depend not only on development and growth of additional public transportation, but more and more on ridesharing efforts in such ways as vanpooling, subscription bus service, and carpooling.

The Hackensack Meadowlands area has been a prime example of how some of these systems can work successfully. The Commission itself in its review of various developments has frequently urged, and in some cases required, that ridesharing be an integral part of the transportation strategy. The Commission should be applauded for such action, and

encouraged in its future steps along this difficult, but necessary path. Hartz Mountain Development Corporation, which has underwritten subscription bus service to a number of its centers, has also benefited significantly from the development advantages of having good access. But they are doing so at their cost and setting the stage for New Jersey to be an extremely attractive alternative in the development of new jobs and commercial activities. Long term, these systems should, wherever possible, be taken over by conventional transit companies or agencies. But that development phase is so critical given the relocation patterns that frequently occur after a company moves into, or expands in, the Meadowlands or Waterfront. It is imperative that the State begin to look at this issue with a broader perspective, and attempt to find ways to make ridesharing and the development of new transit services more practical. Along these lines, I believe that it will be important in the future that companies providing such support receive special credit, in particular in their Federal tax obligations.

Recognizing that ridesharing is best handled at a local level, the Department last year, initiated a grant program for various transportation management associations. Meadowlink, on which I proudly serve, is such a transportation management association for the Meadowlands, and has recently expanded to assist waterfront companies that can benefit from their services.

Even with these various proposals, however, certain roadway improvements are necessary. In particular, I wish to applaud the Turnpike for their efforts to revise and develop the interchange at Route 3 and 16W. The proposed alternative, which certainly has to be developed in an environmentally sensitive manner, not only better serves the region, but

through the links with Route 17, allows for the separation of that traffic destined for the Turnpike, and that traffic destined for the Meadowlands in general, at a more western point.

Route 3 itself has been the subject of study by the Department of Transportation. Unfortunately, the abilities to substantially expand the capacity of that roadway are severely limited by topographical and structural features. We ought not to kid ourselves. A ten-lane Route 3 is not in the cards. However, the Department strongly believes that modifications to the interchange with Meadowlands Parkway, the improvements to the structure over Berry's Creek, and a number of other spot improvements, are both necessary and feasible. We will continue to work on those efforts to bring them about in a manner consistent with the development patterns at the earliest possible date.

The questions regarding Route 1 & 9 have been before the Department long before I arrived. Finding a solution that not only provides for increased mobility but also ensures that the commuting pattern that has so successfully survived these many years along 1 & 9 is not destroyed, is indeed the challenge. In particular, the environmentally sensitive areas along that roadway have caused us to go back and redevelop various alternatives. I cannot offer any immediate timetable for expansion of Route 1 & 9. The prospects for improvement continue to change, and all I can offer, realistically, is a cooperative effort with Hudson County and local officials so that all are aware of everything that we know, as we move forward in our efforts to try to both widen that roadway, and improve its various intersections.

Route 7 is also an area that has been under study for a number of years. Recently, we authorized engineering design on the replacement of

the bridge over the Hackensack River, and are about to do the same for the bridge over the Passaic River. As these reviews are completed and we have a better fix on the cost, timetables, and disruption associated with each of these improvements, the Department must work with the Legislature to determine how they should move forward. None will be easy, each involves major structural issues, as well maintenance and traffic issues.

Please be assured, however, that the public safety will never be endangered by the structural condition of those bridges. The Department continues to make improvements to those bridges whenever our inspection process identifies any type of problem that may affect its structural integrity. Long term, however, the future of that roadway is intricately tied to the future of those bridges.

The last roadway I would like to touch upon is not a State Highway, but is in fact, a roadway that has been much discussed locally: Paterson Plank Road. As you may know, the Department, as part of the 1 & 9 project, has been developing a new bridge for Paterson Plank Road across Conrail's northern branch and 1 & 9. At present, we are working with the Department of Environmental Protection on the various environmental clearances that are needed, and hope to hold a public information center later this year on this proposal.

Making that improvement significantly helps Paterson Plank Road, but does not resolve the other major dilemma, the lack of a bridge across the Hackensack River. I have no easy solution for that dilemma. Certainly, from a regional transportation perspective, that bridge would prove very useful, but I dare say that both its costs and its funding scenarios are not very bright at present. Therefore, our current attention is focused on making the eastern section of Paterson Plank Road work as

efficiently as possible while recognizing that long term something must be done to address the Hackensack River crossing.

Mr. Chairman, I have just touched upon a few items of interest to your task force. I'm sure that you may have other issues and I'll be happy to try to address them, but before I close, I would like to point out that the transportation movements in northeastern New Jersey, in particular in the Meadowlands and the Waterfront, are causing the State to review all of our transportation issues. We must develop new techniques. We must develop expanded ridesharing activities. We must encourage even additional public transportation services, and we must recognize that suburban to suburban transportation is the issue of tomorrow. This region is a forerunner of problems that will undoubtedly arise in many parts of the State. Our ability to come up with solutions that in fact, solve problems rather than simply address them, is critical. This is requiring time. I hope that your patience has not been drawn too short. We are making every effort to realistically address these difficult problems in a way that solves them, rather than merely shifts the problem from one location to another.

Mr. Chairman, thank you very much for this opportunity and I will be happy to answer any questions.

**STATEMENT OF THE PORT AUTHORITY  
OF NY & NJ BEFORE THE  
NJ SENATE HACKENSACK MEADOWLANDS DEVELOPMENT TASK FORCE  
AT THEIR PUBLIC HEARING ON OCTOBER 3, 1988**

The Port Authority of NY & NJ has had a long productive relationship with the Hackensack Meadowlands Development Commission (HMDC) extending back to its beginning. We have worked closely with the Commission's staff frequently over the years in identifying the transportation needs of the Hackensack Meadowlands District and putting those needs in the context of the larger region. Over the years, the HMDC has become an example of the kind of regional planning which should be taking place elsewhere in this metropolitan area. The HMDC's powers are unique. It is one place where without doubt land use, environmental and transportation planning can be integrated with proper consideration given to each.

Fundamental Issues

The metropolitan region has now recovered from the slump which occurred in the 1970's and its economy is expanding beyond previous expectations. Economic development is booming in the urban core, of which the Meadowlands is a part, and throughout the suburbs. The growth comes at a time when we are still rehabilitating our infrastructure throughout the region and modernizing it. This is a monumental task and is overburdening the financial resources of the region's transportation agencies. Some

expansion of capacity on the transportation network is being planned and will be implemented. The question facing us in the future is: can we afford to do both? Can we afford to continue to rehabilitate the older elements of our transportation network and then maintain it properly, and at the same time add significantly to it? What are the environmental consequences of adding capacity to our highway network which already dominates our landscape? What would we like this region, and the Meadowlands to look like in the year 2001, or 2010?

This much is clear: this region has been able to maintain a delicate balance between a rapidly growing economy and aging transportation system. The concerns that prompted this hearing today, coupled with similar problems throughout the metropolitan area, signal that the balancing act is nearly over. Here and elsewhere in the region, continuing growth and prospects for new development threatens to overwhelm the metropolitan transportation network. Future development in the Meadowlands -- and throughout northern New Jersey and southern New York State -- will depend heavily on the region's ability face up to tough choices in meeting transportation needs.

As a bi-state agency with a dual role in transportation and economic development, the Port Authority has a unique regional perspective on this problem. As long-term colleagues of the Commission, we appreciate the stake this region has in sustaining regional mobility for goods and people. We want to take this opportunity to review the Port Authority-HMDC relationship, and put the Meadowlands District transportation challenge in the regional context essential to understanding the problems that the

region's key commercial development centers must face together.

The Port Authority/HMDC Relationship

The Port Authority was virtually present at the birth of the HMDC. As the Commission was first being set up in 1969, the Port Authority loaned the HMDC one of its engineers to be the Acting Chief Engineer. This was the beginning of a professional relationship which continues to this day.

The Port Authority's technical assistance to the HMDC has taken many forms. It participated, along with other agencies, in planning for the opening of the NJ Sports Complex in September 1976. A major milestone in the relationship came in 1975 when the Port Authority offered to jointly work with the HMDC in seeking funding from both the Urban Mass Transportation Administration and the Federal Highway Administration to conduct the Hackensack Meadowlands Transportation Study. This joint planning effort was the first comprehensive examination of the future transportation needs of the Hackensack Meadowlands District using the 1972 Land Use Master Plan as a foundation. The results of that study are still pertinent today. It recognized the need to look at improving Route 3, recommended a car and van pool program be established, the Turnpike widened, and it indicated how important a Secaucus Transfer Station would be. Also critical, that examination proved why a balanced land use plan with housing, office, retail, warehouses and open space was necessary.

Last winter the HMDC staff and the Meadowlands Transportation Brokerage Corp., also known as Meadowlink, came to the Port Authority and

requested our assistance in processing the results of a survey of people working in the Meadowlands they wished to undertake. We provided that assistance without hesitation and processed the data from 11,000 questionnaires. The processed data is now in the hands of both parties being used to plan for the immediate and longer term future. The Port Authority is on the Advisory Committee for the new Meadowlands transportation study now underway and is kept informed of the review of the Master Plan.

### Progress

Nothing ever seems to happen quickly enough for us. We also make the mistake sometimes of believing everything took less time to accomplish years ago. Interestingly, the first person to propose setting up a Meadowlands agency did so in 1878. So it only took one hundred years to get that idea implemented. Improving transportation is a slow process, but then you look back and see real progress is being made. What progress has been made in the Meadowlands?

A benchmark date in the transportation history of the Meadowlands was April 6, 1981. Anthony Scardino called a Transportation Summit Meeting inviting all of the region's transportation agency executives including our Chairman, Alan Sagner, to participate. Under Mr. Scardino's able stewardship, that meeting set in motion the steps for subsequent breakthroughs, the Route 3 Corridor Study and the establishment of the Meadowlands Transportation Brokerage Corp.

Through 1982, discussions were held among NJDOT, NJ Turnpike Authority, the NJ Sports & Exposition Authority, HMDC and the Port Authority on what could be done to get a study of Route 3 underway and establishing a non-profit private ridesharing brokerage to establish car and van pools and subscription bus services. It was resolved by Gary Stein, then Governor Kean's Director of Policy & Planning, who wanted the Port Authority, Sports Authority and Turnpike Authority to each fund one-third of the cost of these two projects, totaling \$1,020,000. To show its support of these two projects, the Board of the Port Authority acted quickly was the first to agree to pay its one-third.

The Route 3 Corridor Study is now completed. The Meadowlands Transportation Brokerage Corp. is successfully providing a means of responding to very immediate needs to improve public transportation, and the use of car and van pools. The Port Authority was on the Board of the Corp., as were the other funding agencies and the HMDC, for over two years. We still, as noted previously, both follow its progress and provide technical assistance.

In the late 1960's, planners at the Port Authority were planning for a Secaucus Transfer Station. But in the early 1970's, the region's transportation leaders believed a direct rail connection was better. The direct connection in Secaucus would have let trains on the Bergen County and Main Lines go directly onto the Northeast Corridor and into Penn Station, NY. The Meadowlands was prepared to benefit from the direct service by making Berrys Creek Center, the proposed downtown of the 1972 Master Plan, the major transportation hub for the Meadowlands. It was

physically possible and was logical. The Hackensack Meadowlands Transportation Study however pointed to more benefit being gained from a transfer in Secaucus between the trains on the different lines. Using connecting bus and shuttle van services, the Secaucus Transfer Station could connect the economic development centers in the Meadowlands with the widest portion of the metropolitan region. Allied Outdoor Advertising, Inc. and NJ Transit are now progressing the plans for the Secaucus Transfer Station which has become a model public/private venture in our metropolitan region. The Port Authority has given over \$13 million from the Bank for Regional Development to NJ Transit to help fund the necessary environmental studies and design work needed to improve rail access into Penn Station, NY. The Secaucus Transfer is an element of this larger project.

#### Future Challenges for the NY Metropolitan Region

This region now faces three broad challenges -- providing sufficient affordable housing, meeting the labor force needs of an expanding economy, and limiting congestion, or more positively stated, maintaining regional mobility. The first two challenges, while not the subject of this hearing, are related to transportation.

Originally, it was envisioned that the Meadowlands would develop as a community with people living in close proximity to their jobs. The Hackensack Meadowlands Transportation Study indicated the wisdom of balancing job and residences. Trips are fewer, shorter and more manageable. With the density of housing then planned, a public transit system would have linked together the neighborhoods and employment centers.

In our region now affordable housing is scarce and too many of the people now working in the Meadowlands are traveling longer distances than they did ten years ago. A comparison of the survey data collected in 1976 as part of the Hackensack Meadowlands Transportation Study with that collected in 1987 will prove this point. The people making these longer trips add to the region's air quality problems and congestion. Mobility is not just building more highways and transit lines, attention must also be given to providing sufficient, well located, affordable housing.

With the baby boom generation right after World War II reaching their 40's and no similar large additions to our population occurring subsequently, and an economy which is creating jobs at a fast pace, we are now facing a labor shortage in this region. This shortage will grow more acute in the 1990's. It's too expensive for people to even think of moving into this region from elsewhere in the country. Employers in the Meadowlands will tell you they have jobs open they cannot fill. They are not alone. Employers in areas like Montvale/Park Ridge/Woodcliff Lake will tell you the same thing. This problem needs to be approached from several ways. Education, job training, job counseling, employment services are all needed. We cannot hope for perfect job skill matches all the time, so we need a more mobile work force. How can we enable the greatest number of people to more efficiently move around the region, keeping in mind the cost and these people are free to choose?

The Meadowlands is a place where intelligent choices can be made. The framework provided by a Commission like the HMDC provides the means.

Let us now focus on what might be called the "coping years" that lie immediately ahead. The controversy over managing the limited highway capacity on Routes 3 and 495 symbolizes the seriousness of the problem emerging throughout the bi-state region: the next few years will see the level of congestion grow. No matter how quickly we move on the capital projects now under active development, the combined demands of growth in literally every county throughout the region simply are more than the present transportation network can handle.

The region's transportation agencies have stepped up joint discussions about assessing mobility needs on a regional basis and exploring cooperatively potential solutions. While that process may move quickly, it will take more time to identify an agenda of specific projects and then to win the public support and new funding necessary to expand the network.

The challenge we must face in common in the meantime is to manage the existing network, especially during peak periods, to do the best possible job in moving goods and people and to prevent recurring breakdowns in the flow of traffic on key routes. The public agencies are working together through our TRANSCOM network to coordinate day-to-day operations and managing major incidents to minimize their impact on regional traffic flow.

But the partnership must extend beyond the agencies to the region's businesses and the public. Only with maximum use of public transit and high occupancy vehicles and wide cooperation from employers can

we hope to avoid having to make choices in allocating roadway capacity and access during commuting hours. Even so, more aggressive management of available capacity may be needed to avoid gridlock. No proposal will be popular elsewhere, but we will need to be able to raise options and work them through public discussion and debate to find the least painful alternatives to having the whole system choke.

The stresses of the next few years should work to lend a sense of urgency and decisiveness in scoping out the new round of transportation investments that clearly are essential to keep the regional transit and highway network flowing and growing in step with the metropolitan economy.

