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PUBLIC HEARING

before

ASSEMBLY COMMITTEE ON TRANSPORTATION,
COMMUNICATIONS, AND HIGH TECHNOLOGY

The Transportation Infrastructure in New Jersey

May 22, 1986
Room 403
State House Annex
Trenton, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Assemblyman Newton Miller, Chairman
Assemblywoman Joann Smith, Vice Chairwoman
Assemblyman Ronald Dario
Assemblyman John Penn
Assemblyman Guy F. Muziani
Assemblyman Wayne R. Bryant
Assemblyman D. Bennett Mazur

ALSO PRESENT:

Laurence Gurman
Office of Legislative Services
Aide, Assembly Committee on Transportation,
Communications, and High Technology

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Hearing Recorded and Transcribed by
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New Jersey State Legislature
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MAY 9, 1986

NOTICE OF A PUBLIC HEARING

Assemblyman Newton E. Miller, Chairman of the Assembly Transportation, Communications and High Technology Committee announced today that the Committee will hold the second in a series of public hearings devoted to gathering information concerning the transportation infrastructure in the State on Thursday, May 22, 1986, at 1:00 P.M. in Room 403, State House Annex, Trenton, New Jersey. The New Jersey Transit Corporation and the Regional Plan Association have been invited to testify.

The hearings are intended to gather testimony from the various agencies, authorities and commissions involved with the planning, development and operation of transportation facilities in New Jersey.

The Committee will discuss with the New Jersey Transit Corporation what modes of transportation it provides, the major routes and corridors it utilizes, and the present level of usage of its facilities. In addition, the Committee wishes to learn from the corporation what its ridership projections are for the next 5 to 15 years, what measures it is taking to

handle any expected increases in ridership in the future, and what its current coordination efforts are with other transportation planning and operating agencies.

The Committee also intends to discuss with the Regional Plan Association its traffic projections for the next 15 years in the New Jersey-New York metropolitan area, the anticipated consequences of an increased vehicular traffic flow, and any suggestions the Association may have to ameliorate the problems expected in this regard.

These hearings will continue over the next several months. Anyone wishing to testify at subsequent hearings should contact Laurence Gurman, Committee Aide, at (609) 984-7381 for scheduling.

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ASSEMBLYMAN NEWTON MILLER (Chairman): I'd like to call this meeting back together again. We have with us today Jerry Premo from the New Jersey Transit, and Jerry's going to give us a slide show as to what you're doing and what we're looking into, Jerry -- and just give us information. Educate us.

J E R O M E P R E M O: Thank you, Mr. Chairman and members. What I'd like to do over the next few minutes is tell you about an agency that carries 170 million people a year. We're carrying 170 million people now, on public transit. Of that amount, about 135 million or 136 million ride buses each day. In addition, around 35 million or so are on our trains.

We're proud of the fact that we're carrying over 20% more people now than we were three years ago. We've gone for three years without a fare hike, without an increase in State aid, and in the face of cuts in Federal aid. We've done it because we're one of the most efficient public transit agencies in the country, and we're proud of the rebound in public transit that's occurred in this State since you, members of the Legislature, set us up about six years ago.

The first meeting of our Board of Directors was in the last month of 1979. Our Board -- seven members -- is chaired by the Commissioner of Transportation. Mr. Chairman, I want to echo your comment earlier that the Commissioner of Transportation is in fact the central transportation person -- or certainly, should be -- in the transportation affairs of this State.

What I'd like to do is summarize not where we have been in these slides, but rather, the opportunities we have from here to make for a better New Jersey; and to do it with public transit as a central part of the future of this State.

A footnote on where we've been: We took over operations of a private bus company that simply wasn't making it. That private bus company, TNJ, was being provided State

subsidies but was not being overseen in the proper sense by the State. We weren't getting, in other words, a good bang for our buck.

The State's public transit system was characterized by fragmentation, lack of coordination, no sense of purpose, and nobody in charge. If you had a problem with public transit a few years ago, you didn't know where to turn. Now, if there's a problem, I hope you know where to turn -- it's to NJ Transit.

We have the most aggressive partnership program with the private sector of any transit agency in America. The NJ Transit Board has, since its conception, worked hard in partnership with private bus companies to do well by the public. Over \$77 million in free buses have been made available -- in free buses. Roll it off your tongue again -- \$77 million in free buses provided to private companies around this State. We are now taking actions designed to provide an additional \$86 million in no-cost buses to these private companies.

Our Board of Directors, at its meeting a month ago, adopted a policy designed to carefully examine our existing service and, consistent with a coordinated transit system that makes sense in this State, to contract out some of the services we now operate to private companies if -- and I underline "if" -- we, in fact, can save money -- net savings, rather than make-believe savings, as some have argued. So, I'm proud of the partnership program with the private sector that already exists, in which we're taking steps to strengthen. In fact, just yesterday, at our Board meeting -- what day is today? Two days ago, our Board adopted an allocation of 120 buses that we're rebuilding now. Eighty-four of these buses will go at no cost to private carriers. Those operators will largely be in Hudson and Essex counties, although the "Five-Mile Bus Company" will receive, I believe, four, five buses. Salem, Cumberland, and other companies will benefit from this program.

If I'm trying to communicate to you a sense of pride about what we've been doing, then I'm succeeding, because we take great pride in the professionalism of our agency, and in our ability to call it as it is. We can do wonders with public transit in this State, but we aren't going to do it without spending money to do it. I am absolutely convinced after 20 years in public transit -- in Washington, in Los Angeles, and thankfully, for the last six years here in New Jersey, that we can't wish public transit improvements; but we can work real hard and we can plan well to link our land use and our overall transportation -- one component of which is public transit -- and get on with doing things.

I can't think of any place where that story is more real than the Hudson waterfront, because suddenly, words take on substance on the Hudson waterfront. Land use means something -- housing and commercial development -- coordinated transportation means something -- highway and public transit policy and technology. So, with that as an introduction -- and you've been patient as I give you a little bit of an intro here -- let me run through one of America's most significant planning programs. I don't think there is another public transit agency in America that has underway today as aggressive a planning program as you're about to see.

(Moves away from microphone to begin slide show) Now, the fact is that on top of a lot of the things in here are the issues you've just discussed. There's some overlap of the Monorail Commission; there's some-- Well, there is not an overlap. And we've got to decide how we want to plan for New Jersey's growth.

New Jersey's growth is booming. What you see here -- and these statistics have been developed in concert with our partners at DOT, and with the Port Authority of New York and New Jersey. This is largely a northern New Jersey focus, and I'll explain later why that is the case. But what you see here

in the '69-'76 period is a decline -- a decline in employment in the region, but in the next decade, a large growth -- and we see that growth sustained through the mid-'90s. I start out with this because I firmly believe that you can't wish public transit to work. It has to be in the context of people who have jobs, who have houses, and are trying to get from point A to point B, and all the other points around the map.

(Changes slides during narration) We see in the '84-'95 period a big growth. Look at New Jersey. You see 46% of this growth in New Jersey. What you see here though, is, in this period -- let me go here -- the job growth, 46%. The population growth in New Jersey is 54%. So more people are living here than are working here in terms of new jobs. They're going into New York for jobs, is the answer.

The key map-- We've got all this detail for you, and I think, if you're really trying, Mr. Chairman and Committee members, to take a look at the future of transit, with this material as food for thought, we see tremendous housing growth in the '79-'83 period in New Jersey, which is for the (inaudible due to distance from microphone). But notice that the green here, compared to the one on my right -- the far right is the New York suburbs. And what you see off to the far right is that most of this green -- and that is single family housing. On the left, most of it's blue, and there's a lot more housing construction in New Jersey. And what you see in the blue is multi-family. That means more than two, that means townhouse clusters. This is a fancy chart to let you know what's really going on, and you can observe lots of people living together. That's conducive to public transit use.

One of the most amazing charts that's been produced out of all this planning. What it says here is that in Manhattan -- you see that yellow line dropping down and then coming back up -- those are Manhattan jobs. The green is people -- and these are percentages over time-- You see the

green's bottomed out during this boom in the mid to late '70's into the '80s. That means that people in New York are maintaining their share of jobs, but the new jobs in New York are being taken by New Jersey residents. Look at that going up. Look at that -- people in New Jersey. This is a different way of portraying it. Up through the mid to latter part of the '70s, one in 10 jobs in New York was taken by a New Jersey resident -- we're in the '80's, one in four. Look at this, one in three now. Tremendous growth.

This is no surprise. Most people are trying to get into New York. This is the Lincoln Tunnel, with the bus lane going in. No surprise there, and anybody who's gone through the Holland Tunnel knows that there are problems at the Holland Tunnel as well.

Look at these cars. Look at all those cars. My word. Then you say, "Wait a minute. Only 20% of the people driving into New York" -- excuse me, "going in -- are in private automobiles. The balance are already in public transit." Eighty percent going into New York now go in by public transit.

Why is it important to us? So what? Because five billion is going to be increasing as more and more people secure jobs and they bring it back to New Jersey, to spend \$5 billion a year earned in New York and brought back to this State. And we can ignore it, or we can try and deal with it.

Where are these people coming from in the future, because I'm trying to set a trend? Largely, they're going to come from Hudson and Bergen counties. Another 50,000 trips on top of that mess I already portrayed for you, plus all the journeys to the waterfront on top of that.

To break it down by quarter -- again, we can go in, Mr. Chairman, with you as we solve this together -- here's more detail. Against this background, our fellow citizens -- our riders -- they're smart people. All they want is this. They

want a seat. They don't want to transfer all the time if they can avoid it, and they want to move instead of being stuck in traffic -- the common-sense approach to public transit. They want us, in other words, to relieve this mess getting into New York and back.

Another way of describing the current situation: the delays at the bridges and the tunnels, and it's getting worse. PATH trains are already jammed. The bus lane itself is over capacity. But there's a space on the railroad line going into New York, to carry these tens of thousands of people.