#### Meadowlands & Waterfront

There is an important opportunity for us all to insure the planned transportation improvements for the NJ Waterfront and the Meadowlands are compatible and serve both areas. The proposed light rail system for the Waterfront will have its northern termination point in the Meadowlands in the vicinity of Harmon Meadow. The Secaucus Transfer Station could be of some value to the NJ Waterfront and could complement the train service being planned for the Waterfront Connection. This Connection would allow trains that now terminate their service at Newark Penn Station to travel onto Hoboken Terminal. These planned interconnections of service and the plans which will be developed for bus service improvements in the Meadowlands and along the Waterfront can be planned to benefit both areas, as well as intra-state travel. The present study of the Meadowlands transportation needs and the continuing analysis of the waterfront's needs

provides a means for examining what makes the most sense.

### The Port Authority

We are now about one year into our announced five year Capital Program. Its focus is on modernizing two of the region's airports, LaGuardia and Kennedy, expanding the third, Newark; modernizing and increasing the capacity of PATH; and modernizing our vehicular tunnels and bridges. Also in our Capital Program, is provision for a ferry from Hoboken Terminals to lower Manhattan. This will cost us \$5.8 billion.

Our program will improve portions of the region's transportation network complementing the plans of other transportation agencies. While the improvements we are making will not directly serve the core of the Meadowlands, people who live and work in the Meadowlands will benefit from them. For example, residents of Harmon Cove and Secaucus will be able to take the train to Hoboken and use PATH or the new ferry. We expect the new ferry service to begin next spring. The operator of the service is proposed to be Hartz Mountain and ARCORP who jointly responded to the Port Authority's solicitation for proposals from private operators. The Meadowlands businesses also benefit from the improvements that have been made to Newark International Airport, and will benefit from its further expansion. What could be better for business than being a 15 minute drive from one of the busiest, most modern airports in the country?

### What's Next

The Port authority is planning a conference on Regional Mobility for this December. Our intention is to bring together a wide array of transportation agency executives, staff, elected officials, businessmen and others to discuss the future of the region's transportation network. This hopefully will be a beginning of a relationship and discussion among everyone in the region about what long range future improvements does the region's transportation agencies agree are needed, what can we afford, and where to begin next.



**Alternative to More Highways**

Prepared for

**The Transit Committee of Bergen County**

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## Alternative to More Highways

### *Building More Highways is Not a Solution for Congestion*

There is no denying that severe traffic congestion exists in Northern New Jersey, but building more highways or busways will not solve the problem.

Many environmental objections can be raised in opposition to expanding New Jersey's highway system. One of these is that New Jersey is continuing to violate the national ozone standard as specified in the Clean Air act. To a considerable extent, ozone pollution is caused by motor vehicle emissions. Building additional roadways can only result in more motor vehicles spewing forth more emissions.

However, opposing roadbuilding does not mean that steps to improve transportation are not needed. It is not enough to be against building roads. Alternatives which will improve traffic conditions are necessary. Transportation facilities can be constructed without inflicting major damage to the environment.

After many years of cutbacks, the State of New Jersey must begin a major effort to restore and expand its rail network. Trains using only one track can carry the equivalent passenger load of eleven lanes of automobiles. A comprehensive integrated rail transportation network will siphon traffic from all roadways. Building rail alternatives would reduce traffic enough to eliminate the justification for any roadway expansion.

### *The Big Barrier--The Hudson River*

Any proposed solution to North Jersey's traffic congestion will be inadequate unless the Hudson River is considered. At one time, the Hudson River was New Jersey's connection to New York City. It was plied by numerous ferry routes carrying passengers and vehicles from Manhattan to the Jersey mainland and, of course, vice-versa. Today, there are six crossings (three for vehicles, two tunnels, and a bridge) with a total of 24 lanes; and three rail passenger crossings with a total of six tracks. All these facilities are operating near capacity levels, with extended backups at the vehicle crossings during a good part of the day. The Hudson River has become "The Big Barrier."

The most recent rail connection, the Pennsylvania tunnels, was opened in 1910; the latest vehicle carrying expansion, the addition of the lower level to the George Washington Bridge, occurred in the early sixties.

The situation with freight is shameful. There is no direct rail freight connection into New York City. The Port Authority was created to build a rail line from New Jersey into and through New York City. After it failed to get agreement among the various railroads in the twenties, the Authority never again considered building a rail connection. Rail freight coming from the south and southwest into New York City and New England now must take a 250-mile detour via Albany just to cross the Hudson.

### *What is Needed*

There are several solutions when the problem is stated as "the vehicle volume is too high for our roads." The obvious one of "building more roads," has seldom worked in the past. It usually leads to more congestion elsewhere. Let us present a solution that would remove traffic from roadways.

We need to construct a new trans-Hudson rail tunnel into New York City. Passenger and freight trains passing through or originating all over New Jersey can use this connection to reach the Lincoln Center area. In Manhattan, after stopping at Lincoln Center, the passenger trains would continue on into Grand Central Terminal, while freight cars would be routed onto the West Side Hudson Line to make connections into the north and east.

### *Effect on Highway Traffic of a New Rail Tunnel*

With the building of this system, the number of rush hour buses crossing the Hudson, many of which use the turnpike, could be reduced by about half. The same ratio can apply to the use of private autos by commuters to Manhattan.

As was mentioned previously, freight moving by rail from the south and southwest must take a long detour via Albany just to cross the Hudson. To avoid this detour, piggy-back trains often off-load the trailers in Newark, Harrisburg, or as far away as the Potomac Yards in Virginia. These trucks then roll over the Turnpike, Route 80 and other New Jersey highways to the Holland and Lincoln Tunnels or the George Washington and Tappan Zee Bridges.

If a rail freight connection were available, at least twenty percent of the tractor trailers now using the Turnpike and other New Jersey highways to get across the Hudson would be piggy-backed on freight trains into New York and New England. Furthermore, it would become economical to divert a considerable amount of truck traffic currently originating in New Jersey onto truck shuttle trains.

The diversion to rails of even a small fraction of the New York bound truck and commuter load will ease congestion at the Hudson crossings. At the same time, it will ease the traffic load on many New Jersey roadways.

### *Why Not A New Vehicle Crossing?*

Each year, more and more traffic is being dumped onto the trans-Hudson vehicle crossings. The increasing congestion could be used in attempting to justify a new vehicle tunnel, but the resulting environmental problems would create formidable opposition to such a crossing. The EPA has also ordered New York City to reduce air pollution. The adverse effects on Manhattan from the increased truck, bus, and automobile traffic will be considerable. It is unlikely that any project which will increase the number of motor vehicles coming into the city would ever receive approval.

*Environmental Impact of a Trans-Hudson Rail Crossing.*

A rail tunnel would have a net positive environmental impact of great magnitude. First, consider the beneficial effects of lower emissions resulting from:

- A fifty percent reduction in bus crossings.
- A fifty percent reduction in the number of automobiles used by commuters to cross the Hudson.
- A twenty percent reduction in the number of tractor trailers on the highways of New Jersey.

The trains that will replace these vehicles would be powered by electricity which is generated in highly efficient and clean plants.

The negative environmental effect can be kept quite low by using existing rail rights-of-way to a great extent. The major portion of new construction will be entirely underground in bored tunnels. Nearly all the excavated materials will be pristine bedrock or sediments that have been lying thirty feet below the bed of the Hudson.

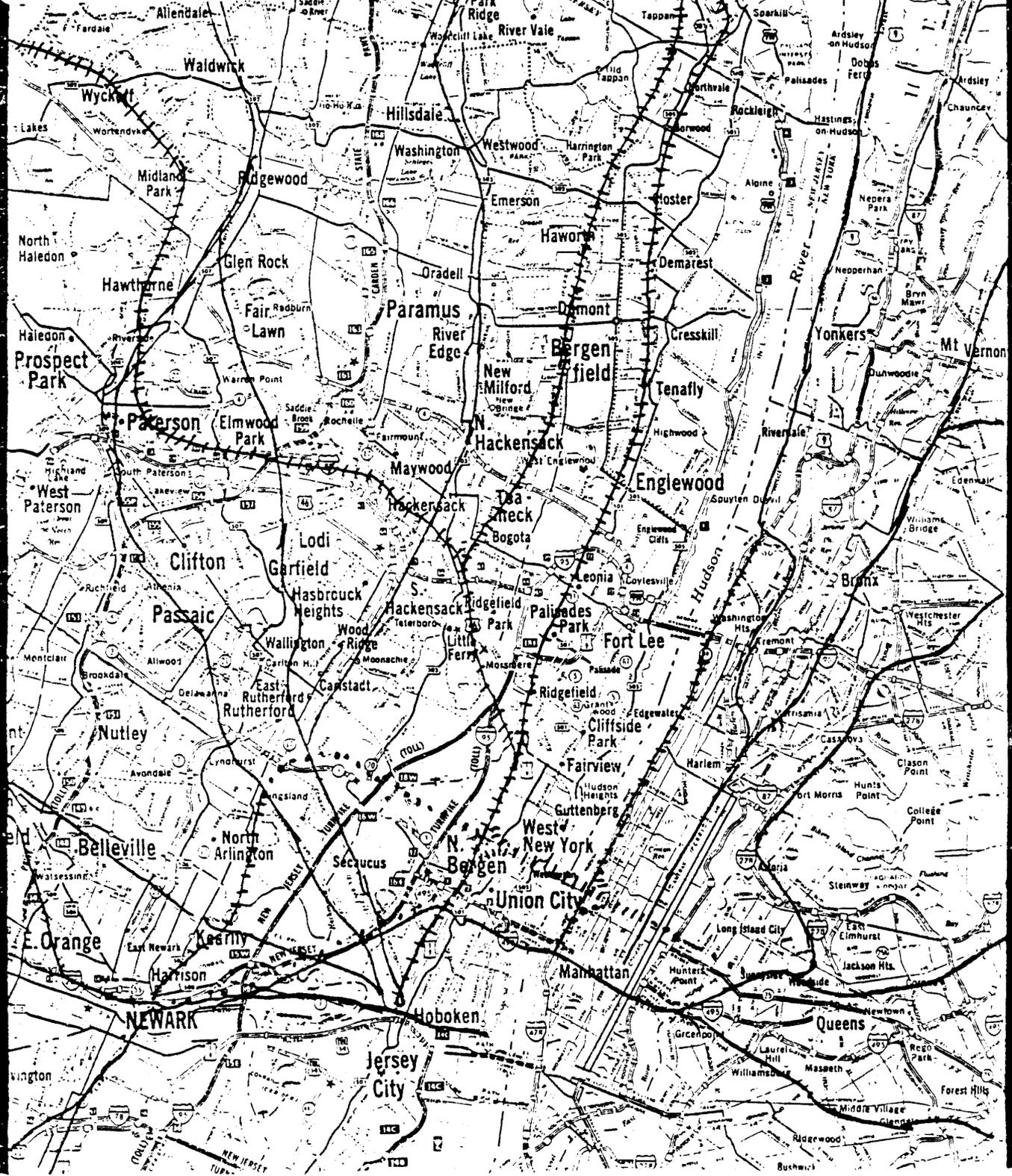
Trains exiting the new tunnel would emerge into an existing rail yard lying just to the west of the Bergen Hill (The Palisades). This yard has a four track right-of-way exiting to the south, and three lines to the north, with a total capacity of six tracks. These tracks would serve as the distribution key in New Jersey.

About two miles south of the new portal, a ramp can be built connecting with Amtrak's Corridor line. It may also be desirable to expand the Amtrak right-of-way to four tracks. Trestle construction can be added in the present two track embankment without doing significant ecological harm to the meadowlands.

The only construction that can seriously affect the ecology of the meadowlands would be a new line going west from Bergen Hill to the Meadowlands Sports complex. Its routing will deserve sensitive planning. Also, trestle construction can be used here to minimize damage. The adverse environmental impact of this connection will be miniscule when compared to the proposal to widen the New Jersey Turnpike.

The beneficial effects accruing from building a rail tunnel project will so outweigh the harmful ones that the likelihood of objections being raised for environmental reasons is slight. Some environmental groups have indicated that they may even support a rail project as a means for alleviating the harmful effects of motor vehicles or new highway construction. Under these circumstances, delays in getting construction permits from environmental agencies should be slight or even non-existent.

Existing Service —————  
To be Reactivated +++++++  
Basic Phase |||||  
Subsequent Phase .....



*Trans-Hudson Rail Tunnel: Major Phase*

The new rail tunnel building project can be logically divided into two phases. All the items in the "Major Phase" need to be completed before any significant operations can begin.

The tunnels and connections should be of adequate size to accommodate freight trains during off peak hours. Except where noted, the construction would provide for two tracks but with built-in flexibility for future expansions.

- *An underground connection, under Central Park, between a new Lincoln Center West Station and the tracks beneath Park Avenue leading to the Grand Central Terminal complex. The section under the park should have four tracks.*
- *An underground station west of the Lincoln Center area. The station complex will consist of at least six tracks serving four platforms.*
- *A northbound connection between the Lincoln West Station and the Hudson freight line on the west side. This will permit freight trains to "wye" to and from the Hudson line. This connection can also allow passenger trains to be stored in the yard at 130th Street.*
- *Underwater tunnels between Weehawken and Lincoln West station. The two tunnels should be positioned to allow for future additions.*
- *A station underground in Weehawken serving the New Jersey waterfront. This station would have elevators to carry passengers to the top of the Palisades in West New York. There will be four tracks in the station to permit continuous train movements in the tunnels.*
- *A tunnel beneath Bergen Hill into the meadows. The portal will be near Conrail's North Bergen yards, allowing direct connection with the Northern, the Susquehanna, and the West Shore railroads, and indirectly with other lines to serve commuters from Bergen, Passaic, and Rockland Counties.*

*Trans-Hudson Rail Tunnel: Subsequent Phase*

The Subsequent Phase is not an integral part of the proposal. The steps are listed here to point out the eventual potentials of this project. They can be undertaken either while the first phase is in progress, or after its completion.

- *A southbound connection between the Lincoln West Station and the Hudson freight line. This will permit a light rail connection between Penn Station and Grand Central with stops at Javits and Lincoln Centers.*
- *Connecting the new tunnel outlet to the Northeast Corridor line. This connection will provide access to Newark and most of Jersey, with possible connections to a reactivated Coast Line to Atlantic City and the Lackawanna Main line through Sussex. The flexibility this will afford will be useful in emergency situations.*
- *A direct connection into the Meadowlands Sports Complex area. This connection through the meadows should be the only portion of the project where opposition from environmental groups may arise.*
- *Turnaround loop beneath Central Park. If a problem were to occur at Grand Central, a loop would allow trains to turnaround at Lincoln Center.*
- *A supplemental route between Central Park and the existing unused East River tunnel at 63rd Street. After crossing into Queens, the rail line will swing through the Sunnyside yards and double back to New Jersey through Penn Station.*

### *Trans-Hudson Rail Tunnel: Costs*

It is difficult to attach costs to such an extensive proposal. Detailed engineering studies would run into the millions. However, by comparison with a project that is similar in scope, you can arrive at an estimate which will be within the "ball park." Fortunately, such a comparable project occurred when the Pennsylvania Railroad, early in this century, built the 13.4 mile "New York Extension" between Manhattan Transfer and Sunnyside Yard, together with "Penn Station," which cost some \$117,000,000 by its 1910 completion date. This sum can be translated to 1988 price levels by multiplying with an inflation factor of 20 to arrive at \$2,340,000,000, or about two and one-third billions.[1]

Having estimated what the Pennsylvania Railroad's project would cost at today's prices, it is necessary to continue with a step by step comparison of scope with the proposed Lincoln Center tunnel.

- Both projects consist of two tunnels beneath Bergen Hill and the Hudson; however the new tunnels would be of larger diameters to accommodate freights.
- The proposed project would not require the four track tunnels under the East River that were part of the Pennsylvania construction.
- The original project included the monumental Pennsylvania Station. The Lincoln West Station will be much more modest.
- The 1911 project included building Manhattan Transfer, near Newark; the new one will have the Weehawken station.

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1. *The Port of New York*, Carl W. Condit; University of Chicago Press, p388.

- In both projects, tunnels reach all the way across Manhattan, but the first phase of the new line will need to extend only as far east as Park Avenue.
- The 1911 figures included costs for extensive storage and servicing yards in Manhattan and Sunnyside, more extensive than those which will be rebuilt in North Bergen and at 130th Street.
- A two track embankment across the meadows was built from Newark to Bergen Hill. It would need to be expanded only in a subsequent phase.
- In the Pennsylvania project, much land was acquired for Penn Station, the yards, and rights-of-way. The current plan seeks to reduce construction costs by using, and connecting to, existing facilities.

From the preceding comparison, it seems that the scope of the old Pennsylvania and both phases of the Lincoln Center tunnel project have a similarity of scale. Moreover, since only costs of the Major Phase are being considered, the new project comes out significantly smaller in size, and \$2.4 billion can cover construction costs with a sizable allowance for overruns.

Another comparison can be made with the Channel Tunnel between England and France. Considering that costs for that 31 mile project, including high speed shuttle trains, are expected to be somewhat less than \$8 billion, then \$2 billion should be more than enough for a 3 mile trans-Hudson bore.

### *Excess Capacity at Grand Central Terminal*

Grand Central Terminal has, even during the peak rail usage years of World War II, never operated near capacity. The terminal contains 67 platformed tracks which can accommodate commuter trains. In the fall of 1986, a fire in Control Tower "B" destroyed access to 17 of the 25 tracks on the lower level. Shortly after the fire, operations returned to a normal rate without having the use of these 17 tracks. The fire episode demonstrated that 17 Grand Central tracks could be available for use by trains from New Jersey. It should be noted that New Jersey Transit has only 14 tracks in its Hoboken Terminal.

As a result of the fire, Metro-North lost the flexibility of storing its trains within Grand Central. By allowing the trains arriving from New Jersey to use the idle tracks, Metro-North would have a storage problem on a permanent basis. Using the yards at 130th Street next to the West Side Highway for storing trains during the day would resolve this situation. Metro-North trains from Westchester would be able to enter Grand Central, discharge passengers, and reload for Lincoln Center. At Lincoln Center, all remaining passengers would exit and the train would go on to be stored in the yards.

### *Passenger Volume Projection*

At the completion of the Major Phase, access will be available for New York City bound passengers originating along several corridors, namely the Northern, the West Shore, and the Susquehanna railroad lines. In addition, trains from Rockland County on the Bergen County and Pascack Valley lines can be routed to Grand Central using the Susquehanna as a connector. Another point of origin will be the Hudson waterfront where major developments are imminent.

Sixty percent of commuters use the good rail service that is currently available in the Morris and Essex sector. It is reasonable to assume that the same ratio would hold true when service is made available within the corridors mentioned above. A switch to rail of half of those commuters using buses and half of those riding in autos will achieve the 60 percent ratio in the new service area. Considering only the peak hours from 7:00 to 10:00am, there would be 50,000 riders on the new tunnel line by 1992, in addition to added intra New Jersey, intra New York City passengers,

Completing the Subsequent Phase would permit so many other possibilities of origin-destination routings that it would take a major study to estimate ridership. Also difficult to estimate would be ridership growth attributable to improved access. It is safe to say that the potential is immense.

### *Benefits*

The tunnel project would create even more and longer lasting construction jobs than highway projects of similar scope. These would be followed by many permanent jobs operating the rail system. Furthermore, the establishment of a good rail transit system will result in more building construction in Northern New Jersey.

The diversion from local roads and highways of about 17,000 New York City bound automobiles will relieve congestion for other commuters.

The development of an integrated rail-bus system would become feasible, allowing more people the option of using transit for intra state travel.

When more commuters use transit, less space will be needed for parking lots, leaving more room for buildings.

Real estate values in the areas served by the tunnel lines will rise greatly.

### *Let Us Have Another Study Syndrome*

Transportation proposals have often been killed in the past by subjecting them to over detailed and unnecessary studies. Since the first World War, dozens of proposals to improve transportation for Northern New Jersey have been made and then studied so extensively that they have died. This must not be allowed to happen any longer. The only thing that such studies do is to fill the pockets of the consultants hired to conduct them.

Although intensive engineering studies and planning are necessary to proceed with a project of this scope, because of its nature the usual feasibility and justification process can be hastened. Setting a time limit of six months for starting the design phase will serve to keep the preliminary study at a reasonable length.

A short feasibility study is possible because the objectives are clear-cut and the alternatives limited.

#### Need for a trans-Hudson crossing

All that is necessary to confirm the need for a new crossing is to observe the morning rush hours at any of the three vehicle crossing where the backup delays frequently exceed half an hour. The vehicle load is so heavy that other solutions such as ferries and busways will only be band-aid solutions.

#### Rail is the only viable solution

Given the conditions within the metropolitan area, it will impossible to get environmental permits to build any new vehicle crossing.

#### Ridership potential

Comparing the percentage of riders crossing the Hudson by auto and bus with rail riders in other parts of New Jersey and with Westchester lines is enough to provide justification for the tunnel project. Detailed ridership studies for the various lines in New Jersey can be made once work on the tunnel begins. These studies will be needed mainly to determine station locations and establish service levels.

Using existing rights-of-way

Since suitably located rights-of-way are available, there is no need to include this subject in the preliminary study. Planning for upgrading, signaling, and station locations can be performed when the tunnel portion is under construction.

Terminal location

Grand Central has the only terminal facilities with enough spare capacity. Obviously, building a new terminal would be prohibitive. Access to the Grand Central approach must be studied.

Building Lincoln West Station

A station on the west side would be desirable. Engineering and geographic considerations limit the positioning of this station between 60th and 70th Streets. This is a valid subject for the preliminary study.

Building Weehawken Station

Access to the Hudson Waterfront is a prime reason for building a new tunnel. Its exact placement will be determined by the study.

The only other considerations would be alternative rail projects. The Regional Plan Association has proposed the extension of the Flushing Line subway from Times Square through a trans-Hudson tunnel to the Meadowlands Sports Complex. This project would have limited usefulness as neither freight nor commuter passenger trains would be able to use such a subway extension.

Senator Lautenberg is securing federal funds to increase the capacity of Pennsylvania Railroad tunnels by 50 percent. This improvement is sorely needed in addition to the new Lincoln Center tunnel.

NJ Transit is pressing for construction of a Secaucus transfer station complex, also know as Allied Junction. Their plans can never be adequate because of physical at Pennsylvania Station. It will be impossible to provide the needed capacity through that facility. A new tunnel complex will be needed whether or not Allied Junction is ever built. Some doubts have been raised about the environmental consequences of building such a huge development in the Meadowlands.

### *Sources for funds*

Although there always seems to be plenty of money for building highways, funding for rail projects is hard to find. The Turnpike Authority quickly found two billion dollars for a widening. Obtaining a billion dollars to finish Interstate 287 was never in question. The money was found, even if building these roadways is certain to increase congestion at other points. Yet, when anyone proposes expanding our meager rail system, the authorities cry, "There are no funds available."

Motor vehicles are the most highly subsidized form of transportation. Fully fifty percent of motor vehicle users costs are paid for by the local taxpayers, through hidden subsidies. These subsidies are handed out indirectly to motorists through the costs of police traffic control, environmental pollution, accidents, and many other means.[2] The total of all subsidies comes to almost five dollars per gallon of motor fuel, or twenty-five cents per vehicle mile. Stated another way, motorists are subsidized at the rate of eighteen cents per passenger mile, which is very much greater than the subsidies given to the great majority of rail travelers.

Constructing trans-Hudson facilities is the responsibility of the Port Authority of New York and New Jersey. The Port Authority should be made to live up to its original charter by financing most of the tunnel project. Furthermore, some of the funds that the New Jersey Turnpike Authority has committed to widening its roadways should be used for the tunnel project. Of course, efforts should also be made to attract some federal funds.

For those who would argue that funds derived from motorists must be used only to build highways, there is another counter argument.

*If, by improving mass transit, half of the traffic can be removed from a roadway, the benefits to motorists through reducing congestion would be the same as that obtained by doubling the roadway's number of lanes.*

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2. For details see *The Approaching Transportation Crisis*, Albert F. Cafiero; unpublished (available on request).

## Summary

There are no insurmountable engineering problems to constructing this new rail tunnel project. The only obstacles are people:

- Lack of vision by persons in high places.
- Conflicts with vested interests within the bureaucracy.

If the Port Authority had wanted to live up to its original charter, they would have completed a rail tunnel years ago. The bureaucracy within the PA can only focus on vehicles using rubber tires. They have done their best to ignore the benefits that come with other means of transportation. Whenever they are pushed to do something, they stall for time. Early in 1984, Governor Kean advocated trans-Hudson ferry service, and the only thing the PA has done is to conduct studies. They are probably hoping that the project can be stalled until Kean's term is over. Independent contractors claim that they could have started service within eighteen months. Unless the PA is put under continued pressure, it can be assumed that the same attitude will be taken with a rail project.

As for New Jersey Transit, their planners seem to lack vision and confidence. They seem to take on projects in a piecemeal manner, and are reluctant to see the big picture. Furthermore, when they are presented with a sizable project, they hesitate and keep on calling for more and more studies. As they keep conducting studies, they ignore the obvious solutions that will get the project going within a short time.

The opportunity that currently exists for building this rail tunnel will vanish when the development of Donald Trump's Television City, lying west of Lincoln Center, gets under way. However, since the construction of the rail tunnel and station will be beneficial to that development, it should be possible to get Mr. Trump's commitment to providing access routes in his plans.

A new rail tunnel is the only solution that can ease motor vehicle congestion not only on the trans-Hudson crossings but also on all roads that lead to them on both sides of the river.

Albert F. Cafiero  
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Bergenfield, NJ 07621  
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APPENDIX I

*Pennsylvania Terminal Project Costs with Inflation Adjustments*  
 (Inflation factor to 1988 is 20 times)

Project Segment	Costs 1911 Dirs	Equivalent 1988 Dirs
NY Extension, Penn Sta & yards	100,000,000	2,000,000,000
LIRR electrificat & improvement	35,000,000	700,000,000
NY Connect RR, Hell Gate Brdg	14,000,000	280,000,000
PRR electriccatn & improvement in Jersey City & Greenville	10,000,000	200,000,000
Total	159,000,000	3,180,000,000

The following valuations were given in 1920 when the federal government returned the railroads to private operation. They were based at 1911 prices.

Penn Tunnel & Terminal Co.	116,006,860	2,320,137,200
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The following breakdown of the above figures contains a million dollar discrepancy which was in the source.

Railroad Property	109,056,108	2,181,162,216
Real estate, Mortgages, P&L	7,950,752	15,901,504
Totals	117,006,860	2,197,063,720

Source gave totals at 1979 prices  
 with inflation factor of 18.46 2,160,000,000

Source: The Port Of New York, Vol 1; Carl Condit  
 1980 Chicago, University of Chicago Press

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APPENDIX II

*Projected Initial Ridership Through New Rail Tunnel*

(Counting Only those coming from Bergen and Northeast Hudson)

Present mode distribution of commuters from an area with good Trans-Hudson rail service. (per PA NY&NJ)

	Riders in 1,000s by:				Percent By:		
	Auto	Bus	Rail	Total	Auto	Bus	RR
Morris & Essex	3.0	1.8	7.2	12.0	25	15	60
Newark	1.4	0.9	3.0	5.3	26	17	57
Average M&E + Nwk	4.4	2.7	10.2	17.3	25	16	59

Key percentage

If the areas below were to get good rail service, the above distributions could be applied to project ridership.

	Riders in 1,000s by:				Percent by:			Ridership Projection
	Auto	Bus	Rail	Total	Auto	Bus	RR	
Rockland-N. Bergen	10.9	5.3	3.4	19.6	56	27	17	8.2
East Bergen	16.8	12.6	1.6	31.0	54	41	5	16.7
West Bergen	9.1	9.0	6.2	24.3	37	37	26	8.1
North Hudson	3.1	7.2	2.0	12.3	25	59	16	5.3
Total (in thousands) ----->								38.2

Applying current annual growth of 3.0%

1984	39.4
1985	40.5
1986	41.8
1987	43.0
1988	44.3
1989	45.6
1990	47.0
1991	48.4
1992	49.9
1993	51.4
1994	52.9
1995	54.5

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RESOLUTION No. 81-15

OFFERED BY Mayor Amico

SECONDED BY Mayor Hill

WHEREAS, the proposed plans for the extension of Route 17 Southward of Route 3 has been studied and deemed essential and beneficial to the Meadowland Municipalities and the Meadowland Region as a whole for many years;

NOW THEREFORE BE IT RESOLVED by the Hackensack Meadowland Municipal Committee that:

1. The Department of Transportation is hereby requested that the proposed plans for the extension of Route 17 Southward of Route 3 be expedited and that the same be immediately constructed.

2. The Executive Director of the Hackensack Meadowlands Municipal Committee is hereby directed to forward a certified copy of this Resolution to the Department of Transportation, Governor Brendon B. Byrne, New Jersey Sports and Exposition Authority, Hackensack Meadowlands Development Commission requesting their support for this request.

I hereby certify that the above is a true and exact copy of the resolution offered, seconded and passed by the Hackensack Meadowlands Municipal Committee at a meeting held on the 9th day of November, 1981 at 7:00 p.m. at their offices located at 10 Stuyvesant Avenue, Lyndhurst, New Jersey, a quorum being present.



DOMINICK CASAMASSINA  
EXECUTIVE DIRECTOR



RESOLUTION NO. 84-15

OFFERED BY Mayor Leonard Kaiser

SECONDED BY Mayor Henry Hill

WHEREAS, the proposed plans for the extension of Route 17 Southward of Route 3 has been studied and deemed essential and beneficial to the Meadowlands Municipalities and the Meadowlands Region as a whole for many years;

NOW THEREFORE BE IT RESOLVED by the Hackensack Meadowlands Municipal Committee that

1. The department of Transportation is hereby requested that the proposed plans for the extension of Route 17 Southward of Route 3 be expedited and that the same be immediately constructed.

2. The Executive Director of the Hackensack Meadowlands Municipal Committee is hereby directed to forward a certified copy of this resolution to the Department of Transportation, New Jersey Sports and Exposition Authority, Hackensack Meadowlands Development Commission requesting their support for this request.

I hereby certify that the above is a true and exact copy of the resolution offered, seconded and passed by the Hackensack Meadowlands Municipal Committee at a meeting held on the 3rd day of December, 1984 at 7:00P.M., a quorum being present.

  
DOMINICK CASAMASSINA  
EXECUTIVE DIRECTOR

NOTE: This resolution reaffirms Resolution No. 81-15 passed by the Committee on November 9, 1981



RESOLUTION NO. 87-11

OFFERED BY MAYOR J. GUIDA

SECONDED BY MAYOR H. HILL

WHEREAS, the New Jersey Turnpike has recently announced a change in its previous plan with regard to the interchanges in the Hackensack Meadowland area;

WHEREAS, the present proposal would totally eliminate Berry's Creek Center labeling the same as an "environmental park";

WHEREAS, the Borough of East Rutherford is extremely upset with this proposal and has compiled a counter report proposing other lands within the municipality to be dedicated and upgraded environmentally for an environmental park instead of Berry's Creek Center;

WHEREAS, the Borough of East Rutherford has requested the Hackensack Meadowlands Municipal Committee for its aid and this Committee did arrange for a meeting which was held on April 2, 1987 at the offices of the Committee with representatives of the New Jersey Turnpike.