To deal with this, we are looking at lots of different things, figuring out how to get trains into New York. I had this continent's best commuter railroad -- this continent's -- through the Northeast Corridor, connecting Trenton, up. And Mr. Chairman, I hope you'll come into Newark, park, and in 55 minutes be at the station over here, instead of being stuck down in Route 1 traffic. Come on down to MetroPark, and be here in less than 30 minutes, and ride with us on NJ Transit. It's a terrific ride, and it--

ASSEMBLYMAN MILLER: It takes me 30 minutes to get down the Garden State Parkway to get to Metro.

MR. PREMO: And once there, it will be only 30 minutes here, and-- We'll try to work out a deal for you, to ride by (inaudible). I'm convinced that there are a lot of legislators who are going to be awfully surprised at how much more comfortable commuting by NJ Transit to Trenton is.

ASSEMBLYMAN MILLER: Let me interrupt just a moment. I had occasion a week ago to use Metro -- the MetroPark down to Washington and back up again. I have to say, it was comfortable, it's convenient. The only problem I had was the Garden State getting down to it. But it was good, and I thought the service was good. It was convenient; it was fine.

MR. PREMO: Well, we run every half hour. NJ Transit runs all day long. All day long. Plus, more trains at rush

hour. We hope we'll give you a chance to understand how hard we've been working on the railroad to put in place dependable service.

But it's not just on trains and all. We've got to set aside exclusive lanes for buses, to whisk by and avoid all the traffic. We've got a lot to do in midtown New York. If we go out of our State, we run into the control of other bodies, other jurisdictions. (inaudible) capacity of the Port Authority Bus Terminal is finite. Ferry service, bridge improvements -- let me get into this in some detail.

I think it's around this that transit is either going to go up or down in this State. This-- I'll start. This is the total single-lane of the Amtrak of the Northeast Corridor. We don't own Amtrak. We have to compete against the Northeast Corridor. It's their rail line. So, we've got to (inaudible) and run into New York. We've got space to run some additional trains into New York. We have to work with Amtrak to upgrade a signal light in their corridor. And looking at it from every portion of the map, we're looking at specific improvements. They all cost money, but we can do unbelievable things to upgrade transit in this State. And we're committed to lay out the facts, and if people don't want to pay for it, then at least we've done our job. We think they ought to pay for it, because we think that 5 billion-plus matters a lot.

Right here--

ASSEMBLYMAN PENN: Could you just go back one? On that-- Could you identify for me which is the line that, let's say, runs from Somerville to New York?

MR. PREMO: I'd be delighted to. The Raritan Valley line.

ASSEMBLYMAN PENN: Okay, Raritan Valley line.

MR. PREMO: Now, what dual mode means, it's a train that runs diesel and diesel service, for example, on the Raritan from Somerville on into Newark, and then it can switch

over and run electric right into New York. We can't run diesel trains into New York. If we have dual mode locomotives, what could occur is, you could get on a train in Somerville and get off that train in New York -- Penn Station -- rather than having to transfer at PATH. Think what that would do. That would revolutionize travel.

ASSEMBLYMAN PENN: I've got to tell you, a few weeks ago, I had an occasion where I was going to be picked up by somebody else in New York, and come back out again. I did take a train from Plainfield, and got on the PATH, and then I was 45 minutes from Plainfield right into the World Trade Center. And I would say that it was clean, it was nice, and there wasn't any problem.

MR. PREMO: Well, you've invested in it. (Remainder of statement is inaudible.)

ASSEMBLYMAN PENN: But it was the first time I used it.

MR. PREMO: Well, I'll get you a schedule. (laughter)

We're anxious to get people to try us because the old cliches-- Remember the old CNJ, and "My God, (inaudible)"? That's a thing of the past.

ASSEMBLYMAN PENN: The only thing which I know that, I think you're probably addressing is, you go in, that the right of way along the tracks -- some of these days, they're going to have to be cleaned up along there. It's just something I think you're addressing on an area-by-area thing.

MR. PREMO: Or line by line.

ASSEMBLYMAN PENN: Yeah, that's a real -- I'm sure it's a real problem for you.

MR. PREMO: Let me run through this and (inaudible) what we're going to do. What this is, on the left, is a line into Hoboken. We spent a lot of money to re-electrify the old Erie-Lackawanna Railroad. That railroad's served us for 100 years (inaudible) -- we can either give it up or fix it up. We fixed it up.

The line to your right here is the Northeast Corridor which goes into New York. Just like highway interchanges are built, which hook up two roads, all we're doing is talking about hooking up these two train lines. The difference is that they better merge when the trains come from one line to the other -- they'd better be going 60 miles an hour.

We're looking at hooking these up. This will allow people in the West Essex-Morris-Union-Somerset county area a direct access. One seat rides into New York. (inaudible) into PATH. This is-- Train lines coming in from the right here, from Bergen County -- Jeff, you want to point the two out? (motions to assistant in audience)

J E F F Z U P A N: Bergen County Line.

MR. PREMO: And above?

MR. ZUPAN: Main line.

MR. PREMO: Can you see that -- the so-called Secaucus-Allied Junction site? You may have heard about it (inaudible) development -- they're going to build a huge, huge development right there. We're looking at hooking up the Northeast Corridor (inaudible) planning right down there, and that's the line going into New York, with these train lines coming from Bergen County to do one of two things: either to provide a transfer station here so you can get off trains from Bergen County and get on trains that are in New York, or, as an alternative -- just like we were talking about that interchange of the lines from Morris and Essex counties -- do an interchange here, and provide for the first time, through service from Bergen County, from New York.

P A T R I C I A M A Y N A R D: (From the audience) Jerry? Could I interject? They all have copies of the Trans-Hudson study that the Port Authority did (inaudible); prime projects that the Port Authority feels would help relieve the overburdening of PATH (inaudible) Secaucus connection to go through -- just to support-- (remainder of statement inaudible due to distance from microphone)

MR. PREMO: Ultimately, the question is how we -- what we decide to do, as a bunch of public bodies -- ultimately do that the public lined up right here, in this line -- the Meadowlands is out to your right -- this is Route 3, heading towards the Lincoln Tunnel -- they're saying, "Do something about this mess, folks."

(First portion of statement inaudible) there's people in cars saying, "Come on," here we've got coming from the south buses that back up -- Assemblywoman Smith isn't here, but those buses start on Route 9 -- they get the chance to wait, to come in the bus lane, because it's proven so popular, it's jammed. But what about all those people from Bergen County, Jeff? They come in, they get a chance now to no longer go quickly into New York. They can get backed up, too, in the Lincoln Tunnel. It's equal opportunity -- you come from the north, you come from the south, you come from the west -- you'll all have a chance to wait. (laughter) So, we've got to do something about this. We're looking at lots of different ways, including bus fare raises. We're looking at park and ride lots -- we're looking at different ways to deal with the Holland Tunnel, the Lincoln Tunnel. We're trying to deal with this thing with the Port Authority.

Use your head. If you've got a private right of way, and if buses can get on it and go like hell and stop being blocked up in traffic, wouldn't that seem to make sense? Use under-utilized rights of way for bus lanes. We're working with private carriers to do this. The bottom line: figure out how to avoid all these buses, each with 40 or 50 people in it, in the same line as cars with one or maybe two people in it.

If we believe in New Jersey that we want to move cars instead of just vehicles, then we're going to do something at these toll roads, to move buses through. Now, it can be done. This is obviously a non-peak hour-- This is Pittsburgh, and there's an exclusive bus lane on the right. A railroad used to

be over on the right; it got moved over to the left, and now buses are going by themselves there. Contrast that-- Here we are, Exit 16. Look at all those buses. They go back a mile, a mile and a half, while every time, you've got to pay a toll. I recently spoke to Bo Sullivan about this, and I'm convinced, because it's the right thing to do, we'll do something to change this, and come up with an honors system. We count peak hour buses that are supposed to go through tolls, and you pay every month equal to what the schedule says. Because God knows, the public is fed up with this.

Ferries: Each one of these, in and of themselves, is a big deal. (inaudible) say, "We ought to have ferries." But we add them all up, the question is, what should we do and how are we going to pay for the future of public transit in New Jersey? Try to look at ferries in concert with the Port Authority; in fact, they have the lead to relieve the PATH -- the World Trade Center and Hoboken situation.

To the lower left, shining, is the train shed at our Hoboken terminal, and we see the World Trade Center in lower Manhattan down on the right.

And this is an aerial view of the old ferry slip at our NJ Transit headquarters. Obviously, we're trying to develop this in a sensitive way to the community, and in a way to generate some money for everybody, that will help make less necessary the need to come to you for operating assistance.

Now, those ferries might come right in here -- this dark shadow on the front is the shadow of the World Trade Center, and across the way is -- that's possibly a place for the ferries to dock.

And this is something that might run. This is the high-priced spread, though. The Port Authority is looking at a whole range of options, including, I presume, a low-priced spread which is to use excess New York ferries that ran between State Island and New York. This is -- must be operated

(inaudible) successfully, but it costs more. Staten Island ferries carry cars; there's no way in the world we want to carry cars because New York won't have them. So, we have to figure out the technology here, too.

I appreciate your patience, but we've been spending a year putting this together, and nowhere can we learn more than in the case of Bergen County. Fifty-three percent of people who drive across the bridges or tunnels come from Bergen, (inaudible), and Rockland County. So, the trans-Hudson mess is largely defined as a Bergen County problem. There aren't new (inaudible) up there, so you can't whip along roads. The rail service comes into Hoboken, and (inaudible).

Here are the people who drive across the river. Fifty-three percent of them are from Bergen and Rockland counties. Enormous. And then you see our smaller numbers. It's no wonder that you see very few people from Middlesex County drive. They've got the Northeast Corridor, America's greatest rail commuting car available to them.

You see here an aerial view of the GW Bridge, and the incredibly under-utilized bus terminal in New York. It's under-utilized because people have to come through there and transfer to the A train, and they don't feel safe, so they don't want to do it. New technology is not going to solve what happens when you get into New York.

Now, we've got some choices open to us and we've got to figure out how to get services marketed, fair incentives, and work with our friends in TA. I went over to see Dave Gunn, who I know well, and he says, "Yeah, right, I'll get around to it. You tell me (inaudible) -- we'll run a special A train, when we've got the whole system collapsing? Come on." So, we've got some real challenges to us in working with New York.

Looking north, this is the west shore right of way, looking up into Bergen County. That's the west shore right of

way; it runs through these communities, and we've got census track data that breaks down auto trips and passenger trips and bus and rail. Nobody rides rail from here because there isn't any rail. There was in 1959; that's when we last ran service (inaudible) predecessors last ran service. It shows you the communities through which it runs. You could conceivably reinstitute train service and bring it right into Hoboken. If you think back (inaudible) -- want to carry the 5000. These are the kinds of issues that we're studying, since we have a whole host of choices.

Now, this one here is a particularly vexing one. We have 10 train lines at NJ Transit -- 380 miles of right of way -- and we run 520 trains -- revenue trains -- a day. We're one of America's biggest public transit systems, and, we'd like to think, best. What we know is, we've got two lines that don't carry very many people, and we've got some bridges across the Passaic and Hackensack Rivers that may need replacement. Bridges are very expensive -- railroad bridges -- to replace. Plus, you can't get on the Boonton line to Newark, where a lot of people are working. Jeff, can you point out, if you would, where the Montclair line ends? Really, quite a visual. It ends right there, and what you see in the foreground is housing that was supposed to have been taken 20 years ago, to hook up with the Boonton line right about -- right there, 1200 feet, to hook up two lines and provide service into Newark and then from Newark, on that connection I described earlier, potentially, both into Hoboken and then into New York. We're working and have been for three and a half years trying to carefully -- not only this potential line but options to it, (inaudible) housing.

Conceivably, if we're able to hook up those train lines, it would free up the Boonton line, and we wouldn't have to spend as much money to replace railroad bridges to run buses -- speed up for all the buses that are out that way, getting off the Garden State Parkway, for example, instead of coming

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into Route 3, they could move much more quickly, including running through Jersey City. You know the old State highway -- the one that's over -- the one where you come into New York underneath the road? Well, just over from it, about 50 feet through the cement (inaudible), is this old trolley right of way running right through the heart of Jersey City, bypassing the (inaudible) and bringing you right out near the Holland Tunnel. We'd rather not be getting cars into the Hudson waterfront, but instead, intercepting them way out. So, we're working in concert with the Port Authority and DOT and a couple dozen major park and ride lots.

We had a hearing last night in East Windsor. We got clobbered. We got clobbered. Here we are trying to help a private bus company that's suing us; trying to help them add 300 spaces. And we got crucified, saying, "We love park and ride, but we'll be damned if you're going to build it in our backyard." We need to add tens of thousands of park and ride spaces in this State. There's no question about it. We need to add tens and tens of thousands of park and ride lots. That's the challenge before us, to figure out how to do it in concert with local communities.

Here's one where we did it -- South Brunswick. A new station being built on the Northeast Corridor between Princeton Junction and New Brunswick. This station is going to be financed largely with private money. We've got \$3-1/2 - 4 million of the of the cost of this station with private financing. Two thousand spaces are going to be a part of this lot.

Here's the Vince Lombardi park and ride. See that? It's all crowded. It's always full, right? (Next statement inaudible) -- park and ride at the Vince Lombardi. This is the footstep to Bergen County.

Here's one on the North Jersey Coastline -- the old New York and Long Branch Railroad. You see on the top the

Parkway. This is four and a half miles south of the Raritan River Bridge. And we're talking-- Our railroad line's the lower one over here. The Parkway's the top one. We're working to see if we can hook up -- get an exit off of the Parkway into here, another couple thousand spaces at no cost to NJ Transit. We're working hard on it. Imagine avoiding the masses going over the Raritan River Bridge with a couple thousand cars?

ASSEMBLYMAN PENN: Are you going to extend that line right down the Jersey-- They talked about extending that line. It ends at Bay Head right now, right?

MR. PREMO: It ends at Bay Head. We are electrifying to Long Branch, and we still run diesel service down to Bay Head. It's expensive to run. Not very many people ride it south of Asbury Park.

ASSEMBLYMAN PENN: Except in the summertime.

MR. PREMO: In the summer, boy do we have a marketing program for you. Come on, on the 29th. For the first time ever, train service directly from Bergen County to the shore. We're going to run this service. We have a big press event on the 29th. We're going to operate on some freight rights of way. We've worked out deals with Long Branch -- what are the other towns?

G E O R G E W A R R I N G T O N: (From audience) Point Pleasant, Asbury Park.

MR. PREMO: A couple others. Ten bucks. Pay ten bucks, you get a round trip from Newark or from Bergen County, and you get a free bus ride from the train station and the beach, and you get a free beach pass. Ten bucks.

ASSEMBLYMAN DARIO: When are you going to bring them down to Cape May County? (laughter)

MR. PREMO: Cape May County -- we've got tremendous marketing (inaudible), because we'd rather be efficient than run trains everywhere. Doesn't mean I'm against trains; we run 380 miles worth of them, but we can't run trains everywhere if we can't afford the operating losses.

ASSEMBLYMAN DARIO: In Point Pleasant, you talk about the train station, and--

MR. ZUPAN: Yes. There will be a connecting, free bus service--

ASSEMBLYMAN DARIO: And then you take the buses right to the beach?

MR. ZUPAN: Yes, right to the beach.

ASSEMBLYMAN DARIO: You're going to go right past my house. I live on (indiscernible) Avenue. (laughter) Slow down the traffic.

MR. PREMO: Can we drop by? All right, we'll drop by.

ASSEMBLYMAN DARIO: You'll need a tollbooth there.

MR. PREMO: Assemblyman, a key point here isn't just what we're doing in and out of New York. It's what we're doing to capture growth in New Jersey. This gets to some of the Monorail Commission discussions at the various sites.

ASSEMBLYMAN PENN: Jerry, just one real quick--

MR. PREMO: Sure.

ASSEMBLYMAN PENN: The residents down there in Bay Head and Mantoloking have been talking about-- Are they going to extend that track from Bay Head south again, or is that--

MR. PREMO: Nobody will use it. It sounds good--

ASSEMBLYMAN PENN: Except there's houses built in the old right of way right now.

MR. PREMO: That's right. (inaudible) put up housing right by our turnaround (inaudible). We said, "Whoa, we -- you know, they're there, and you put up a \$400,000 house, and now you want us to--" It gets a little tricky.

Within New Jersey, pick your site. These are several areas which we're seriously already studying, in concert with the Port Authority and with DOT. And we're trying to bring to each of these studies the operating experience and know-how that we've got at NJ Transit.

Let's talk about Newark first. You know it -- you can't park there. Nineteen thousand spaces, as many as Kennedy and LaGuardia together -- it's taking off. Now, we can do better. Our board, two days ago, committed up to 10 refurbished buses that will be specially equipped for (inaudible) to run (inaudible) that little air link that runs between downtown Newark -- no cost. We're going to make these buses available. We're already out to bid, and we hope by September to be able to have service you can be proud of, instead of being embarrassed (inaudible). It's part of our public-private partnership -- give private operators a chance to do a terrific job. They certainly can do better than they're doing now, as I found out at 12:15 this morning.

ASSEMBLYMAN MILLER: Where are you going to park in Newark, to get these buses?

MR. PREMO: We don't have to park. It's a bus shuttle system into downtown Newark.

ASSEMBLYMAN MILLER: If I drive my car to Newark, pick this shuttle up so I don't have to park at Newark Airport, where do I park in Newark?

MR. PREMO: Well, we've got to figure out a way to get you to Newark by transit. Either you park right by NJ Transit offices, five bucks a day -- parking lot -- it's safe, 24-hour--

ASSEMBLYMAN MILLER: Where's that at?

MR. PREMO: Right behind the station.

ASSEMBLYMAN MILLER: Gateway, right?

MR. PREMO: Not within the Gateway but right across the street from it.

Growth is explosive. Now, where are people coming from? I can't help but feel a little funny on the public-private issue. I'm not trying to be defensive, I'm trying to be factual. We started bus service from Bergen County a couple of years ago. The taxi operators went crazy, saying, "You're infringing upon us." We marketed it heavily

and we carried, in total, four people per trip, so, not being stupid, we stopped running the service. Four people per trip. We have to find a way to get people to Newark Airport, not just from New York, where we do a terrific job, now serving the airport, but also, lots of places around New Jersey. This is an effort to show you, by section, where people are coming from to go to Newark Airport. And you see -- no surprise -- around 10% from several of the (inaudible) counties. We've got a lot of work to do. Nineteen thousand spaces there, usually full whenever you're there.

I don't know if you're aware of it, but people mover was designed in the airport when it was initially built. Jeff will point-- Excuse me. Jeff Zupan, Director of Planning, NJ Transit -- I should introduce Jeff, and George Warrington, who's Chief of Staff and oversees our planning, marketing, government affairs, (inaudible) planning, policy.

ASSEMBLYMAN MILLER: That people mover -- that's really great. I hope they do that.

MR. PREMO: Here's the right of way. Now, I know all about the Chicago thing, and I want to tell you, that little system is a dynamite system, and we carefully need to examine it since its operating costs are particularly low. That's a big surprise about it -- the operating costs. But it's also unmanned. There are societal issues about running an unmanned transit. We ran manned transit, and some say we don't have enough police on our trains. Key issues.

Anyway, there's a (inaudible) and now we are in it. This is inside the Newark Airport terminal, people mover right of way. What are we looking at? We're going to get into detail with the Monorail Commission on this. We're looking, as any good planning exercise should look at, not just what somebody says ought to be, but what the (inaudible) end need is. So, we've examined a PATH extension to the airport (inaudible), and we've examined a people mover -- automated

ground transport. We've examined the Newark subway, which is a wonderful subway, and I hope you can all ride it. Carries as many people a day as ride the Raritan Valley line. Magnificent, magnificent rebuilding job we did -- immodestly stated -- on the Newark subway, and it's just celebrated its 50th anniversary, and it's ready to serve people for another 50 years.