BE IT RESOLVED by the Hackensack Meadowlands Municipal Committee as follows:

1. This Committee supports the position of the Borough of East Rutherford in opposing the New Jersey Turnpike proposal to completely eliminate Berry's Creek Center and to substitute a "environmental park" at that location.

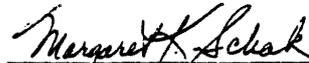
2. The New Jersey Turnpike Authority, U.S. Army Corps of Engineers and the Hackensack Meadowland Development Commission and any other governmental body involved with this project are hereby requested to utilize the other lands within the Borough of

East Rutherford and proposed by the Borough of East Rutherford to be dedicated and upgraded environmentally for mitigation instead of the taking of Berry's Creek Center.

3. The Executive Director, Margaret K. Schak, is hereby authorized to have certified copies of this Resolution forwarded to all of the Agencies involved and to others who may be helpful in obtaining this end.

CERTIFICATION

I hereby certify that the above is a true and exact copy of the original resolution offered and passed by the Hackensack Meadowlands Municipal Committee at their meeting held at their offices located at 10 Stuyvesant Avenue, Lyndhurst, New Jersey on the 2nd day of April, 1987, a quorum being present.

  
\_\_\_\_\_  
MARGARET K. SCHAK,  
EXECUTIVE DIRECTOR - HMMC

TESTIMONY BEFORE THE SENATE HACKENSACK MEADOWLANDS TASK FORCE

October 3, 1988

By Alan C. Marcus, The Marcus Group, Inc.

The Coalition for Better Trans-Hudson Mobility represents a broad cross-section of employers, public officials, developers and local residents. As businesses and individuals that operate, reside and commute in the area, we support transportation initiatives that can reduce the delays at the Hudson River Crossings. However, we believe the New Jersey Department of Transportation's (NJDOT) proposed second Exclusive Bus Lane (XBL II) is not an effective or practical alternative.

While NJDOT claims the XBL will improve travel times for Manhattan-bound bus commuters, the added bus lane will serve no benefit for New Jersey commuters and businesses and will particularly have an adverse effect on the Meadowlands area, the Hudson River waterfront, and Hudson County in general. We believe that the DOT's estimates on increased back-ups and travel times for all vehicles other than buses are unjustifiably low and additional research should be done before implementing XBL II. Public officials as well as representatives of the private sector have requested the DOT's traffic and environmental data. It has not been forthcoming.

New Jersey businesses will not benefit from the implementation of XBL II. As traffic congestion increases on Routes 3 and I-495 as a result of the XBL, truckers and automobile commuters will suffer significant delays which will adversely impact Hudson County.

Among the major ramifications will be the backing up of traffic onto access roads in Hudson County, particularly in the Meadowlands area. Estimates indicate extended delays of up to one hour for Meadowlands commuters.

Increased congestion on local roads and feeder highways will also effectively block access to the Hudson River waterfront. The inability to get workers to the waterfront will make this a less attractive location for new investment.

There will also be an increase in local traffic congestion in Hudson County municipalities as commuters, seeking the course of least resistance, divert from their normal highway routes and use local streets. An increase in traffic congestion on the Hudson River waterfront can also be expected due to the lack of high-capacity highways in that area.

The trucking and distribution industry which has a major presence in this region and whose survival depends on the timely delivery of goods will be severely impacted. Approximately 60 percent of the trucks that currently use the tunnel are bound to time-sensitive destinations. The decrease in peak hour lanes for their use would make deliveries less reliable and more costly and could therefore significantly damage the economic activity in both New York and New Jersey.

The environment will be further damaged by the increase in air pollution caused by extended delays. Carbon monoxide concentrations would worsen at Union City and Weehawken; currently, portions of I-495 already exceed federal Clean Air standards for ozone and carbon monoxide. With these projections, the proposed XBL should be the subject of an Environmental Impact Statement before any further increased congestion is added to the area.

Finally, while the XBL proposal is intended to provide benefits to bus commuters, there is also the prospect of negative impacts to the bus commuters themselves that would offset any benefits. The following areas may be impacted:

- o Buses may experience delays as a result of the merging traffic from the New Jersey Turnpike and Route 3. Additional delays may also be experienced at the Meadowlands from buses merging onto XBL II.

- o Substantial delays are expected at the Port Authority Bus Terminal due to increased congestion on the loading and unloading platforms and increases in the pedestrian traffic in the vicinity of the terminal. The projected increase of 70-80 buses per hour would negatively impact the Terminal, as it is not equipped to handle the increase. That congestion will back up through the Lincoln Tunnel onto local roads and highways in New Jersey.

To date, the reasons for implementing the XBL have been based on the perceived need to improve bus service for commuters to Manhattan. However, the impacts of this action on the environment, transportation and the economy in Hudson County have been understated or not researched sufficiently.

The following are viable, long-term alternatives to XBL II:

o The DOT acknowledges that some 250 to 300 buses which originate in Rockland and Northern Bergen counties bypass the George Washington Bridge and are routed through the Lincoln Tunnel. This unnecessarily adds to the congestion at the intersection of Route 3 and 495 as well as the Tunnel itself. Meanwhile, the George Washington Bridge is currently under utilized. The bridge has a capacity of 10,000 passengers per hour and the George Washington Bridge bus terminal could handle a significantly increased number of passengers.

Also, bringing New Jersey commuters to New York City jobs is in New York's interest. Why not create an XBL lane on Second Avenue? Why should New Jersey be the parking lot or staging area for New York?

o Many of those Rockland and Bergen county buses could be diverted to the waterfront to tie into the ARCORP ferry service which each day transports thousands of commuters to midtown and downtown. The ferries can handle an unlimited number of commuters if New Jersey Transit would make provision to bring the commuters to the ferry.

o A busway linking the George Washington Bridge and the Lincoln Tunnel could be operational in a matter of months with DOT's cooperation. This would provide a direct link to the Lincoln Tunnel which could be utilized by a number of Bergen and Rockland buses. By lessening the impact on Route 3 and 495, you further reduce the need for increased capacity on Route 495 and Route 3.

The proposed XBL II is inconsistent with New Jersey's stated policy of balanced economic growth and job creation. By increasing bus capacity to New York, you limit the capacity for New Yorkers and others to reach jobs in New Jersey. A priority should be placed on New Jersey roads for New Jersey jobs.

The Meadowlands and the Hudson River waterfront are the economic hope for Hudson County and the region. The growth that everyone envisions will not occur if by short-sighted action we create congestion which blocks access to these areas. Does it make sense for New Jersey to risk this critical economic growth opportunity on the basis that a few commuters may reach New York City a few minutes quicker? This is a tradeoff we cannot afford.

Finally, I would present to you for the committee's record, a cross section of letters, resolutions and newspaper editorials in opposition to XBL II. Included are communications from Hudson County legislators, Hudson County's Congressional representative, local businesses, Hudson County municipalities, developers, trucking companies and the Hackensack Meadowlands Development Commission. In addition, more than 3,500 letters from citizens in opposition to the XBL were communicated to the Department of Transportation during their comment period. A copy of one of those letters is included for your review. It speaks volumes--we hope you will consider it.

###

53X



Dear Governor Kean:

The Department of Transportation's plan to further restrict cars and trucks going to the Lincoln Tunnel during the morning rush hour will create extreme hardship for Meadowlands area commuters who face major delays caused by traffic backing up and blocking access to area businesses. Don't punish people who want to work in New Jersey. If the state wants to promote mass transit, it should reduce bus and train fares--not create traffic jams.

Lee Eagleston  
NAME  
144 Elm Ave  
ADDRESS  
Hackensack NJ 07601  
CITY STATE ZIP CODE

COMMENTS: see attached

545

My commute from Hackensack to Secaucus (twelve miles) currently takes about twenty-five minutes in moderate traffic. The time is the same whether I take secondary roads to RT 3 or RT 80 to the N J Turnpike. One might expect the all-highway Rt 80/Turnpike alternative to be faster, but such is not the case because of the back-up at the toll plaza. Anything that imposes the same back-up on Rt 3 access to local business would certainly have a negative impact on the appeal of the area to Jersey commuters.

It is unfortunate that the only access to the area is so utterly caught up in the NY traffic congestion. I would think it would be vital to area business development to find a way to extricate local traffic from the NY glut, perhaps by adding another turnpike exit just north of the 16E interchange used by Lincoln Tunnel traffic. I am not aware of any plusses to be realized by the commuter from this proximity to NY bound mass transit. I can't speak for the bus service, but the few NJ Transit trains that stop at Harmon Cove don't offer much of an alternative to driving, since I don't know of a way to get from the train station to Harmon Meadow. I doubt the walk would be pleasant.

I am a big fan of mass transit and think that almost anything that gets people out of their cars and onto public transportation is desirable. However, if there is no practical way to get to work in this area except to drive, anything that makes that drive longer, more air-polluting and more frustrating, is unacceptable. The closer the commuting time approaches what it would be to NY, the less appeal there is in working in NJ. Quite simply, if this isn't a pleasant, convenient place to work, businesses probably won't stay here, because their employees won't want to work here. There are too many jobs in NY that are only a clean, efficient, safe hour-long trip away, door-to-door.

New Jersey is in big trouble with the Federal Government as a result of it's lack of improvement in air quality (no long time resident can possibly remember what fresh air smells like). Efficient mass transportation is at least part of the answer and in an area with this much population density, there is no excuse for so many people to be dependent on their cars.

Lest there be any confusion about whether, as a supporter of mass transit, I might also be in support of the Exclusive Bus Lane, I'm not. If there were fewer cars going into NY, an Exclusive Bus Lane would be unnecessary. If no one is going to do anything about the crush of people who insist on using their cars for the trip, I refuse to sit in the resulting jam breathing the fumes of both the cars and the buses!

That's my opinion,  
Lee Eagleston

# HACKENSACK MEADOWLANDS DEVELOPMENT COMMISSION

One DeKorte Park Plaza • Lyndhurst, New Jersey 07071  
Administrative Offices: (201) 460-1700 Telephone: (201) 460-8300  
N.J. Centrex: (201) 648-2322 Telecopier: (201) 460-1722



LEONARD S. COLEMAN, JR.  
Chairman

ANTHONY SCARDINO, JR.  
Executive Director

VINCENT P. FOX  
Deputy Executive Director

Commissioners:  
THOMAS R. BETANCOURT  
JAMES A. GALDIERI  
RUDOLPH S. MAURIZI  
ELEANORE S. NISSLEY  
ROBERT T. REID  
ARNOLD R. SMITH, P.E.

May 5, 1988

Ms. Sandra Lautenberg  
Project Manager  
N.J. Transit Bus Operations, Inc.  
180 Boyden Avenue  
Maplewood, New Jersey 07040

RE: XBL 2 Within the Hackensack Meadowlands District

Dear Sandra:

It will be very difficult for HMDC to support and endorse the proposed XBL 2 from the Turnpike Interchange 16W to the Lincoln Tunnel. There has been very little information provided for review to our staff, even though several requests were made during the past year.

Although we support the goal of improving public transit access to the waterfront and Manhattan, we are very disturbed at the prospect of facing additional traffic hardship in the Meadowlands Area as a direct result of the second XBL. Our concerns are two-fold:

1. No queuing analysis was performed to our knowledge, and what has transpired in various discussions with professionals in the field is that traffic will queue up on Route 3 as far back as Meadowlands Parkway, particularly in the early stages of the XBL 2. Added to the delays now experienced on Route 3, the queuing problem will span from Berry's Creek Bridge all the way to the Lincoln Tunnel. Needless to say, this situation will be intolerable. Another concern resulting from the queue is the potential impossibility of serving Paterson Plank Road off Route 3 EB and its service road. The XBL 2 queue will in essence block traffic destined to Paterson Plank Road, West Side Avenue, Route 1 and 9 and the various development in South Secaucus, and North Bergen (ie. Harmon Cove, Harmon Meadow), and even the Turnpike south at Interchange 16E.

...continued.....

JEX

2. Secondly, no contingency plan has been developed to our knowledge, which is destined to relieve pressure when the queuing anticipated above does take place. Contingencies such as re-routing of traffic, or physically improving certain areas such as widening of roads and bridges on Paterson Plank Road, County Avenue and Secaucus Road, have not been investigated in order to plan and prepare remedies for negative impacts in the District.

As a consequence, HMDC Staff has determined that although there is great support on the Commission's part for the goal of improving public transit mobility and access within the region, there has not been much review and analysis of the consequences of the XBL 2 on regional traffic within the HMDC District as well as the Hudson River Waterfront area.

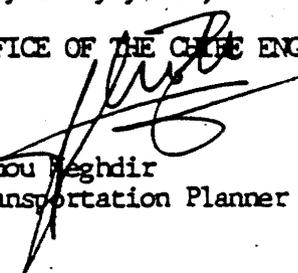
Please enter this letter into the record and inform us if you will be forwarding us any material for further review.

If you have any questions, please do not hesitate to call me at:

201 460-1700 ext. 220

Very truly yours,

OFFICE OF THE CHIEF ENGINEER

  
Hamou Meghdir  
Transportation Planner

HM:im



COUNTY OF HUDSON  
OFFICE OF THE COUNTY EXECUTIVE  
ADMINISTRATION BUILDING  
595 NEWARK AVENUE  
JERSEY CITY, NEW JERSEY 07306

ROBERT C. JANISZEWSKI  
COUNTY EXECUTIVE

(201) 795-6200

May 2, 1988

Charles L. Meyers, Administrative Practice Officer  
N.J. Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, N.J. 08625

OFFICIAL COMMENTS TO BE SUBMITTED FOR PUBLIC RECORD FROM  
HUDSON COUNTY EXECUTIVE ROBERT C. JANISZEWSKI

This is in reference to a New Jersey D.O.T. proposal creating an extra bus lane on Routes 495 and 3 eastbound (XBL II) during the morning rush hours. While this proposal no doubt will ease the problems of Manhattan-bound commuters and New York City-based employers, it would have a serious negative impact on Hudson County in terms of jobs, economic development, the environment and our overall quality of life.

In recent years Hudson County has experienced unprecedented economic growth. Unfortunately, this growth could come to a grinding halt very quickly if our infrastructure is unable to accomodate the new jobs and development taking place both in the Meadowlands and on the Hudson River waterfront. That's why I'm so concerned about the proposal.

Our roadways already are over capacity during rush hours, and the loss of one of three eastbound lanes on Routes 495 and 3 would only serve to further burden an already overburdened road system by diverting highway bound traffic onto local streets. And unlike Manhattan, we don't have a comprehensive mass transit system in place that can help alleviate our traffic situation, so our workers have no choice but to use their automobiles.

I must tell you in all honesty that while I am glad to see so many New Jerseyans finding work in Manhattan, I am much more concerned with the job picture in Hudson County; that is, keeping and creating jobs in our county, and making certain workers can reach jobs in the meadowlands district and throughout Hudson County.

SRK

One final concern that I have with this proposal, and it is by no means my least concern, is the environment. At present we already have intolerably high levels of carbon monoxide in the air because of our traffic problems, and the loss of another lane on these key roadways would only serve to further heighten our acute air quality problems.