Look at the (inaudible) extension -- the Newark subway extension. And also, potentially -- let me go back a couple here-- We're looking at a PATH people-mover link from the stop on the Northeast Corridor potentially into the vicinity of (inaudible). And what I want to show you is -- and I appreciate your patience-- The people from all over New Jersey conceivably could be served by that stop on the Northeast Corridor. So, as you're coming from the shore or coming from Somerville, you could potentially stop there, coming from Rutgers or Trenton. You could get out along the line. There's people -- all the cars -- coming from all over the place. So, that's the attraction instead of having it go to Newark and then spin back. People in Elizabeth want service to Elizabeth. We'll provide service anywhere. (next statement inaudible).

One place we will provide service, because we must, is the Hudson waterfront. This is a list of some of the developments occurring along this waterfront, and I know you've probably been bored by it, but until we solve this thing, the boredom shouldn't be the rule of the day. Our concern and professionalism need to be devoted to solving the problem along here.

Land use and transit, intimately linked -- look at these jobs being created. Not just jobs on the waterfront, places where people can live. They're creating almost 100,000 new trips; and if they can't get to the waterfront now, how are we going to move 100,000 more people? We're going to do it by public transit.

Not surprisingly, the development that's occurring now is right at PATH. Public transit is central to making the waterfront work. The PATH station is right down the corner here. This is Harbor South, to start. The constraints are geographic constraints, too. On one side's the river, on the other, the Palisades themselves. We have local problems in movement, and then trying to get people across the river.

What the Governor has proposed is a 15-mile, transit (inaudible); last year's cost, around \$500 million. A trolley line -- not the old fashioned one, but an updated trolley, sharing, as in the case of Pittsburgh, the right of way -- joint use of bus way transit line. Now, this is something that (inaudible) \$350 million in road improvements.

To give you an example of a joint use, this is Pittsburgh with a bus, and then you see the trolley tracks -- jointly used as the same right of way. So, obviously, we can do the same here, if we're smart enough just to go.

Here in this presentation -- I know, Assemblyman, focusing on that area-- We ought to spend an hour on that area. Two hours on that area.

ASSEMBLYMAN DARIO: Months, not hours.

MR. PREMO: Months. We should just do it, that's the point.

ASSEMBLYMAN DARIO: I know it. I hear it every day. I see it.

MR. PREMO: But we go back to, we should do the airport. What about ferries? What about Bergen County solutions? I'm trying to give you a sense that this is all interrelated, it's complex, and it's going to take some time. The Meadowlands-- We've already expanded bus service to the Meadowlands, and we need additional-- We run a couple of train lines through there. What about a people mover connecting what already exists, and who knows -- maybe a future baseball stadium? Shouldn't we connect all that together -- connect it to the train lines?

Bus lanes -- get people out of cars early on, get some bypasses of Route 3. Well, we've got a job in front of us at the Meadowlands. A people mover may well be a good potential.

Assemblyman, earlier I commented on the line to Atlantic City -- the cities of Absecon, Egg Harbor, Hamilton, Berlin. These are NJ Transit commuter stops within New Jersey (inaudible) back in. The PATCO lines in yellow, going to downtown Philadelphia and coming out to Woodcrest -- diesel service, 11 round trips per day-- We think it's going to really develop opportunities.

Monmouth and Ocean counties -- very, very rapidly growing counties. See the Route 9, there? There's a couple of abandoned railroad rights of way coming down, and you can see one of them right here. This is coming out of Red Bank, and what you see right above you is 105 mile post by Long Branch -- right by the exit to Route 36, off of the Turnpike (sic). Terrific place, potentially, for a park and ride, but also, potentially, for rail service down into Lakewood.

(Inaudible) at any of these projects, we're examining them from a variety of criteria. This is serious, and we'd like to think it was a professional mark of how to make decisions involving public money and public resources, examining all of these various factors. The Federal Urban Mass Transportation Administration is a major Federal funding partner. We can't ignore them, and we don't want to. In fact, we love them because we love their money, and we can't do all this without drawing in some Federal dough.

The impact on private bus drivers clearly needs to be addressed. Environmental impacts, particularly housing (inaudible) in the case of Montclair -- money that's available or not available is a key determinant.

We're not trying to do all this alone. Nobody should be trying to do it alone. DOT has the lead now on the waterfront, and Monmouth-Ocean studies, and with the Port

Authority (inaudible) as one case in point, looking at better utilization across the bridge -- the whole case in point, looking at better utilization across the bridge. And then the whole issue of the Port Authority bus terminal, and how many buses it can handle. We're doing all these studies -- the ones identified here -- in concert with advisory committees. We reach out and try, because I hope you have experienced involved citizens, and local governments, county governments, and interest groups in the decisions that affect all those groups.

Here are some of them. If we leave any of these people out, it's going to blow up in our face in some fashion or another. At least, we believe it is. New Jersey Motor Bus Association -- people with whom we've done business, hundreds of millions of dollars of business. Private bus companies, chambers of commerce, business and industry -- all of this is simple in making New Jersey work.

And you go through here -- DEP, Commerce, the Turnpike and the Parkway, counties. None of this stuff happens other than in individual municipalities -- the individual counties. Take community organizations -- another example of sensitivity that you have to display. Take Montclair, for example, with the housing impact.

So, that's what we're up to. And whatever you want to do with the Monorail Commission, in some fashion or other, relates to this whole planning program. All of this is on top of our efforts to rebuild what we've got, and we haven't done that. We still have a continuing job to make sure that we have 380 miles of trains right of way that's safe, because if we can't run safe with what we now have, we ought not to run anything in the future, or now.

Through you, Mr. Chairman, I'd like to share a copy of this summary of this material.

ASSEMBLYMAN MILLER: That's great. How often does this group meet?

MR. PREMO: Our Board of Directors meets every month. Let me tell you who's on the board, if I can, and give you a sense of it. It's a seven-member board. The Governor has veto power over the minutes. It's chaired by the Commissioner; the Treasurer's on our Board, and one other appointee of the Governor, and that happens to be Jean Bogle. We have four private citizens who are on our board, and one is the chairman of Restaurant Associates, about a \$250 million a year in operating budget. We have another who's an attorney, senior managing partner of McCarter and English; a third who used to be with TNJ -- Ed Barone, an absolutely wonderful guy who is with PSE&G; and finally, a private entrepreneur who has his Ph.D. in transportation economics, in Bergen County. I think it's the best transit board in America.

ASSEMBLYMAN MILLER: Sounds very impressive.

MR. PREMO: And Prentis Nolan. Dr. Prentis Nolan. He has his Ph.D. from Columbia.

ASSEMBLYMAN MILLER: This group you just -- the last two slides, the advisory group. What was the name of them?

MR. PREMO: Oh, those advisory-- Excuse me. I gave you the board. The advisory groups meet probably every four to six to eight weeks, for the individual studies. We pride ourselves, Mr. Chairman, on being utterly open. You get every month my Executive Director's report, "Inside Track." We view transit as needing to reach out, and we need to shape a transit response to New Jersey in the mid-'80s, not to the railroads of the '40s or '20s, or whatever. And we think we can run a terrific system. Our on-time performance of 91% was the best in the Northeast last year, which despite our track program, and station rebuilding.

Tasks in front of us-- The stuff that's sort of non-negotiable, as I sense it, are solving the waterfront transportation problem. We have to do that. We're going to do something, in concert with the Port Authority and the airport.

We have to. I don't know about the Meadowlands, the ballpark-- It's a key issue, where that locates and how it ties in.

We're building the Atlantic City rail line. We're doing, in other words, enormous things. Our capital program is fueled by the Trust Fund, Federal aid, and, to a degree, Port Authority funding. We have to fashion a program that goes beyond the Trust Fund, which will soon, essentially, run out of money.

There's a lot of talk about us and the privates, but most of it's smoke. I think most of it's a red herring, frankly. I think we're doing a good job with the privates who are driven by one motive only -- to make some money. And there's nothing wrong with that.

ASSEMBLYMAN MILLER: It's a great motivator.

MR. PREMO: It's a great motivator. But when you start providing public resources at no cost to a private company, that constitutes, in my view, necessary strings that go along with public money. That's certainly the message in New York -- ought to be that. There ought to be some strings that go along with the turning over of public resources at no cost. It has to be, in other words, part of a coordinated and managed system.

ASSEMBLYMAN MILLER: Are you trying to go privatization where you can, or are you--

MR. PREMO: Yes, in fact, we lead the nation in this, contrary to what a lot of people like to say. Our Board just adopted this policy of taking five percent of the service we now have and putting it up to bid. But what we-- We took a rail strike, you remember, three years ago, in order to be more efficient. We negotiated part-time labor in our bus contract in order to be more efficient, to keep our costs down; and in fact, the only way we could have gone three years without a fare hike, and without an increase in State aid, without an

increase in Federal aid -- the only way we could have done that was to have achieved some internal efficiencies and economies, plus, attracted more riders to our system.

ASSEMBLYMAN MILLER: There's an article in the paper just recently -- Suburban Bus, the Route 9 corridor -- you people being accused of doing things that were not in the best interest of the general public. I only heard the one side of the story; I'm sure there are two sides to it. Care to comment on that?

MR. PREMO: Sure. What I'd like to do is provide you, Mr. Chairman and members, with the testimony offered before Senator Rand's Committee during that hearing.

Effectively, what's going on with the operation is that NJ Transit was running service on Route 9, building a new bus garage with Federal aid. We tried to work an arrangement where some service that we were already operating in concert with the Suburban Bus Company on Route 18 be all operated by Suburban, so that we could concentrate our resources on one corridor, they could concentrate their resources on another. Instead, what they chose to do was come in and while they were raising fares on other parts of their system, they reduced fares on Route 9 in an effort to drive us out -- to drive us out. Their parent companies received free buses from NJ Transit, financially assisting them and being able to, in turn, secure equipment for Route 9. They secured low-cost EDA loans in order to buy equipment for Route 9, all of it designed to kyo NJ Transit. The net effect of all that has been to turn what was a moneymaker for NJ Transit into a money loser for NJ Transit. Now, we aren't like a private company. We just can't get up and walk out on Route 9, because, under State law, and under Federal law, we have responsibilities to the 350 workers. We can't throw them out of business or else we've got to pay them six years' salary. If we just say, "Sorry guys, you're all fired"--

ASSEMBLYMAN MILLER: They can't be transferred?

MR. PREMO: We have limitations on how much transferring we can do. Plus, we just built a \$16 million garage, and if we don't use it, we have to pay the feds back.

ASSEMBLYMAN MILLER: How did you ever get involved in a six-year contract, where you can't fire people for six years?

MR. PREMO: We can fire them. If we fire them and we can't rehire them someplace else, that's the -- one of the strings of Federal aid. Thirteen-C -- Section 13(c) of the Urban Mass Transportation Act.

ASSEMBLYMAN MILLER: I can only go by what I read, and what I read was that this outfit -- Suburban, whatever it is -- can make money on what they were doing, you people are losing money on it, and you were doing things to move them out of the business, for whatever reason, I don't know.

MR. PREMO: I'd be happy to reappear before your Committee. You can look over my testimony. I think that it's a profit-driven company seeking to take advantage of a public agency -- demanding that a public agency provide assets to it which in turn, that private company will use to turn a winning contribution to margin for the public agency into a loser for the taxpayers. I don't think that's right.

ASSEMBLYMAN MILLER: Well, actually, it isn't a part of the overall hearing that we're going through right now. It's just a side issue that I saw, and I thought I'd cut it out and put it in my folder so that I could ask about this thing.

MR. PREMO: It's a tough issue, it's a tricky issue, and one that we're trying to deal with head-on. But it's--

ASSEMBLYMAN MILLER: Is it in the courts now, or anything?

MR. PREMO: Oh, yes, it's in the courts. They're able to say things in hearings we're in -- court proceedings, and we're a little constrained by how much we can say back.

ASSEMBLYMAN MILLER: Do you have problems also with people who want to take over the profit routes, but those aren't the profit routes -- you can keep those? Is that another--

MR. PREMO: Well, they'll allow us to lose money -- add to the need for public subsidy while they only run a little bit of service and make money on it. That's not fair.

ASSEMBLYMAN MILLER: No, you've got to take the good with the bad. That's right.

MR. PREMO: What we're trying to do is look at our service, and in a measured fashion, contract out -- put out to bid -- some of the service and avoid jolting the labor force, because there's an attrition we have to go through, like in any business. Either we're going to toss people out on the street and suffer the economic consequences of firing them, or in a measured pace -- a businesslike pace -- manage this transit system.

ASSEMBLYMAN MILLER: Well, Jerry, I'm very impressed, as I'm sure the rest of us are, with what I saw here this afternoon. And the further we get into this, the more I'm beginning to realize that I think everybody is concerned about what's going on, and there is that degree of cooperation between the different agencies; and I think the outcome of this is going to be somewhat in keeping with what you are doing, with maybe some suggestions as to how it could be tightened up a little more, or a little more accountability as far as the overall State situation is concerned.

But I am impressed with the Port Authority's presentation, and I'm impressed with yours. Jim Crawford did a terrific job with the DOT. I think that it's all going to be under one binder. It's going to be up to us to try to pull the pieces together, see how these things fit in at that particular point.

Anybody have any questions? Jack, do you have any questions?

ASSEMBLYMAN PENN: No. Great presentation, very impressive.

ASSEMBLYMAN MILLER: Very well done. How about you, there--

ASSEMBLYMAN MUZIANI: I'd just like to make a comment. I don't want to sound facetious--

ASSEMBLYMAN MILLER: What are they doing in South Jersey? (laughter)

ASSEMBLYMAN MUZIANI: But, Atlantic City -- talked about -- in your report, you must have crossed off, and chalked off, forgotten all about the rest of South Jersey. There's nothing in there about Cape May County, Cumberland County. Don't we get any kind of consideration at all for all the development that's going on down there? I understand that the density is extremely high up there in North Jersey, and I understand that. But I think that development is happening down in our area. You're not going to make any projections for our area at all?

MR. PREMO: Through you, Mr. Chairman. The fact is that, as you know, added bus services -- we've done it in a public fashion. The densities are very, very low in South Jersey. We could say lots of things, but I'd rather just tell you what I think.

ASSEMBLYMAN MUZIANI: That's what I want to hear.

MR. PREMO: You're not going to benefit by me coating the whole pill, here. The fact is that this is the most dense State in the nation, and that density is not spread universally throughout the State. Almost all of it's in North Jersey. Rail transit only makes sense where you move lots of people, and there aren't lots of people moving from point A to point B in most of this State. Only in selected corridors does rail transit make sense. We believe one of those corridors happens

to be reinstituting rail service from South Jersey over to Atlantic City. We have taken initiatives -- for example, the 103 bus line from Cumberland County -- and we're now carrying 1400 or 1500 people a day to jobs in Atlantic City. The 102 bus route in your district that we added-- We are running lots of additional bus service, and reconfiguring bus service all over the State, but particularly in South Jersey. Despite all of this -- despite all of it, we're seeing ridership stagnant in South Jersey, and we're seeing PATCO, the rail line in South Jersey, dropping. One of the key reasons is because the economic engine called New York City, with all those jobs, is simply not being replicated in Philadelphia. There aren't job opportunities in Philadelphia, and people ride transit principally to jobs.

So, it isn't as if there's a bias, but rather, we're trying to call it as it is -- not just now, but look ahead. And our forecast -- the growth projections -- simply aren't as intense in southern New Jersey as they are in northern New Jersey. Maybe you'd like me to say something other than that, but we can go over census information, we can go over lots of details. The subsidy per passenger in South Jersey -- every bus rider we carry -- is significantly greater than the subsidy per rider in northern New Jersey. I don't have a bias towards or against anybody. We're just trying to run a good system, and make sure that we're doing it in as cost-effective a fashion as we can. And our sense is that continuing to upgrade bus service is the principal answer in South Jersey, while we deal with this unique phenomenon called New York-Northern New Jersey, with its already incredible density, and crushing congestion at the corridor; and in particular, the Hudson waterfront.

ASSEMBLYMAN MILLER: I think your point is well-taken. Just as a business -- any businessman isn't going to go into something just for the sake of satisfying, as you

said before, four riders a day coming out of Bergen County, you can't very well do that. You wouldn't be in business very long. I don't think it's your job or anybody's job to put a rail line or a bus line into an area to help develop the population in that area -- increase the population. I think the job is, when the population is there and it makes the demand for the transportation needs, that's when we get to consider that particular place. We don't build a Newark International Airport, let's say, down in Cape May. It's not warranted. The people aren't there for it, so we don't put the airport up and have business build around it. We did that in Newark because it happens to be metropolitan; it happens to be close to where the traffic is and where people can get at it. So, I think your point's well taken. I think it's a sound point; I think it's a solid approach.

MR. PREMO: The flip side of it is that for example, in portions of southern New Jersey, road investments are clearly more appropriate than they might be in northern New Jersey. Route 55 is a case in point -- certainly, there's no reason to imagine a transit answer to Route 55, because there's truck and passage of traffic. It's not public transit as a solution. Yet for us to try and stuff highways into some of these corridors in northern New Jersey is absolute folly. So, we're trying to figure out that ultimately, our boss at NJ Transit is the Governor -- he has veto over our minutes -- and it's the Commissioner of Transportation, in the capacity of Chairman of our Board of Directors -- the Chair now of our Board. And that's an asset to the State. This organizational link provides the ability to make some tradeoffs and to consider some balances between and among portions of the State.

ASSEMBLYMAN MILLER: I think you did a great job here this afternoon, Jerry. We do appreciate your time and your effort.

MR. PREMO: We'll keep working with you.

ASSEMBLYMAN MILLER: Unless anyone else has a question, we do want to hear from Barbara this afternoon also -- Barbara's from the Regional Planning Association. Barbara, we're sorry to cut you in here so late, but-- Thanks again, Jerry.

MR. PREMO: Sure. I'll stay. I want to hear (inaudible -- too far away from microphone) I hope she's going to say something that sounds good (inaudible) NJ Transit, but I'm not sure.

ASSEMBLYMAN MILLER: Something nice, huh? You didn't mention her name once, though, Jerry, so I don't know.

MR. PREMO: Oh, they're on our Advisory Committee.

BARBARA LAWRENCE: I spend a lot of time at NJ Transit.

ASSEMBLYMAN MILLER: Barbara, would you mind explaining to us, first of all, just what -- whom -- do you represent?

MS. LAWRENCE: I'd be happy to.

First of all, let me introduce my colleague, Boris Pushkarev. Boris is the Vice President of Research and Planning at Regional Plan Association.

Regional Plan is a non-profit organization that has been in business for over 50 years. It's headquartered in New York, but we're very proud of our New Jersey operation. We have an office in Newark. We have 35 business, civic, and education leaders that are on our New Jersey Committee. And the current Chairman is Thomas J. Stanton, Chairman of First Jersey National Bank from Jersey City.

The Regional Plan is in the business of doing both research and advocacy on issues that are directly related to growth: transportation, environment, housing--

BORIS PUSHKAREV: Parks.

MS. LAWRENCE: Parks, open space -- the flip side of growth. So, transportation is one of the main issues that we deal with all of the time.

We also do projections for growth in the region, and we have a regional account system so we keep track of what's happening in what we call our region. Now, our region stretches approximately from Hartford to Trenton, taking in those parts of the three states. I apologize to you gentlemen from South Jersey, but our region doesn't stretch that far. But a great deal of what we have to say today really has statewide relevance.

ASSEMBLYMAN MILLER: Is there another region that covers the other part?

MS. LAWRENCE: Excuse me?