Despite the difficulties I have with the proposal, I am willing to work with the N.J.D.O.T. to find alternative solutions to our common problems (one solution may be to look into creating additional incentives for car pooling). In the final analysis, however, I must insist that the problems of Manhattan-bound commuters not be solved to the disadvantage of Hudson County and the entire northern New Jersey region.

Respectfully submitted,

ROBERT C. JANISZEWSKI  
Hudson County Executive

RCJ/jl

FRANK J. GUARINI  
14TH DISTRICT  
NEW JERSEY

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON TRADE

COMMITTEE ON BUDGET

SELECT COMMITTEE ON  
NARCOTICS ABUSE AND CONTROL



Congress of the United States  
House of Representatives  
Washington, DC 20515

HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-2765

15 PATH PLAZA  
JERSEY CITY, NJ 07306  
(201) 859-7700

428 60TH STREET  
WEST NEW YORK, NJ 07093  
(201) 868-0325

854 AVENUE C  
BAYONNE, NJ 07002  
(201) 823-2900

March 28, 1988

Hazel Gluck  
Commissioner  
Dept. of Transportation  
1035 Parkway Avenue  
CN600  
Trenton, NJ 08625

Dear Commissioner:

Since the advent of mixed-use development on the Hudson County waterfront, there has been an enormous need for a well coordinated trans-Hudson plan. Along with colleagues from both New Jersey and New York, I have introduced legislation with the intent of finding a long-term solution to this emerging problem.

While recognizing initiatives that facilitate trans-Hudson crossings, such as additional PATH cars and a ferry system, I am skeptical about short-term solutions like the proposed additional exclusive bus lane on the Route 3/I-495 approach to the Lincoln Tunnel. I am concerned about the environmental impact and traffic implications for the residents and businesses in Hudson County and the Meadowlands area. Please update me on your environmental and traffic studies as soon as possible.

I must stress the importance of also accommodating commuters traveling within New Jersey and specifically up and down the growing waterfront. The proposed light-rail system should be on a "faster track" with careful coordination with the proposed South Busway.

I appreciate your commitment to transportation, Commissioner, and look forward to working with you in this regard.

With warmest personal regards,

Sincerely,

A handwritten signature in cursive script that reads "Frank".

FRANK J. GUARINI  
Member of Congress

FJG/mh

cc: Jerome C. Premo

60X

1988 MAR 29 11 39 AM



FRANK J. GUARINI  
14TH DISTRICT  
NEW JERSEY

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON TRADE

COMMITTEE ON BUDGET

SELECT COMMITTEE ON  
NARCOTICS ABUSE AND CONTROL



Congress of the United States  
House of Representatives  
Washington, DC 20515

HOUSE OFFICE BUILDING  
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428 60TH STREET  
WEST NEW YORK, NJ 07093  
(201) 868-0325

654 AVENUE C  
BAYONNE, NJ 07002  
(201) 823-2900

April 28, 1988

Hazel Gluck  
Commissioner  
Dept. of Transportation  
1035 Parkway Avenue  
CN600  
Trenton, NJ 08625

Dear Commissioner:

Pursuant to my recent request concerning the environmental and traffic implications of the proposed XBL II, I would like to express my formal opposition to what I view as a short sighted attempt to solve a long term problem.

I am concerned about the negative impact the XBL II would have on the residents, businesses and commuters bound for the Meadowlands and Waterfront area. I remain committed to and support proposals that facilitate trans-Hudson crossings without significantly increasing air pollution and traffic congestion.

Again, I would appreciate the opportunity to review any impact studies you have completed and look forward to working with you in finding long term solutions to this growing problem.

With personal regards,

Sincerely,

  
FRANK J. GUARINI  
Member of Congress

FJG/mh

cc: Mr. Charles Meyers

PLEASE RESPOND TO

15 PATH PLAZA  
JERSEY CITY, NJ 07306  
(201) 659-7700

428 60TH STREET  
WEST NEW YORK, NJ 07093  
(201) 868-0325

654 AVENUE C  
BAYONNE, NJ 07002  
(201) 823-2900

61X



NEW JERSEY SENATE



CHRISTOPHER J. JACKMAN

DEPUTY MAJORITY LEADER

SENATOR, DISTRICT 33 HUDSON

6110 MONITOR PLACE

WEST NEW YORK, N.J. 07093

RES. 201-868-2637

BUS. 201-861-0961

LEG. OFF. 201-861-7266

April 28, 1988

Charles L. Meyers  
Administrative Practice Officer  
Department of Transportation  
1035 Parkway Avenue, CN 600  
Trenton, N.J., 08625

Dear Mr. Meyers:

As a Senator representing Hudson County, I am extremely concerned about the potential negative effects of the proposed Express Bus Lane II (XBL II) on our area's residents and businesses.

First, engineering studies have indicated this additional XBL would have an adverse impact upon commuters to both the Meadowlands and the Waterfront. While these areas are experiencing significant commercial growth, they are still served only minimally by mass transit, so workers are heavily dependent on the use of automobiles to travel to work. If this region is going to sustain its economic viability, we must not hamper accessibility, and obviously must do all we can to enhance it.

Second, the studies conclude eastbound non-high occupancy vehicle (HOV) traffic on Route 495 would experience additional delays of about an hour with the implementation of XBL II and truck and automobile traffic congestion along the Route 3 corridor would be further aggravated. Not only is this unfair to New Jersey commuters and business vehicles that rely on these routes and have no alternatives, but it would severely increase air pollution in our region. Specifically, the engineering studies predict carbon monoxide concentrations would be worsened at sites in Union City and Weehawken adjacent to Route 495, possibly worsening air quality at certain locations in violation of standards.

Third, as traffic backs up on Routes 495 and 3, we anticipate the local Hudson County streets would suffer increased traffic caused by drivers bypassing the congestion. Should you have any question about the possibility of this happening, let me just refer you to The Jersey Journal's April 20 front page photo and caption: "Construction on the western spur of the New Jersey Turnpike, just north of Interchange 15W in Kearny, has caused northbound traffic to turn to other routes. Cars are leaving the turnpike at Interchange 15E and heading east on Routes 1 & 9 to Jersey City, where they turn north and back up on Kennedy Boulevard and West Side Avenues. The shifting traffic jam has made roads so crowded that few motorists have been able to reach the Pulaski Skyway... ."

Mr. Charles L. Meyers  
Department of Transportation  
April 28, 1988

page 2

Additionally, we expect the Route 495 eastbound on-ramps would suffer longer lines, possibly interfering further with local traffic.

Of particular economic concern is the impact of the XBL II on trucking operations, which would suffer as vehicle travel times eastbound would increase considerably, with specific impact on businesses in Hudson County.

Fourth, the XBL II plan would significantly decrease accessibility to the Waterfront for trucks and non-HOV cars. As we know, vehicular access to sites along the Hudson River waterfront is constrained by the Palisades and the lack of high capacity roadways through the cliffs. Vehicular accessibility to the waterfront developments already is hampered by Manhattan-bound traffic which is competing for the limited amount of eastbound roadway capacity. If we are to expect continued economic growth and strength in this region, we again must not do anything to hurt, and in fact must implement means of improving access.

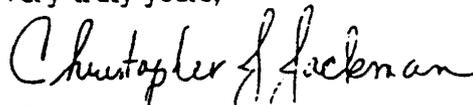
I should add there also is the potential for negative impacts on the bus commuters themselves which have not been sufficiently analyzed. Consider:

- the bus delays due to merging onto the XBL II from the Turnpike and Route 3;
- bus delays due to the merging of buses from the Meadowlands to XBL II;
- bus delays due to the merging of buses into the Lincoln Tunnel east of the toll gates;
- a mode shift away from buses to carpools, vans and jitneys, which may result in a loss of ridership to New Jersey Transit and other carriers and, in fact, greater vehicular demand than now exists; and
- delays at the Port Authority Bus Terminal, which already is at near capacity, due to increased congestion on the busways and in pedestrian areas.

In closing, I recognize the XBL II is designed as a short-term solution to moving people to New York City. But I feel strongly the potential negative impacts, as I've cited above, have not been adequately assessed. I therefore urge New Jersey DOT not to implement XBL II, and to instead focus on and invest in the kinds of long-term solutions that are required to address this serious regional concern. For example, to ease traffic and cut air pollution on the New Jersey side of the tunnel, the toll booths might be moved to New York.

Thank you for your consideration. Please do not hesitate to contact me, if I might be of any assistance to you in your further studies.

Very truly yours,



Christopher J. Jackman  
Senator  
33rd District

CJJ/mpw

63X



THE ASSEMBLY  
STATE OF NEW JERSEY  
TRENTON

BERNARD F. KENNY, JR.  
ASSEMBLYMAN, 33RD DISTRICT  
HUDSON COUNTY  
450 7TH STREET  
HOBOKEN, NJ 07030  
201-633-1486

COMMITTEES  
MEMBER, MUNICIPAL GOVERNMENT  
MEMBER, SELECT COMMITTEE ON  
DRUG ABUSE

April 29, 1988

Mr. Charles L. Meyers  
Administrative Practice Officer  
Department of Transportation  
1035 Parkway Avenue  
CN600  
Trenton, NJ 08625

Dear Mr. Meyers:

As a representative of the 33rd Legislative District in Hudson County, I am aware of the growing concern among the constituents of my district over the New Jersey Department of Transportation's decision to allocate an additional Exclusive Bus Lane (XBL II) to Routes 3 and I-495 during the morning rush hours. Granted, we are concerned with improving access to the Hudson River Crossings, however we feel that the XBL II decision warrants reconsideration for the following reasons:

- (1) We are concerned about the lack of thought given to problem of where the overflow traffic will go. The existing situation of buses obstructing the streets of Hoboken is already quite serious. The projected increase of 70-80 buses per hour for a three hour period would mean an additional 240 buses travelling through Hudson County.
- (2) Hudson County businesses will not benefit from the implementation of XBL II. Truckers and driving commuters to this area will encounter significant traffic delays.
- (3) Along with these traffic delays for the local commuter and trucker, the environment may be further impaired by increased air pollution. Currently portions of I-495 already exceed Federal Clean Air Standards for ozone and carbon monoxide.

My constituents and I strongly request that you give this issue serious consideration and do not minimize the effect

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64X





THE ASSEMBLY  
STATE OF NEW JERSEY  
TRENTON

BERNARD F. KENNY, JR.  
ASSEMBLYMAN, 33RD DISTRICT  
HUDSON COUNTY  
450 7TH STREET  
HOBOKEN, NJ 07030  
201-653-1400

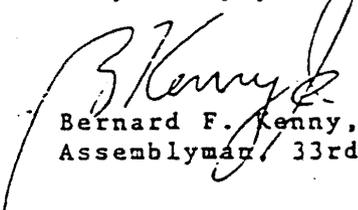
COMMITTEES  
MEMBER, MUNICIPAL GOVERNMENT  
MEMBER, SELECT COMMITTEE ON  
DRUG ABUSE

Mr. Charles L. Meyers  
Page 2

that XBL II will have on the safety, economy and the health of the residents, business people and the commuters of Hudson County. We cannot accept the use of our county as a dumping ground. It is wrong for the people who live and work in the communities of Hudson County to suffer at the expense of commuters to midtown New York.

Once again, we ask that the D.O.T. re-evaluate its decision to implement XBL II. Thank you for taking the time to consider my views and the concerns of my constituents.

Very truly yours,

  
Bernard F. Kenny, Jr.  
Assemblyman, 33rd District





THE ASSEMBLY  
STATE OF NEW JERSEY  
TRENTON

DEMOCRATIC CONFERENCE CHAIRMAN  
JOSEPH V. DORIA, JR.  
ASSEMBLYMAN 31ST DISTRICT  
HUDSON COUNTY  
235 BROADWAY  
BAYONNE, NJ 07002  
201-437-5150, 5151

COMMITTEES  
HIGHER EDUCATION & REGULATED  
PROFESSIONS

March 1, 1988

Commissioner Hazel Frank Gluck  
Department of Transportation  
1035 Parkway Avenue - CN 600  
Trenton, New Jersey 08625

Dear Commissioner Gluck:

I have been contacted by a number of my constituents and by the Coalition for Better Trans-Hudson Access concerning the proposal to allocate an additional exclusive bus lane to Routes 3 and I-495 during the morning rush hour.

In my opinion this proposal has a number of problems. I question whether or not sufficient research study has been done to determine whether or not this will help to expedite traffic at the Lincoln Tunnel or whether infact it will actually have an adverse effect upon New Jersey commuters and New Jersey businesses by causing additional extended delays at the Tunnel.

In my opinion the Department of Transportation should reconsider it's decision for the following four reasons:

1. New Jersey businesses will not benefit from the implementation of XBL II. Truckers and driving commuters will suffer significant delays which will adversely impact upon economic growth in Hudson County and the Meadowlands district.
2. Congestion at the Port Authority Bus Terminal. A preliminary study prepared by McKeown and Franz, Inc., environmental and planning consultants for the Coalition, reported that the projected increase of 70-80 buses per hour to the terminal would cause significant congestion at the loading/unloading platforms and would drastically increase pedestrian and vehicular traffic in the vicinity of the terminal. The issue here is how well-equipped is the Port Authority Bus Terminal to handle this increase

66x

3. The environment may be further impaired by increased air pollution, caused by extended traffic delays. Currently portions of I-495 already exceed federal Clean Air standards for ozone and carbon monoxide. Clearly XBL II should be the subject of an Environmental Impact Statement, which was not conducted on this proposed extension.
4. The new county administration in Hudson has not had an opportunity to study or comment on the XBL proposal.

I feel that some reconsideration should be given to this very important matter. I would appreciate your comments on this matter. I look forward to hearing from you in the near future.

Sincerely,



Joseph V. Doria, Jr.  
Assemblyman

JVD:mcb



THE ASSEMBLY  
STATE OF NEW JERSEY  
TRENTON

DAVID C. KRONICK  
ASSEMBLYMAN, 32ND DISTRICT  
HUDSON COUNTY  
7911 BERGENLINE AVENUE  
NORTH BERGEN, NJ 07047  
201-861-1111

COMMITTEES  
MEMBER, ENVIRONMENTAL QUALITY  
MEMBER, CONSERVATION, NATURAL  
RESOURCES AND ENERGY

June 30, 1988

Commissioner Hazel Frank Gluck  
Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, NJ 08625

RE: XBL II, Bus Lanes

Dear Commissioner Gluck:

I would like to express my opposition to XBL II, the Department of Transportation plan to designate an extra bus lane on Route 3 and Route I-495.

Hudson County, one of the most densely populated areas of the country, already has a severe traffic problem. Restricting the use of one of the lanes on a main thoroughfare during rush hour will only serve to compound this problem.

Additionally, it has not been sufficiently demonstrated that having an extra bus lane will increase the use of public transportation. I strongly urge you to reconsider implementation of this plan pending a further review of the effects it would have on Hudson County.

I would welcome the opportunity to meet with you and the municipal and county leaders affected by the XBL II proposal.

I appreciate your consideration of this letter and look forward to seeing you soon.

Sincerely,

*David C. Kronick*

David C. Kronick

KGD/xblii

cc: Robert Janiszewski  
Paul Amico  
Alan Marcus ✓

68X





THE ASSEMBLY  
STATE OF NEW JERSEY  
TRENTON

ANTHONY IMPREVEDUTO  
ASSEMBLYMAN, 32ND DISTRICT  
HUDSON COUNTY  
100 ROUTE 153  
SECAUCUS, N.J. 07094  
201-864-3232

COMMITTEES  
MEMBER, HIGHER EDUCATION  
& REGULATED PROFESSIONS  
MEMBER, COMMUNITY DEVELOPMENT &  
URBAN AFFAIRS

May 20, 1988

Mrs. Hazel Gluck, Commissioner  
New Jersey Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, New Jersey 08625

Dear Commissioner Gluck:

I am writing to express my strong opposition to the proposal creating XBL II on Route 3 and Route I 495 which is appallingly insensitive to the health and welfare of many of my constituents.