ASSEMBLYMAN MILLER: Is there another region that covers--

MS. LAWRENCE: There's no other organization like the Regional Plan Association covering the southern part of New Jersey. But there are certainly civic groups that have some-- There's an organization called PennJerDel, that -- obvious from its name, Pennsylvania, New Jersey, and Delaware -- that's a kind of business organization that look at issues in South Jersey.

MR. PUSHKOLEV: But we do work in Ocean and Mercer counties.

ASSEMBLYMAN PENN: The Regional Plan Association, as I remember it, has been around for -- I'm going to say 30 years.

MS. LAWRENCE: Fifty-plus.

ASSEMBLYMAN MAZUR: Nineteen twenty-nine.

ASSEMBLYMAN PENN: But I have been familiar with it probably for the last 30 years, having attended a number of seminars that were held in New York, in the City -- who showed the corridor from Boston to Washington, and what the growth and development was going to be, and projections that were made down there. Is this the same Regional Planning Council?

MS. LAWRENCE: Boris? Boris is probably the man behind those projections, if we did them.

ASSEMBLYMAN PENN: But these were the projections-- I remember saying that there would be a corridor that would stretch from Boston to Washington, which included right down through New Jersey--

MR. PUSHKOLEV: It was in the early '60s.

ASSEMBLYMAN PENN: Yes.

MR. PUSHKOLEV: Yes, that was us. Yes.

MS. LAWRENCE: Were we right?

ASSEMBLYMAN PENN: Because when you said you didn't go into South Jersey, I remember very well looking at-- I'm a person that never throws anything out. I probably still have all of your maps and drawings and things that were distributed at that time. As a matter of fact, I probably remember the name of the hotel in New York where they held it-- I don't even want to think about it.

ASSEMBLYMAN MILLER: How about the room number? You got the room number?

ASSEMBLYMAN PENN: Probably so. But anyway--

MR. PUSHKOLEV: We do go outside our boundaries on occasion. We even did a thing for LA.

ASSEMBLYMAN PENN: What I'm saying is, when this corridor-- When you were selling the concept of regional planning, you had that Boston to Washington corridor.

MR. PUSHKOLEV: Right.

ASSEMBLYMAN PENN: And that was why--

MS. LAWRENCE: That's right.

ASSEMBLYMAN PENN: I just wanted to see if my thinking was on track.

MS. LAWRENCE: Well, let me tell you about some of our projections now, that we have coming up. They're very-- They're not dissimilar from some of the things that Jerry had to say. We all lived through the 1970s, when the whole Northeast was not growing. Now, halfway into the '80s, we see some new trends, and we see that they've stabilized.

Now, I'm going to read these numbers to you so that I don't get them wrong, but what we expect to see -- and we're talking about the 14 North Jersey counties -- the population now is about 6 million. We expect that to raise to about 7 million in the next quarter-century.

Income, we expect to see rise by 28%, reaching \$21,200 as per capita income by the year 2010. Now, that's in constant 1984 dollars. That's quite a raise -- 28%. We also see additional jobs, and a tremendous number -- over 750,000 new jobs coming into those 14 counties in the next 25 years.

Now, these trends are not out of line, and they may not seem outlandish; and yet, when we look at them and we think about their implications for transportation and for land use, and for trans-Hudson travel, as Jerry talked about, we have some really serious issues that we're very pleased to see this Committee trying to grapple with now.

We didn't have much growth in the '70s, but now we have it. In the '70s, we saw the counties of Bergen, Essex, Hudson, Union, and Passaic actually lose almost seven percent of their population. At the same time, the outer counties -- Monmouth, Ocean, Sussex, Hunterdon, and Warren -- were growing by about 24%. Now, the intermediate counties during that period grew by about four percent. So, as a total region in North Jersey, we weren't growing, but there was a tremendous shift in the population.

Now, if that population shift were to continue, we'd see, in the next quarter of a century, that the outer counties -- those bordering the Atlantic and the Delaware -- would grow by 32% every decade. That would tremendously change the shape of New Jersey as we know it. Now, during that same time, we hit a lot of shifts in employment. Traditionally, employment's been more concentrated than housing, and we still see more than half of New Jersey's employment located in the inner five counties.

The summary of what's happened here is that the inner counties lost a lot of residents, but they didn't lose very many jobs. The intermediate counties have gained jobs, but they didn't gain very many residents during this period, and now the outer counties -- they gained the most residents, but they didn't gain as many jobs.

Now, it doesn't take great genius to see what happened. The separation between home and workplace has increased, trips to work have become longer, and total travel time has significantly increased. And we all know, and you gentlemen talked about it earlier today, what it's like to sit on the roads during that.

The flip side of that, of course, is that during that period, public transit barely held its own, because the population continued to scatter, as jobs continued to scatter. There wasn't these kind of significant destinations that Jerry talked about. You can't take public transit to an office park out in the middle of Morris County, because there aren't enough people going from any one place to that place to make transit work.

Now, automobile travel-- I think this is the most interesting number in the work that we've done. This number has held up since the '30s, you should know, before I tell you what it is, so it's not something that we've just dreamed up this week. But in northern New Jersey, for every \$1000 of per capita income, it means roughly four more motor vehicles for every 100 residents. Now, to make that kind of make sense, it means that by the time we get to this \$21,000 per capita income that we're talking about in the year 2010, we think, by that point, there will be almost as many vehicles as there are drivers. Now, presumably, at that point, the number of vehicles won't continue to increase to quite such an extent, because even if the number of vehicles increases, you can't drive them on the road. So, that's kind of the outer limit of the number of cars that we expect to see.

Now, that would mean that 2.5 million vehicles would be added by the year 2010 to the 3.8 million we already have in those 14 North Jersey counties. That's 2.15 million more, on top of the 3.8, if you can imagine that.

Now, realistically, there aren't any opportunities for building major new expressways in North Jersey, and that's where the congestion is the worst. Now, think about building new highways of this kind of magnitude. When we did it in the past, the result was, when we built a New Jersey Turnpike, average speeds went up. I mean, you could change the-- Putting in an expressway like that made the average speeds go up from 30 to 60 miles an hour. That made a lot of economic sense, when you poured that much money into a road. Now, when you're talking about an expressway, you're talking about increasing the speed for very few drivers that are actually driving during that peak congestion period. You're not talking about increasing it for anybody else. Everybody else is going to pay the money, either in their tax dollars or in their tolls, to increase the size of that highway. But they're not really going to get the benefits.

So, our position is -- and we think we can convince you of this -- the solutions here are not in building new highways, but they're in managing travel demand through both pricing and land use practices. And it's those land use practices that will enable New Jersey Transit to operate more efficiently.

Now, in North Jersey, we saw from Jerry's presentation that we had a lot of under-utilized rail rights of way. They are a great resource -- they're the most important resource that we have. With less investment per peak period of mile travel, they can provide much better service to Manhattan, to the other important downtowns in North Jersey -- Newark, maybe even Paterson and Trenton, Elizabeth-- That can be done more cheaply than building new highways. Where are we going to build the highways, anyway?

Then there's the trans-Hudson problem. Now, we heard lots about that, and I'm not going to go into that now, because we heard a lot about that from New Jersey Transit. But those connections that they were talking about -- the Boonton connection, and Secaucus, and Montclair -- and dual-mode locomotives, they're the kind of improvements that can really make a difference in the traffic.

We saw that PATH capacity can also be extended by about 1200 people a day, if we just expand to the platforms. In Hoboken, expanding to the platform is difficult because of the way the terminal is arranged, but there, we can work on the ferry problem. Now, when you add all this up, you've still got 24,000 commuters that are still going to have to use buses, even with all these marvelous new train improvements. That comes out to about 7000 people in a peak hour, and that's about 160 buses. They're going to have to use the Lincoln Tunnel -- they're still going to be there, no matter all these wonderful connections we make.

So, we still have to work on that problem. The most depressing thing about this is, not one of these solutions in isolation are solutions to the transportation problem.

Now, we're talking about displacing autos. How far can we really press that? Can we talk about building another rail tunnel to Manhattan? And that's certainly one possibility. It's an extremely costly one. Now, another, perhaps less costly alternative would be to think about expanding the subway in New York -- bringing it over to the Meadowlands. That's less costly because you don't have to talk about the kinds of connections and terminals that you have to talk about with another rail tunnel. That could come over to the Meadowlands. Maybe they'd call it the New York -- New Jersey Jets -- New Jersey Giants. I'll get it right.

Now, if you build a new rail tunnel, one of the ways that we can link that in to this whole North Jersey system is

through the light rail system that we talked about on the waterfront. But if you're thinking expansively, if you're thinking beyond the immediate horizon, then you want to think about putting that rail line in, that trolley line in, as an interim -- as an important link in an intra-New Jersey system. Not only does it run up and down the waterfront, but that line could be expanded -- that could eventually go to Hackensack, and to Englewood, and to Paterson -- maybe even to Newark, to Bayonne. It would be a light rail line -- not an important commuter line, but it would be a North Jersey urban rail line, serving a different kind of population, one that's not commuting into New York, but one that's commuting around the industrial areas of North Jersey.

Now, what resources do we have to do this? Well, the original plan for a long time has supported the concept of taxing motorists to pay for both highway improvements and for transit. I know the gasoline tax is being kicked around Trenton again. We've in the past supported that. We've supported Federal money for the same purposes. Now, we think that you can do that because motorists benefit from these transit investments by reducing the congestion on the highway. We think that's fair.

But we also need other money besides that, certainly; and we need to think about their pricing policies. One of the simplest steps that we can take that will have a marginal difference in this trans-Hudson issue is the reduction -- the elimination in the discount policy for frequent users of the trans-Hudson crossings. It just doesn't make sense. We're talking about our Hudson crossings being overloaded, and we're encouraging people to commute by their car into Manhattan by giving them a cheaper rate. It just doesn't make sense.

Now, there are a few other simple devices, and we know that there are things that you're thinking about in Trenton now; and I just want to encourage you that we think they fit in

well with the kinds of situation that we see. One of those is transportation improvement districts for counties. I think there's a real important role there for counties to play, and the establishment of those districts would enable them to do planning on a more regional scale. We're also talking-- I know that there's a discussion of highway access controls, so that you don't have a situation like you have out here on Route 1, where every driveway that comes onto Route 1 slows the traffic down even farther -- even further. So, the point is to build service roads, but you can't have -- every person can't have their driveway onto an extremely crowded highway.

Now, I guess maybe I'll address these remarks particularly to Assemblyman Penn, because, in the end, what we say is that it's not transportation improvements that can really make the difference in New Jersey, it's land use changes. I know that Assemblyman Penn is busy holding his hearings, and so we'll get a double bang for our buck here today--

ASSEMBLYMAN PENN: Okay.

MS. LAWRENCE: --and say that the way we use the land is the way we're going to make the transportation improvements now. If 100 units of housing are located in a densely developed area like Hudson County, or the same 100 units of housing, with the same kind of people -- the same income level -- are put out in a typical, auto-dependent suburban area, you have 55% more auto travel in the suburban area than you do in the densely built area. And if that densely built area has access to a rail line, that even reduces that number even more.

That's housing. Let's talk about office buildings. If we have a million square feet of an office building in a suburban campus site, we'll need an equivalent of 10 lane miles of expressway to deliver the typical 2300 employees there in their typical one and a third persons in a car. Now, when you think about that and you think about our employment projections

which suggest that we're going to have 125 million square feet of office space in New Jersey -- in North Jersey's 14 counties -- in addition to the 150 million we've already got, there's no way we can build enough roads to handle that kind of volume. Now, we think that we've got to find a better way of making land use decisions about where we actually place these buildings. We all want to see the growth come, but it's a question of where we put it.

Now, we recommend the counties have some additional authority to make regional decisions about the growth that's occurring within their boundaries. They're already regional governments of a type, and they have planning powers, but they're fairly ineffective and under-utilized, in some cases. So, we'd like to see that strengthened.

Now, finally, what we really want to say here is a word that -- address many things about transportation planning that came up in New Jersey Transit's presentation, right at the end. Jerry said that the Commissioner of Transportation is the Chairman of his Board, and that intergovernmental link is important. Well, right now, transportation planning in New Jersey really doesn't have that kind of focus. We have the Turnpike Authority, with its tremendous expansion proposal. They're doing that-- They put their proposal out without any need to coordinate with anybody else. That's the way they chose to do it, and they have the authority to do that. Now, no transit agency should be able to do that. Transportation is a system -- highways, where they go, buses, rails, rail lines. It's irresponsible to think about that kind of an investment without thinking about it in coordination with other people.

So, we really recommend for this panel to think about that, and to think about how you can -- how transportation planning can be better linked so the kinds of -- the intergovernmental link that Jerry talked about, everybody has, not just NJ Transit.

Now, I have some materials for you, because RPA is very good at doing publications. We not only put on conferences, but we have publications. In here is a handy-dandy copy of our testimony, some other materials that we've recently prepared; and I want to end by telling you a little bit about my buddy Pushkolev here, because he's really the man behind all these numbers. And he was terribly influential in writing the statement today, and Regional Planning's transportation policies in general.

He's the author of a book called "Urban Rail in America" that perhaps would be relevant to some of the things that-- I don't want to plug his book, but maybe if you're all nice to him, he'll give you a free copy.

ASSEMBLYMAN MILLER: Autographed.

MS. LAWRENCE: Exactly -- autographed. He's also the author of a National Book Award-winning book, called "Man-Made America." So, he's been around, seen transit forever; and I know he'd be happy to answer any of your questions. Of course, I would too, but he's the man. So, thank you gentlemen.

ASSEMBLYMAN MILLER: Barbara, I'd say that I think you're speaking our language. I think you're opening remarks basically is what this group has been thinking about right along -- how can you spend \$2 billion for a highway, and not know what the DOT is doing; and have \$2 billion for a highway with two rail lines running on either side of the highway for the full length of the State, and not utilizing those rails to the degree that they could be if somebody -- I don't know who that somebody is -- who would be in the position to try to pull the pieces together to do just the thing that you're talking about to keep the cars off the road?

We've discussed the Route 1 corridor because that's Russian roulette with an automobile. You know, you plan your trips according to the hour of the day when you use that route. And the fact that DOT only has the right to tell them

where they can put the opening, and they have to put the light in, and the jughandle, and that town wants that ratable because their tax structure -- we don't worry about the town next door, or the one down the road. We don't worry about the effect that the Turnpike or the highway -- the Garden State Parkway, the rest of them have as far as the secondary roads are concerned that feed these roads. It's such a -- I say, loosely knit thing, everybody intent on doing their job and doing it well, for their individual purpose, you know; but I'm not interested in trains, if in fact my tolls depend on cars going through a tunnel, let's say, or -- I don't say that happens, Pat, from a Port Authority-- I'm just saying, there's just something here that isn't jelling properly, that isn't being brought together properly. And that's what we're trying to get at.

Now, getting back to your point, though, the Regional Authority -- and the best way to control the flow of traffic, let's say, is to control where you build. Well, now, you're not going to come into my town, rest assured -- and I've been through this as the mayor of my town, with the regional planning-- You're not going to tell me what I can do in my town, and that's home rule. I don't know how you go about convincing people -- and I'll tell you, you have to serve on a Committee like this and become involved to realize that there's more to life than my little town, my boundary line, you know? But how do you go about convincing people that yeah, that ratable's great but there's more to that ratable than just your town? It affects every town in the entire State.

That is a problem, I think, perhaps out of this overall -- the summary of this whole thing may eventually come out to-- Maybe it's a super authority; maybe it's an umbrella authority; maybe-- I know the Commissioner of Transportation has that by Constitution -- or our law, at least, has that responsibility and authority to supervise all transportation in this State, I don't care whether it's port, or whatever. Maybe

that has to be strengthened in some fashion that we have something going here that we know what the left hand is doing and the right hand is doing to pull the pieces together.

MS. LAWRENCE: Well, you're absolutely right. We know home rule is a problem. One of my responses to that is, it isn't home rule when your streets are clogged with traffic from the adjoining municipality's development. That's not home rule -- you don't rule anymore there. You're just the victim of your neighboring municipality.

ASSEMBLYMAN MILLER: Well, you're right, but if you want to pay my taxes, then you can take over my home.

MS. LAWRENCE: Well, one of the things Regional Plan's been saying for years and years -- and we currently have a commission working on that in New Jersey right now, and that's the reliance on the property tax. I mean, that is an absolutely motivating force, for people to attract those ratables. And it's a problem that New Jersey's had for a long time; and I'm hoping, and I think you're hoping, that the Tax Commission comes up with some kind of a solution to that problem, or at least mitigates it in some way.

ASSEMBLYMAN MILLER: I think it's a national problem, actually, Barbara.

MS. LAWRENCE: New Jersey's always been the leader of that problem.

ASSEMBLYMAN MILLER: Well, how about-- Jack, do you have any comments?

ASSEMBLYMAN MAZUR: The highest in the country.

ASSEMBLYMAN PENN: Well, I think many of the things that are being said here today are also being said by county government meetings, and it may be very well that we may have to hold a joint hearing, because we got in today -- we had the League of Municipalities in today, and they were immediately -- anything we did, the McEnroe bill, the Albohn bill, my own bill -- that we were taking away home rule. Though they think that

what we're saying is good, they don't want to give up one little bit of home rule, and I don't think that we are on an island, I don't think we live in a vacuum. As a matter of fact, I referred to back in the 1960s, with the Regional Planning-- If you mentioned Regional Planning, you were called a Communist, practically. And I remember going to council meetings where people would stand up and rant and rave about what was happening. I know you remember this as well. It's here today, and it's been here for awhile; and until the roads are almost at gridlock -- they're not being repaired, they're not being maintained, and the impact from one municipality is felt-- I don't know whether they're going to be ready to move yet.

We have talked about giving more authority to the county planning board, so they could have an overall view of a project coming in. What would be the impact? We'd get into land use. Matter of fact, we tried to ask, today, if anybody could tell the difference between zoning, planning, and land use, and a lot of people think they're all the same. They're not really, but they all interact with one another very significantly. And I don't know what-- We're holding our hearings; we're trying to come up with something -- I don't know if we're going to be able to sell it to the municipalities. I would say that after -- that their reaction is that they'd like it to be permissive. They don't like to see it be mandated. Anything that's permissive never gets done.

MS. LAWRENCE: That's right, and they're willing to say that, too, I'm sure.

ASSEMBLYMAN PENN: Pardon?

MS. LAWRENCE: They're willing to say that.

ASSEMBLYMAN PENN: They're willing to say that, too, but you know, it's sort of ridiculous when you have -- I think it's 567 -- I guess a couple hundred (indiscernible) -- planning boards in this State, each one of them with the power

to decide whether the project will be built in that town or not built in that town, regardless of what the impact can be on the adjoining town. And I think the key eventually may be that it may have to be done through the transportation network, and some of the powers that are with the Department of Transportation, that this may be where it finally rests.

I don't know if there's any--

MS. LAWRENCE: (Indiscernible) improvement districts are for the counties, enabling the counties to take fees from the new developments, and pool those and make some countywide improvements versus just site specific improvements.

ASSEMBLYMAN PENN: I have a bill, 556, that does that. But I think that that--

MS. LAWRENCE: It's a small thing in the overall world, but I think you have to talk about these kind of incremental changes. And I think that's a good incremental change.

ASSEMBLYMAN PENN: For instance, the hearings that I'm holding on County Government should interact with this particular hearing, and fortunately, I sit on both boards. But I think that there is input here that is very important that we have before our Committee. And I think that some of the testimony that we've heard should come here, too.

ASSEMBLYMAN MILLER: Might just be, Jack, that we call a joint meeting of your county leaders with your Committee, and invite back in these people to hear -- you know, after we pull the pieces together here -- and then present the whole thing to show them what the overall view and the overall problem is.