The traffic will be increased by this bus lane that most certainly will back up onto Route 3 and I 495 in areas which abut residential neighborhoods. This will only add to the air pollution in an area already saturated with exhaust fumes. I fully believe this proposal has not been given enough study and thought regarding the adverse effects it will have on neighboring municipalities.

I would appreciate your help in causing this proposal to be tabled until a more thorough study proves that such a movement will not cause problems for any community in the path of the "Exclusive Bus Lane."

Sincerely,

ANTHONY IMPREVEDUTO  
Assemblyman

AI/mw





NEW JERSEY SENATE

EDWARD T. O'CONNOR, JR.

SENATOR-31ST DISTRICT

1662 KENNEDY BOULEVARD

ENTRANCE: 245 PEARSALL AVENUE

JERSEY CITY, NEW JERSEY 07305

201-451-6120

February 25, 1988

Hazel Frank Gluck  
Commissioner of Transportation  
1035 Parkway Avenue, CN 600  
Trenton, New Jersey 08625

Dear Commissioner Gluck:

I am writing to ask that the Department of Transportation reconsider its decision to allocate an additional Exclusive Bus Lane (XBL II) to Routes 3 and I-495 during the morning rush hour. I ask you to consider several points about the impact this action will have.

First, this action will adversely affect businesses in Hudson County and the Meadowlands district due to the delays to truck and commuter traffic it will cause. Secondly, I have grave doubts about the ability of the Port Authority to handle the tremendous volume increase, which environmental and planning consultants McKeown and Franz, Inc. estimate at between 70 and 80 buses per hour. Finally, such a step surely requires an Environmental Impact Statement -- portions of I-495 already exceed federal clean air standards for ozone and carbon monoxide, implementation of the DOT's plan will only exacerbate the problem.

I think these facts at least indicate that the DOT should re-examine its initial finding. Please consider these facts carefully before taking this major step. In addition, I believe that the new Hudson County administration has not had a chance to comment on the XBL proposal; I would encourage you to seek out their feedback on it.

Thank you for your consideration, and I look forward to discussing this matter with you in the near future.

Very truly yours,

Edward T. O'Connor, Jr.

ETOC:fm

70X





# Meadowlands Chamber of Commerce, Inc.

600 Washington Avenue, Carlstadt, N.J. 07072 (201) 939-0707

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 New Jersey Bell Telephone Co  
 Phillip Engle, Vice Chairman  
 Pan American World Airways  
 Ira Perlman, Vice Chairman  
 Panasonic/Matsushita Co  
 Ira Weismann, Vice Chairman  
 I. Weismann Associates  
 V.A. Paradise, Treasurer  
 Schiavone Construction Co  
 Richard Fritsky  
 President

May 3, 1988

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 Robert Bauer  
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 Brancosons  
 Robert Burton  
 Birkley Corporation  
 Robert Casciola  
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 Jack Cambria  
 Cambria Mack Trucks  
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 Kathy Connors  
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 Robert Degelmann  
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 Diskin & Diskin Agency  
 Gary Dornbush  
 Erie Waterhouse  
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 Hartz Mountain Industries  
 Dennis Maycher  
 Maycher & Minelli  
 Joseph Mazza  
 Sheraton Heights Hotel  
 Louis Patrone  
 Green Foods  
 Evelyn Pezalla  
 Frank's Truck Center, Inc  
 Paul Ritchie  
 Ritchie Bros  
 Anthony Scardino  
 Hackensack Meadowlands  
 Development Commission  
 Gerald Sloane, CPA  
 Paul Sokol  
 Hackensack Water Co  
 Anthony Tramantozzi  
 Bergen Fire Service Center  
 Richard Theryoung  
 Alfred Outdoor Advertising  
 Lewis Thurston  
 New Jersey Sports & Exposition  
 Authority  
 Ronald Turci  
 Meadowlands Maintenance Service  
 Richard Vezza  
 Vezza Trucking  
 Marie Walsh  
 Waste Management  
 Ray Walter  
 New Fidelity Bank N.A  
 Richard Wilson  
 Wilson Realty  
 Leonard Zaccaro  
 Zaccaro & Associates

Mr. Charles L. Meyers  
 Administrative Practice Officer  
 Department of Transportation  
 1035 Parkway Avenue  
 CN 600  
 Trenton, New Jersey 08625

Dear Mr. Meyers:

Although we are well aware of the pressing "trans Hudson" crossing problems and understand that there is tremendous congestion on the Routes 495 and 3 XBL, we have grown increasingly concerned about the potential negative impacts of the proposed XBL II.

What is more, we have yet to be convinced that this proposal is compatible with any cohesive Transportation planning strategy for either the Meadowlands or the Waterfront. It is, we believe, but another stop gap measure that diverts attention from the real solutions, another stop-gap measure that has not been completely thought out.

Yes, the public has been assured that it will work but we have yet to see a final design.

Yes, there is a need to better augment mass transit but that need is just as pressing on our own side of the Hudson.

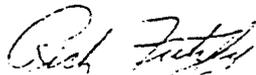
Yes, there is a problem but this is not the solution.

Therefore, the Board of Directors of the Meadowlands Chamber of Commerce has, after careful consideration, adopted a resolution expressing opposition to XBL II.

Page 2 - Mr Charles L. Meyers

I have naturally been charged with informing you and other appropriate public officials of that opposition and with forwarding you a copy of the resolution which you will find enclosed.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rich Fritsky".

Richard Fritsky  
President

RF/gd

Encls.

RESOLUTION ON XBL II PROPOSAL

WHEREAS, the Meadowlands Chamber of Commerce is dedicated to enhancing the orderly and balanced development process in the Meadowlands region and to preserving and expanding the economic vitality of the region; and

WHEREAS, the New Jersey Department of Transportation has proposed to allocate an additional Exclusive Bus Lane (XBL II) to Routes 3 and I-495 during the morning rush hours to accomodate Manhattan bound commuters; and

WHEREAS, this additional dedicated bus lane will have an adverse impact upon commuters to the Meadowlands and the Waterfront who are heavily dependent on the use of automobiles to travel to work; and

WHEREAS, commuters to the Meadowlands and surrounding municipalities have not received the same mass transit opportunities and subsidies as commuters to mid-town New York; and

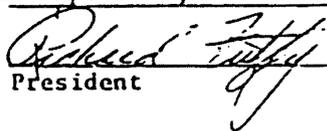
WHEREAS, XBL II could further aggravate truck and automobile traffic congestion along the Route 3 corridor thereby increasing air pollution in the Meadowlands region; and

WHEREAS, the implementation of XBL II, an interim solution, may divert attention from efforts to implement the positive long range solutions including the development of the South Busway, the Weehawken Tunnel Busway, the Secaucus Transfer Station, the activation of the West Shore Line and the like; and

WHEREAS, the ramifications of the XBL II proposal have not been fully thought out; now therefore

BE IT RESOLVED that the Meadowlands Chamber of Commerce hereby opposes the creation of XBL II as presently conceived and directs its President to communicate this opposition to the Governor of the State of New Jersey, the Commissioner of the New Jersey Department of Transportation, all appropriate legislators and organizations and all members of the Hackensack Meadowlands Development Commission.

Date: April 22, 1988

  
\_\_\_\_\_  
President



# Industrial Medicine Center

210 Meadowland Parkway, Secaucus, NJ 07094  
(201) 348-3636

July 11, 1988

Ms. Hazel Gluck  
Commissioner of the New Jersey  
Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, NJ 08625

Dear Ms. Gluck,

As Vice President of Meadowlands Hospital Medical Center's Occupational Center, I strongly urge you to reconsider the implementation of XBL II.

Two years ago our Industrial Medicine Center serviced many clients throughout Hudson, Bergen, Passaic and Essex Counties. Many clients have stopped utilizing our services due to the amount of time it takes to get to us.

Due to the high volume of traffic on Route 3, it takes 20 to 30 minutes to get to our facility from Route 17, 3.5 miles away!

By reducing lanes for cars, trucks and ambulances you will increase the travel time an additional 5 to 10 minutes. The more congestion you create on our main arteries (Routes 3, 495 and 95) the greater the adverse impact will be on our I.M.C.

The Meadowlands was a vast wasteland. It has emerged as a thriving residential and business community. Do you want to turn it into a wasteland of empty offices, warehouses, stores, etc.?



An Affiliate of Meadowlands Hospital Medical Center

Serving Business, Industry and Government

74X

Ms. Hazel Gluck  
Page 2  
July 11, 1988

Again, we urge you to find alternatives to moving  
people in and out of New York.

Sincerely,

  
Robert W. Chamberlain  
Vice President

cc: Governor Thomas H. Kean

*Price Waterhouse*



July 8, 1988

Ms. Hazel Gluck  
Commissioner of the New Jersey  
Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, N.J. 08625

Dear Ms. Gluck:

The purpose of this letter is to express my concerns regarding the Department of Transportation's (DOT) XBL II project. As a member of the Meadowlands business community and Chamber of Commerce (the "Chamber"), I have serious reservations regarding the implementation of the XBL II project. Our mission in the Chamber is to enhance an orderly and balanced development process in addition to expanding and preserving the economic vitality of the Meadowlands region. Implementation of the XBL II project, thus creating an additional bus lane to Routes 3 and I-495 during the morning rush hour, will have an adverse affect upon commuters who are dependent upon automobiles to travel to and from the Meadowlands and Waterfront areas. Commuters to Meadowlands businesses and surrounding municipalities have not received the same mass transit opportunities and subsidies as New York City bound commuters.

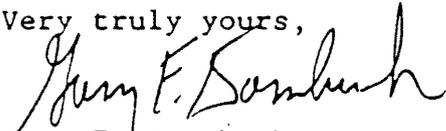
The XBL II project will further aggravate truck and automobile traffic congestion along Route 3 thus increasing air pollution in the Meadowlands area. Additionally, problems will ultimately arise as to prospective locations to unload passengers at the Port of Authority bus terminal in New York City as a result of increased bus traffic. Whereas this project may provide a short-term solution, it will divert efforts from positive long-term solutions such as the development of the South Busway, the Weehawken Tunnel Busway, the Secaucus Transfer Station and the activation of the West Shore Line. Thus, it is clearly evident that the ramifications of the XBL II proposal have not been fully

July 8, 1988  
Ms. Hazel Gluck  
Page 2

considered. Therefore, I urge you to evaluate, review and consider other alternatives to the XBL II project as this proposal may alleviate problems on a short-term basis while creating new complexities which can only be resolved with a rational long-term plan to the commuting problems of the metropolitan area.

I thank you for your consideration in this matter.

Very truly yours,



Gary F. Dornbush

cc: Governor Thomas H. Kean

bcc: Mr. Richard Fritzky

ROBERT W. BURTON  
PRESIDENT AND CHIEF EXECUTIVE OFFICER



July 8, 1988

Ms. Hazel Gluck  
Commissioner of the N. J.  
Dept. of Transportation  
1035 Parkway Avenue  
CN600  
Trenton, NJ 08625

Dear Ms. Gluck:

I cannot believe you are proceeding with XBLII! The additional traffic congestion this will create is beyond imagination.

The biggest and most vociferous complaint our employees have is the problems they have getting to and from their jobs on horribly congested Route 3. We have, in fact, had too many instances of employees quitting their jobs with us to avoid tortuous Route 3. Trying to replace people is extremely difficult for the same reason. Additional buses will further aggravate the backups on the N.J. Turnpike both north and south at the Lincoln Tunnel exit.

It's not often I feel as strongly about an issue, but this certainly is one. As a Director of The Meadowlands Chamber of Commerce, I fully supported the "Resolution on XBLII Proposal" (copy enclosed). If memory serves, this Resolution was passed unanimously by the Directors.

Please ... don't do it!

Sincerely,

A handwritten signature in dark ink, appearing to be "RWB", written over a horizontal line.

Robert W. Burton

RWB:gr  
enc.

cc: Governor Thomas H. Kean  
Richard Fritzky, President, Meadowlands Chamber of Commerce



**ALLIED** Bendix  
Aerospace

Bendix Flight Guidance &  
Test Systems Division,  
Teterboro, NJ 07608  
Telephone (201) 261-2100

July 14, 1988

Hazel Gluck  
Commissioner  
NJ Department of Transportation  
1035 Parkway Avenue  
CN 600,  
Trenton, NJ 08625

Dear Commissioner Gluck:

I am writing to record this organization's opposition to XBL II as presently conceived.

We are a major employer in the Meadowlands with a plant population in excess of three thousand. Obviously, a large proportion of our employees commute on a daily basis through the Route 3 and I495 corridors. They already experience commutation problems which would not exist if there were adequate mass-transit options for intra-state commuters. We see no good purpose served by aggravating the problem for these Hudson and South-Bergen County employees as a cost for improving the transit of New York City employees. There must be a better way.

There have been a number of positive long-range solutions put forth by the Meadowlands Chamber of Commerce and other concerned individuals. We urge that careful consideration of these be given before resorting to XBL II which, at best, is a makeshift approach to a major problem.

Thank you for your consideration.

Yours truly,

Armand De Luca

Director, Industrial Relations

cc: Governor Thomas H. Kean

# Howmedica

359 VETERANS BOULEVARD • RUTHERFORD, NEW JERSEY 07070 • (201) 935-2100

MARYANN ANDERSON  
VICE PRESIDENT — PERSONNEL

July 21, 1988

Ms. Hazel Gluck  
Commissioner, New Jersey  
Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, NJ 08625

Dear Ms. Gluck:

Howmedica, Division of Pfizer Hospital Products Group, Inc. has been a long term community member of the Meadowlands area.

We are a major business and employer located in Rutherford, New Jersey at the Junction of Routes 3 and 17. We employ over 1200 residents from many New Jersey communities. Our employees depend exclusively on Routes 3, and 17, and the New Jersey Turnpike as their means of commutation routes to work. These employees commute via personal automobile because there currently does not exist any other viable transportation option.

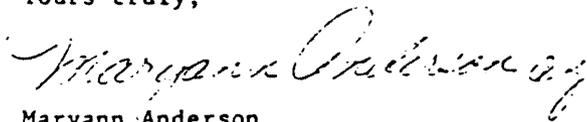
The Meadowlands area commuter has not, in the past twenty years, received the same mass transit consideration or opportunities as the commuter to New York City.

Therefore, as representative of Howmedica, and as a member of the Board of Directors as well as of the Executive Committee of the Meadowlands Chamber of Commerce we must emphatically urge you to oppose the creation of additional Exclusive Bus Lane (XBL II) to routes 3 and I-495 during the morning rush hours to accomodate Manhattan commuters.

The creation of XBL II will create severe hardships for Meadowlands businesses as well as for our employees and community residents not to mention the economic and environmental damage which will certainly result.

Thank you for the opportunity to express our strong opposition to the creation of XBL II.

Yours truly,

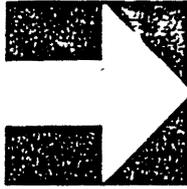


Maryann Anderson

MA/cg

DIVISION OF  Hospital Products Group, Inc.

80X



**NORTH AMERICAN SALES TECHNOLOGIES**

Box 383, Hasbrouck Heights  
New Jersey 07604  
(201) 288-2255

Hazel Gluck  
Commissioner  
Dept of NJ Transportation  
1035 Parkway Ave  
CN600  
Trenton NJ 08625

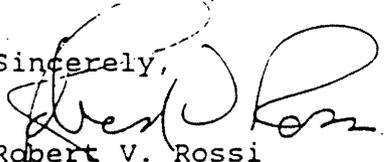
July 16, 1988

Dear Commissioner Gluck,  
I am writing to you to voice my opposition to the implementation of XBL II. I have lived and worked in the Meadowlands Area for the past seventeen years. During that time I have made an average of three trips a week into New York for business. I am quite familiar with the rush hour traffic both ways through the Lincoln Tunnel and fail to see how this plan will do anything but increase the congestion, pollution and accidents that already are a plague to the area.

In addition to the many valid points brought to light by the enclosed Meadowlands Chamber of Commerce Resolution, one need only follow the latest discussions concerning the "green house" effect on earths enviornment to realize that to set this plan in motion is ultimately a disservice to even those that believe they are benefiting from it.

There is certainly a price to pay in this situation. We must ask ourselves is that price to rise earlier to be in work on time until a plan that satisfies all voices is conceived or an additional, possibly irreversible abuse to the only environment we have.

Sincerely,

  
Robert V. Rossi  
President  
North American Sales Tech

cc: Governor Thomas H Kean  
cc: Rich Fritzky  
enc

RVR/cd

81X



AIRWICK  
INDUSTRIES  
INC

111 Commerce Road  
Carlstadt NJ 07072  
Tel 201 933-8200  
TWX 710-989-0109

July 8, 1988

Commissioner Hazel Gluck  
New Jersey Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, NJ 08625

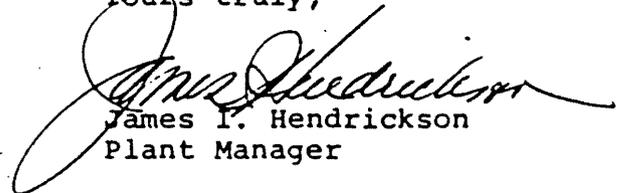
Dear Commissioner Gluck:

I am writing to you to express my opposition to the implementation of XBL II, the proposed additional express bus lane on Routes 495 and 3.

Airwick Industries is a major manufacturer of household products with large employee base living in the waterfront communities of Hudson and Bergen Counties. Since these employees do not have access to an organized mass transit system, they are dependent on the use of automobiles to travel to work. There is great concern that XBL II will create a backwash of traffic on the major arteries feeding into Routes 495 and 3, causing hardship for our employees and also adversely affecting their living conditions as the added buses and congested traffic increase the air pollution in the area.

There are many long range solutions to the congestion on this route that have been proposed, and I urge you to commit the resources of DOT to the implementation of a more creative and permanent approach.

Yours truly,



James I. Hendrickson  
Plant Manager

JIH:smw

cc: Governor Thomas H. Kean

82X

July 11, 1988

Ms. Hazel Gluck, Commissioner  
NJ Department of Transportation  
CN 600  
Trenton, NJ 08625

Dear Ms. Gluck:

My purpose in writing to you today is to express my total opposition to the allocation of an additional exclusive bus lane (XBL II) to Routes 3 and I-945 during the morning rush hours.

This opposition is based upon the fact that an additional dedicated bus lane will have an adverse impact on commuters to the Meadowlands and the waterfront who are heavily dependent upon the use of automobiles to travel to work. In addition, commuters to the Meadowlands and the surrounding municipalities have not received the same mass transit opportunities and subsidies as commuters to midtown Manhattan.

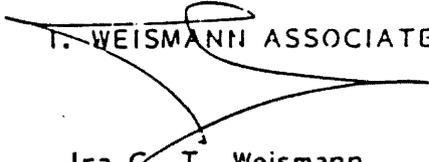
XBL II could further aggravate truck and automobile traffic congestion along the Route 3 corridor, thereby increasing air pollution in the Meadowlands region. The implementation of XBL II, an interim solution, may divert attention from efforts to implement the positive long-range solutions, including development of the South Busway, the Weehawken Tunnel Busway, the Secaucus Transfer Station, the activation of the West Shoreline and the like.

It is quite evident that the ramifications of the XBL II proposal have not been fully thought out.

It is respectfully requested that you give your attention to my opposition to the plan and that you will see fit to void any implementation of it.

Thank you very much for your attention to my reasons for opposing the additional exclusive bus lane at this time.

Respectfully yours,

  
I. WEISMANN ASSOCIATES

Ira G. T. Weismann

IGTW:pg

bcc: Mr. Richard Fritzky



# **A-P-A TRANSPORT CORP.**

2100 88th Street, North Bergen, New Jersey 07047 • 201-869-6600 212-564-3130  
 Telex: 219410 APA UR

OFFICE OF THE PRESIDENT

May 5, 1988

Mr. Charles L. Meyers  
 Administrative Practice Officer  
 Department of Transportation  
 1035 Parkway Avenue, CN 600  
 Trenton, NJ 08625

Dear Mr. Meyers:

As a leader in the trucking industry, A-P-A Transport encourages proposals that will facilitate the movement of cars and trucks during rush hour traffic through the Hudson River crossings. However, we are extremely concerned about the New Jersey Department of Transportation's proposal to add an additional Exclusive Bus Lane (XBL II) to Routes 3 and I-495 during the morning rush hours to accommodate Manhattan-bound bus commuters.

Although the proposed XBL is aimed at reducing travel times to midtown Manhattan, this reduction will be largely at the expense of New Jersey businesses and commuters. We believe such a proposal would have serious impacts on local traffic, the economies of both New York and New Jersey and the trucking industry, in particular.

One result of the implementation of XBL II is that the use of the XBL would substantially reduce capacity for trucks and driving commuters affecting the number and duration of traffic delays. Obviously, the major concern here is that traffic will back up considerably as the truck and auto lanes are reduced, and undoubtedly will increase air pollution in the region.

A-P-A Transport also recognizes these delays could pose a serious economic threat to the trucking industry. To limit access of trucks to the Lincoln Tunnel as a result of the implementation of XBL II would constitute an adverse impact on the ability to transport goods in and out of the region. The cost to the trucking industry due to these delays could be tens of thousands of dollars daily -- or even more.

Charles L. Meyers  
Page 2  
May 5, 1988

Most trucking companies using the Hudson River deliberately attempt to avoid this crossing during peak periods. As one can imagine, the labor/maintenance costs for trucks idling in bumper-to-bumper traffic are high and, understandably, no company wants to absorb that kind of expense in a highly competitive marketplace. However, there are some circumstances in which it is necessary to use the Hudson River routes during rush hours.

Most truck traffic during peak periods involves the transport and delivery of food and other time-sensitive goods needed on a daily basis to support the bi-state economy. New York depends on efficient trucking partly because of limited rail freight and shipping facilities. Therefore, goods must arrive by truck.

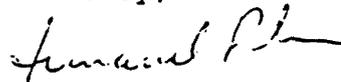
Another aspect of this proposal that would affect trucking operations is the limited accessibility by trucks to the waterfront areas in Hudson County. Implementation of the XBL would significantly decrease access to sites along the Hudson River which are experiencing significant growth and which depend on transport accessibility. The area is already limited by the Palisades and lack of high-capacity roads. As trucks and motorists detour from the main routes to escape the congestion, they will jam the routes leading to the waterfront area and will further hamper mobility on the waterfront.

A-P-A Transport realizes that alternative methods to crossing the Hudson River must be devised and implemented; but the proposed XBL II is a short-term solution to an ever-growing problem. We would advocate a reasonable proposal that does not impose unnecessary hardships on truckers, commuters and businesses.

We urge you to give our comments serious consideration before implementing the XBL II proposal in the interest of maintaining trucking operations that support the bi-state economy.

Thank you for your consideration.

Sincerely,



Armand Pohan

AP/kae

bcc: Alan Marcus  
Holly Gilroy

85X



Mr. Charles L. Meyers

Page 2

May 2, 1988

One problem is that access to the waterfront development area is already hampered by Manhattan-bound traffic competing for a limited amount of eastbound roadway capacity. The situation will only be aggravated by the proposed XBL as traffic detours away from prescribed routes seeking the course of least resistance.

Another problem is the constrained vehicular access to points along the Hudson River waterfront by the Palisades and the lack of high capacity highways providing access through the cliffs. The scenario will worsen under the implementation of the XBL.

The Hackensack River further restricts eastbound movement on the waterfront, Route 3, as a major crossing, is critical to the movement of people and goods with few alternative routes nearby. The additional queue resulting from the second XBL would impact on trucks and cars crossing the Hudson River destined to points east.

The implications of maintaining access to this developing area are clear; with nearly 70 million square feet of new development planned along or near the waterfront, crippling access to the area would have severe ramifications. We must stress the importance of accommodating commuters traveling up and down the growing waterfront.

We believe that there are many alternatives to the XBL that would better serve Manhattan-bound commuters. One such alternative would be expanded ferry operations. Private ferry operations have been successful over the past few years between the New Jersey waterfront development sites and the Manhattan Central Business District.

ARCORP Properties maintains and operates the Port Imperial ferry service between Weehawken, New Jersey, and midtown and downtown Manhattan and has carried more than 400,000 passengers since its inception in December, 1986. Ferry users report that the trans-Hudson service typically saves them 30-45 minutes in commuting time.

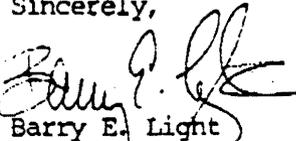
Ferry service has many advantages, not the least of which is that today's ferries are largely passenger-only boats which move people across the rivers without bringing cars, vans, buses or trucks. Ferry service can be put into place quickly, in comparison to the years it takes to construct new bridge or tunnel facilities, and ferries also offer the advantage of service that is not easily interrupted. If one boat is out of service for any reason, another can take its place. This is not true in the case of a transportation system that depends upon fixed structure; witness the calamity that has befallen commuters and other segments of the population as the result of the closing of the Williamsburg Bridge.

Mr. Charles Meyers  
Page 3  
May 2, 1988

ARCORP Properties understands the need for viable alternatives in transportation. ARCORP, which owns 367 acres on the New Jersey Hudson River waterfront, wants to improve the economic vitality of the region. Our agenda calls for the rebirth of the waterfront and includes the means to satisfy current and future transportation demands that serve the waterfront and the metropolitan region.

We believe that the focus on improved bus service for commuters to Manhattan is secondary to the impact on commuters in Hudson County and the waterfront development area. Alternatives to the XBL, which have generally been dismissed as unacceptable, should be given careful consideration, and we should ask that the Department thoroughly evaluate the impacts of the proposal before this action is even considered.

Sincerely,



Barry E. Light  
General Manager  
ARCORP Properties

---

bcc: Alan Marcus

8PX



CITY OF JERSEY CITY  
INTERDEPARTMENTAL MEMORANDUM  
TRAFFIC DIVISION

DATE: May 11, 1988  
TO: Robert Byrne, Mayor's Office  
FROM: Patrick J. Nelan, Director  
Traffic Division  
SUBJECT: ROUTE 3, I-495 BUS LANE

This is in reference to your recent memorandum regarding the expansion of "BUS LANES" on Route 3 and I-495.

All transportation agencies, including this agency, endorses and encourages any program that promotes mass transit. However, we view the expansion of the proposed "BUS LANES" on Route 3 and I-495 with mixed emotions.

The additional "BUS LANES" will improve conditions for New York bound commuters. Thus, promoting the economic vitality of New York City.

However, any plan to improve the New York commute at the expense of the Inter- or Intra-County commuter would not serve in the best interest of the economic vitality of Hudson County.

In summary, we cannot endorse a plan that improves the conditions for the New York commuter at the expense of local commuters. Thus, the New Jersey Department of Transportation should reconsider the proposal and we encourage plans more sensitive to Intra-State commuters.

Sincerely,



Patrick J. Nelan  
City Traffic Engineer

PJN:ds

c Herman Volk, Governor's Waterfront Task Force  
Alan Marcus, 500 Plaza Dr., Secaucus, NJ  
file



# SECAUCUS POLICE DEPARTMENT



Municipal Government Center  
Secaucus, New Jersey 07094  
(201) 330-2060



Alfred L. Cormann  
Chief of Police

May 13, 1988

Mr. Charles L. Meyers,  
Administrative Practice Officer  
Department of Transportation  
1035 Parkway Avenue  
CN 600  
Trenton, New Jersey 08625

Dear Mr. Meyers:

I am writing this letter to object to the implementation of an additional exclusive bus lane (XBL II) to Rtes. 3 and I-495, during the morning rush hours to accommodate bus commuters.

By creating a barrier free opposite traffic lane on Rte. 3 West and more specifically the Rte. 3 Hackensack River Bridge, will create a dangerous situation. The risk of a head-on collision is tantamount to playing Russian Roulette with the safety of the commuting public.

The citizenry of our community are going to be subjected to the increased pollution created by the large amount of buses that will be using the XBL II. Our quality of life will be affected so that out of county suburban bus commuters will get to New York possibly a few minutes earlier.

I believe that this proposal will also cause a drain on our Emergency Medical Service and Police Department. We have already had to respond to assist in emergencies caused by the existing XBL Lane that is not even in our jurisdiction.

The proposal to my understanding will only take the storage from the New Jersey Turnpike and direct it onto Rte. 3. The fact still remains that all of the New York bound traffic will have to merge onto the existing I-495 in Union City and North Bergen as it does now, thereby creating the same back-up that we presently have, only in a different location.

-continued-

New Jersey State Library

90X

Mr. Charles L. Meyers,  
Department of Transportation

-2-

In the interest of public safety the proposed XBL II should not be implemented as it does not pass the test of reasonableness in light of the factual circumstances.

Very truly yours,



ALFRED L. CORMANN  
Chief of Police

ALC/bm

Copy: Mayor Paul Amico and Town Council  
Mr. Robert Janiewski, County Executive  
Mr. Richard Fritsky, Meadowlands Chamber of Commerce  
Mr. Anthony Scardino Jr., Executive Director  
Hackensack Meadowlands Development Comm.  
Mr. Alan Marcus, President, The Marcus Group Inc.

TOWN OF WEST NEW YORK  
HUDSON COUNTY, NEW JERSEY

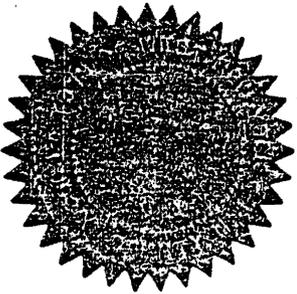
RESOLUTION

WHEREAS, The Department of Transportation has proposed the creation of a second bus lane on Route 495 Eastbound, leading to the Lincoln Tunnel into New York City; and

WHEREAS, This second bus lane will increase the number of buses which presently travel on Route 495 eastbound into the Lincoln Tunnel and which buses currently exceeded the Federal Clean Air Standards for ozone and carbon monoxide; and

WHEREAS, The second bus lane will cause a serious detrimental affect on the enviroment, economic development and overall quality of life for the residents of Hudson County.

NOW, THEREFORE, BE IT RESOLVED by Mayor Anthony M. DeFino and the Board of Commissioners of the Town of West New York that they are opposed to the proposal by the Department of Transportation to add a second bus lne to Route 495 and implore the Department of Transportation to reconsider their proposal for the health and well being of the people of Hudson County.



CERTIFICATE

Katherine Derby, Acting  
~~I, RAYMOND R. GABRIEL~~, Town Clerk, certify that the above is a true copy of a resolution passed by the Board of Commissioners of the Town of West New York, on

the 18th day of May 19 88

*Katherine Derby*  
ACTING TOWN CLERK OF THE TOWN OF WEST NEW YORK

R E S O L U T I O N

WHEREAS, The Department of Transportation has proposed the creation of a second bus lane on Route 495 Eastbound, leading to the Lincoln Tunnel into New York City; and

WHEREAS, This second bus lane will increase the number of buses which presently travel on Route 495 eastbound into the Lincoln Tunnel and which buses currently exceed the Federal Clean Air Standards for ozone and carbon monoxide; and

WHEREAS, This second bus lane will cause a serious detrimental affect on the environment, economic development and overall quality of life for the residents of Hudson County.

NOW, THEREFORE, BE IT RESOLVED by Mayor Anthony M. Defino and the Board of Commissioners of the Town of West New York that they are opposed to the proposal by the Department of Transportation to add a second bus lane to Route 495 and implore the Department of Transportation to reconsider their proposal for the health and well being of the people of Hudson County.



STATEMENT OF HARTZ MOUNTAIN INDUSTRIES, INC.  
TO PUBLIC HEARING OF PROPOSED XBL II  
OCTOBER 3, 1988

Hartz Mountain Industries, Inc. of Secaucus shares the deep concern of those who live and work in the Meadowlands area and Jersey Hudson waterfront district toward the proposed XBL II. It is a concern we have for our employees, our tenants, and our neighbors who have come to enjoy the improving quality of life in this region. Traffic is a key concern and we feel the XBL II proposal is likely to make local conditions deteriorate significantly -- not to improve them. We expressed these very same concerns at a hearing before the State DOT exactly one year ago, and appreciate the opportunity to share our thoughts again tonight.

Hartz has over 15 years of experience in the Meadowlands area. During this period we have made an effort to improve the quality of life through our mixed-use developments. This has been achieved through cooperation with various state and local agencies as well as with the other businesses that have shared in the growth of the Meadowlands district.

Along with this growth has come pressure on the existing infrastructure and nowhere is it more apparent than in the area of transportation. As its developments have grown, Hartz has made various transportation improvements that have eased the flow of traffic in and around the Harmon Cove and Harmon Meadow developments. Hence, we feel our experience offers a unique opportunity to observe how this area's transportation network functions.

Hartz has thoroughly reviewed the New Jersey Department of Transportation's proposal to create an additional Exclusive Bus Lane on Route 3 and 495. As proposed, XBL II is aimed at providing additional bus capacity and reduced travel times for Midtown Manhattan commuters. Unfortunately, we are convinced that this project will come at the expense of those who live and work in Hudson County. Compared to Manhattan commuters, the commuters to the Meadowlands and waterfront remain heavily dependent on their automobiles to travel to work. Why? Because there simply are no sufficient mass transit alternative for commuters within this region.

To address the scarcity of publicly provided transit service, Hartz initiated and maintains one of the most comprehensive and successful mass transportation programs in the State of New Jersey, with increasing success over the past decade. In fact, our role in supporting mass

transportation has been cited by national and state officials as being among the most creative public/private transit planning programs in the nation. Hartz administers and subsidizes, within the limits of its private resources, an extensive network network of express bus routes between Harmon Meadow and four New York City boroughs.

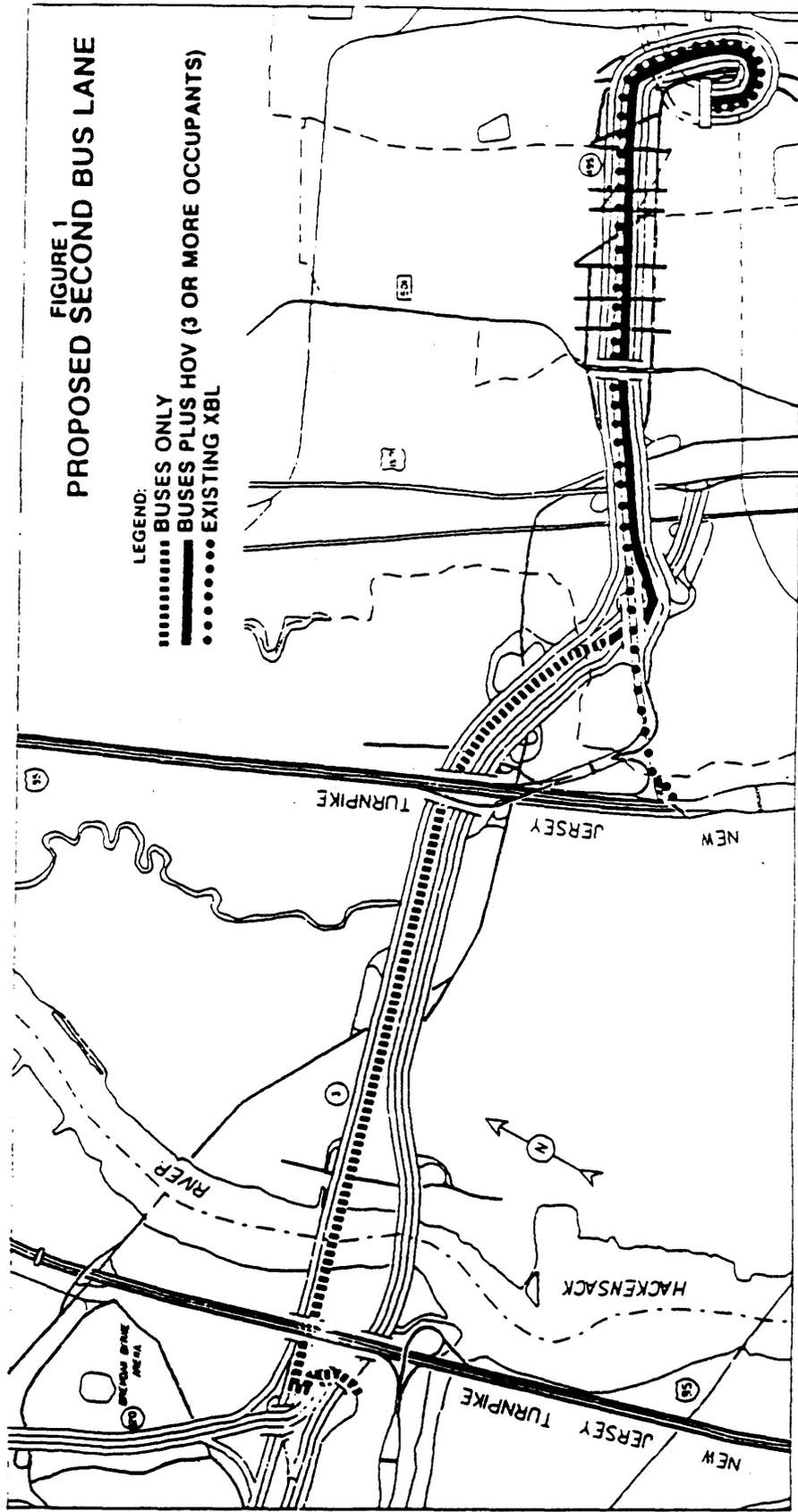
Hartz has also worked diligently with local public and private bus carriers to establish and promote regular route bus service to Harmon Meadow and Harmon Cove. These areas are now served by eight separate bus routes. Perhaps most significantly, Hartz is the only private entity to our knowledge, to construct a new commuter railroad station, at its own expense. Finally, Hartz encouraged the formation of the Meadowlands Transportation Brokerage Corporation, or Meadowlink, which organizes ridesharing programs in this region. Hartz is also working closely with public officials to implement the state's proposed waterfront transitway, a project that would go a long way toward providing true traffic relief for both the Meadowlands and the waterfront.

Our efforts have been costly, but well worth the price--they increase the attractiveness of our developments and the greater region. Unfortunately, we feel these efforts are now at risk because the XBL II proposal will negatively impact local roads in the Meadowlands district and the waterfront communities, roads on which existing mass transit services must share space with private automobiles.

The XBL II proposal gives a priority to Manhattan bound commuters and removes 33% of the automobile capacity of Eastbound Route 495. While we support the principle of the additional center lane on Route 3, we have strong reservations on the "with flow" portion taking so much of Route 495's capacity due to the critically sensitive nature of traffic in our area.

The "contra flow" lane from Giants Stadium to the beginning of Route 495 does not create a significant problem since it will use currently under-utilized roadway capacity. It is when the XBL II merges into the eastbound "with flow" lane that we feel traffic problems will be experienced. At this location, no new or expanded pavement is planned, the juncture containing the cross over into the eastbound lane closest to the median barrier will cause the current flow of traffic along Route 3 to merge into one lane on the approach to Route 495. NJ DOT estimates that traffic now backs up to a point 1800 feet east of the Harmon Meadow Boulevard exit. If these estimates are too low, we believe that traffic will extend onto the Route 3 Service Road and beyond the Harmon Meadow entrance ramp. This will cause delays for traffic that now enters Harmon Meadow freely -- leaving those cars to further clog eastbound Route 3 and the connection from the Turnpike. We are also concerned with the impact of this project on secondary roads and local streets - an issue that we feel has not been adequately addressed.

The XBL II proposal is designed to encourage increased bus ridership but only into New York. Surveys conducted by the Port Authority "reveal that 50% of all auto commuters to the Manhattan central business district receive private subsidies in one form or another ie. free car, free parking reimbursement of out-of-pocket expense." They will continue to drive and continue to cause traffic. We should not tinker with this sensitive area, especially when good mass transit alternatives to intra-state commuters are no yet available. Public projects proposed to provide these services and provide relief will not be implemented, if at all, until well into the 1990's. Rather than to promote this project which will clearly cause economic hardship to much of Hudson County, we support a speeded-up design and construction process for the State's proposed mass transit initiatives, which will benefit both trans-Hudson and intra-New Jersey commuters.



NEW JERSEY REGISTER, MONDAY, APRIL 4, 1988

(CITE 10 N.J.R. 739)

TESTIMONY  
FOR  
SENATE HACKENSACK MEADOWLANDS DEVELOPMENT TASK FORCE

Hearing on Transportation Issues  
presented by

Representative Frank J. Guarini (D. - NJ)

October 3, 1988

Over the next twenty-five years, development in the Meadowlands and along the Hudson River waterfront is expected to reach its peak. At the same time, experts predict that trans-Hudson travel will continue to grow rapidly along with an increase of fifty percent more cars in Northern New Jersey with very little extra capacity to accomodate them.

At a recent Congressional hearing in New York City, Steve Berger of the Port Authority and Hazel Gluck of the New Jersey Department of Transportation, outlined their current trans-Hudson proposals including expanding PATH trains, re-establishing ferry service from Hoboken to lower Manhattan, and adding an additional exclusive bus lane at the Lincoln Tunnel.

These proposals might prove usefull in the short term, but we are facing a serious long term problem. An ill-conceived proposal, such as the XBL II without taking into account both environmental and local traffic concerns, is clearly not the answer.

In April of this year, I asked to review any impact studies completed by the NJ DOT. While I have not received anything from the NJ DOT, I have reviewed a comprehensive study completed by McKeown & Franz, Inc., for the Coalition for Improved Trans-Hudson Mobility. The study confirmed my initial position that an XBL II will result

Frank J. Guarini  
page two

in significant back-ups and travel time, increase carbon monoxide concentrations, and severely impact access to both the Meadowlands and the Waterfront.

The residents and businesses in this region deserve a more thorough evaluation and a better proposal. I have been calling for an additional tunnel or bridge for many years. The Port Authority has finally stated for the record that there will not be another crossing for cars, but possibly for the movement of freight and rapid transit vehicles. I think it is time we stop thinking about another crossing and start planning to build one. Extending the Flushing subway line under the river to the Meadowlands is just one realistic proposal we need to pursue.

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# SECAUCUS POLICE DEPARTMENT



Municipal Government Center  
Secaucus, New Jersey 07094  
(201) 330-2060



Alfred L. Cormann  
Chief of Police

October 3, 1988

Ms. Amy E. Melick  
Development Task Force  
State House Annex, CN-068  
Trenton, New Jersey 08625

Re: Public Hearing - Additional Bus  
Lane to the Lincoln Tunnel

Dear Ms. Melick:

I am writing this letter to object to the implementation of an additional exclusive bus lane (XBL II) to Rtes. 3 and I-495, during the morning rush hours to accommodate bus commuters.

By creating a barrier free opposite traffic lane on Rte. 3 West and more specifically the Rte. 3 Hackensack River Bridge, will create a dangerous situation. The risk of a head-on collision is tantamount to playing Russian Roulette with the safety of the commuting public.

The citizenry of our community are going to be subjected to the increased pollution created by the large amount of buses that will be using the XBL II. Our quality of life will be affected so that out of county suburban bus commuters will get to New York possibly a few minutes earlier.

I believe that this proposal will also cause a drain on our Emergency Medical Service and Police Department. We have already had to respond to assist in emergencies caused by the existing XBL Lane that is not even in our jurisdiction.

The proposal to my understanding will only take the storage from the New Jersey Turnpike and direct it onto Rte. 3. The fact still remains that all of the New York bound traffic will have to merge onto the existing I-495 in Union City and North Bergen as it does now, thereby creating the same back-up that we presently have, only in a different location.

The Secaucus Mayor and Council passed a Resolution on May 10, 1988, opposing the creation of the XBL II which I have attached for your record.

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October 3, 1988

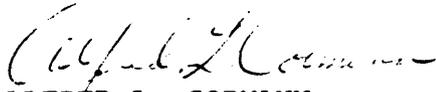
Ms. Amy E. Melick  
Development Task Force

Re: Public Hearing

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In the interest of public safety the proposed XBL II should not be implemented as it does not pass the test of reasonableness in light of the factual circumstances.

Very truly yours,



ALFRED L. CORMANN  
Chief of Police

ALC/bm

Attachment: 1

Copy: Mayor Paul Amico  
Philip Kieffer, Town Administrator

TOWN OF SECAUCUS  
COUNTY OF HUDSON  
RESOLUTION

WHEREAS, the New Jersey Department of Transportation has proposed to allocate an additional Exclusive Bus Lane (XBL II) to Routes 3 and I-495 during the morning rush hours to accommodate Manhattan bound commuters; and

WHEREAS, this additional dedicated bus lane will have an adverse impact upon commuters to the Meadowlands who are heavily dependent on the use of automobiles to travel to work; and

WHEREAS, commuters to the Meadowlands and surrounding municipalities have not received the same mass transit opportunities and subsidies as commuters to mid-town New York; and

WHEREAS, XBL II could further aggravate truck and automobile traffic congestion along the Route 3 corridor thereby increasing air pollution in the Meadowlands region; and

WHEREAS, the ramifications of the XBL II proposal have not been fully thought out;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Town of Secaucus, County of Hudson, New Jersey hereby opposes the creation of XBL II as presently conceived and directs its Town Clerk to communicate this opposition to the Governor of the State of New Jersey, the Commissioner of the New Jersey Department of Transportation, all appropriate legislators and all members of the Hackensack Meadowlands Development Commission.

I, Claire Grecco, Town Clerk  
of the Town of Secaucus in the  
County of Hudson, do hereby certify  
that the above is a true copy of  
resolution approved by the Mayor  
and Town Council on May 10, 1988  
.....  
Claire Grecco, Town Clerk  
Secaucus, NJ