ASSEMBLYMAN PENN: Bring in (indiscernible) municipal, county, and State come in with the transportation, because Ed Kline's going to go do the same thing with municipal.

ASSEMBLYMAN MILLER: Yes.

ASSEMBLYMAN PENN: We ought to be interacting a little bit more.

ASSEMBLYMAN MILLER: Get together -- sure.

MS. LAWRENCE: Well, we'd be pleased to come, and as Boris just said, we'll come with slides next time like New Jersey Transit did (laughter), if you invite us back.

ASSEMBLYMAN MILLER: But I think what we want to do first of all, we want to hear everybody individually, and then take and digest that and come up with a summation that we can put together here; and then the summation pass out to our county leaders and whatnot, and then have you people coming back in with them so we can try to get them to understand what the overall-- I'll be the first to admit as a mayor of a town, as far as I was concerned, you people were out of your nest. You didn't belong in my town, you know? Go find your nuts someplace else -- don't come over to my town for them. (laughter) And the same holds true for the county people. I was, you know, "Keep them out. You're not going to tell me what to do in my town." But when you get in here, and you can see the effect-- Let me give you an example. Jack was just pointing out that his part-- Today, you go to a planning board, and they say, "Did you get a DEP permit?" Well, now, who is the DEP to tell me I need a permit? That's statewide. But, we don't say, "Did you get a DOT permit to find out about your transportation problems?"

MS. LAWRENCE: Right.

ASSEMBLYMAN MILLER: Right? Today, we have flood problems up in my neighborhood, and we get inundated about every other years or so.

MS. LAWRENCE: That's right.

ASSEMBLYMAN MILLER: But do we say to the people way up in Basking Ridge, "You can't build any more because your water's hurting me down here on my end"? Nope. (laughter) There is an interrelationship here, and it's all of a sudden "Hurray for me and the heck with you," and when I'm getting hurt, it's "To heck with you."

MS. LAWRENCE: I'd like to borrow you and take you around with me. I could use--

ASSEMBLYMAN MILLER: There are so many facets of government, and of relationships that we only got in our own little backyard-- I think this is (inaudible).

MS. LAWRENCE: The thing that encourages me is that this argument-- We're having an argument over federalism. I mean, that's what Hamilton argued about 200 years ago in New Jersey. It's the same argument, we're just carrying it one step further.

ASSEMBLYMAN PENN: Just more people now.

MS. LAWRENCE: That's right. We're just carrying it one step further.

And I'm a believer in incremental change. Just when we went from the Articles of Confederation, we have this Constitution and we divided up the States, and here we have President Reagan talking about realignment of the states and Federal government. Well, here we're talking about a realignment of municipalities and counties and states.

ASSEMBLYMAN MILLER: There's a difference, though. There were more statesmen then than there are today. Today, they're politicians -- they were statesmen then.

MS. LAWRENCE: In retrospect, there'll be plenty here.

ASSEMBLYMAN PENN: One other thing that I think is involved in all in this thing, very seriously, which was touched on very lightly, is a method in which we tax, and I think that until-- People feel, when they pay very large property taxes -- and we have the highest in the nation -- that they want some control of their dollar. Eighty percent of our tax dollar goes into schools, which they do, and the people that own property are taxed for just about every conceivable thing. Until we change that and we come up with some other method of funding education, and maybe through dedicating the entire sales tax to education -- I don't know what the answer

is, but until we get that off their backs, we're not going to get the cooperation that we want from the municipalities or the counties. And that's the key -- hitting somebody right in the pocketbook. And the person who's paying that bill wants to know. If, all of a sudden, the State were picking up a large -- through any other method of funding, these ways, and property taxes were reduced-- The State of North Carolina is a prime example. They reduced down there, and they dedicated the sales tax -- a broad-based tax -- to education. I think, like, 17%, if you're in the county, because they have county and city schools down there -- 17%, you're assessed for education, if you're in the county; I think it's 23% if you're in the city, goes into education. The rest of your property taxes go for local purpose and the municipal thing. But they're considerably reduced, and you have more cooperation, and the roads, if you go down there, have been built. The transportation has been excellent, and these plans are done. I think that, until we change our method of doing business, I can't see where there's going to be any movement between the municipalities and the counties. This is my observation.

ASSEMBLYMAN MILLER: Very good.

MR. PUSHKOLEV: Unless growth forces it, as it has in California and many places.

ASSEMBLYMAN PENN: Pardon me?

MR. PUSHKOLEV: Unless growth forces it, as it has in California and many places, where -- San Diego or San Jose, those places -- they really have very strong controls; and they have a deliberate policy of taking this growth and putting it where they're building their (indiscernible) rail line, and not scattering it through the mountains -- any of the mountains zoned for 20 acres, minimum lot size. Nobody can build there unless they pay a lot of money to the county government, where they say, "Okay now, with this money we can provide you with service."

ASSEMBLYMAN MILLER: Mount Laurel would appreciate that, with 20 acres minimum sized lots.

ASSEMBLYMAN PENN: Well, for original Mount Laurel, it started in Orange County, California -- their first thing of affordable housing we had in this country was in Orange County.

MS. LAWRENCE: It's a question of the infrastructure leading the development, not the other way around. I mean, that's what you're grappling with here.

ASSEMBLYMAN PENN: Well, the thing is that the need to attract the ratables is our cost of doing business. Everybody wants the ratables because they want to offset the horrendous tax structure, the way it is going today. So the towns feel that if they bring in an AT&T, or a Chubb, or anything else; and they come in and they have a facility, which will offset and help keep the property taxes level. As long as we continue with that mentality, you're not going to tell these towns not to bring the people in, not to create all open spaces, and not to expand our parks and recreation, and change our whole land use, which we're talking about.

MS. LAWRENCE: I think we have to think about whether or not it really does reduce their property taxes. I happen to live in one of the fastest-growing municipalities in the State, and my property taxes are going way up; and I think there's a question here as to whether or not in the long run, bringing in those businesses really does reduce your property taxes, because you have tremendous increased costs to service them.

ASSEMBLYMAN PENN: Well, yeah, but sometimes, I could argue-- But all I'm saying is that they bring in and they keep them from going higher than what they would be if they weren't there, because the costs in the municipalities -- especially in the education field -- are all on the back of the property owners.

ASSEMBLYMAN MAZUR: Got a lot of conflicting goals. That's basically what the-- There's no rationale in the whole

structure, the goals and values of society itself. So, we treasure open space, but we also treasure equality, and equal opportunity, and things like that, which leads to Mount Laurels, as opposed to having -- or regarding our mountainous areas, as in California, as sacred. Historical developments are different, too.

But I find your observations very interesting, and of course, I've followed RPA's utterings ever since they did the first master plan for New York City and its environs in 1929, which was the first comprehensive master plan that was done anywhere. It employed sociologists as well as land use planners.

MS. LAWRENCE: Well, we're thinking about doing another one -- a third regional plan.

ASSEMBLYMAN MAZUR: Well, I'll tell you, that plan -- and I have a copy at home -- it's seven volumes -- it laid out circumferential highways around New York. It was 1929, and one of those highways, Newt, was I-287 -- or roughly thereabouts -- which still isn't finished.

ASSEMBLYMAN MILLER: A guy like me came along and blocked it in my town, of course (remainder is inaudible due to laughter)-- And I was right. Wrong from this perspective, but right from the other perspective.

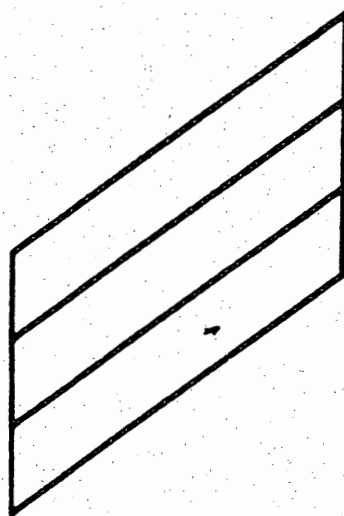
But that's it. I want to thank everybody for coming out. We really appreciate it, and this is going to be another 10 volumes by the time they get finished with it, but I think we're going to have things pretty much put together, and this is really spilling over into other areas, with the home rule, the tax concept -- all these things are working, and maybe, just out of this, this might be someplace to start. We're talking about our property taxes. I was just thinking about the I&R. As soon as Zimmer gets that thing through, property taxes are all over with, because then, we're going to say, "No

more property taxes." We take it from someplace else. You know, all these things-- Anything's possible, anything's possible.

Thanks a lot.

(HEARING CONCLUDED)

APPENDIX



NJ TRANSIT

**PLANNING FOR
NEW JERSEY'S GROWTH**

EMPLOYMENT GROWTH IN REGION

| | Annual Change | Total Change |
|--------------------|----------------------|---------------------|
| 1969 - 1976 | -61,000 | -431,000 |
| 1976 - 1984 | 105,000 | 843,000 |
| 1984 - 1990 | 63,000 | 377,000 |
| 1990 - 1995 | 37,000 | 186,000 |

Source: Port Authority Of New York And New Jersey

JOB GROWTH BY SECTOR

(1984 - 1995)

| | Growth | Share Of Growth |
|----------------------|-----------------------|------------------------|
| New York City | 210,000 | 37% |
| NY Suburbs | 94,000 | 17% |
| NJ Sector | <u>259,000</u> | <u>46%</u> |
| Total | 563,000 | 100% |

Source: Port Authority Of New York And New Jersey

POPULATION GROWTH BY SECTOR

(1984 - 1995)

47

| | Growth | Share Of Growth |
|---------------|----------------|-----------------|
| New York City | 174,000 | 23% |
| NY Suburbs | 178,000 | 23% |
| NJ Sector | <u>409,000</u> | <u>54%</u> |
| Total | 761,000 | 100% |

Source: Port Authority Of New York And New Jersey

NEW JERSEY'S SHARE OF MANHATTAN JOBS

Historically:

1 Job In 10

New Jobs In Early 1980's

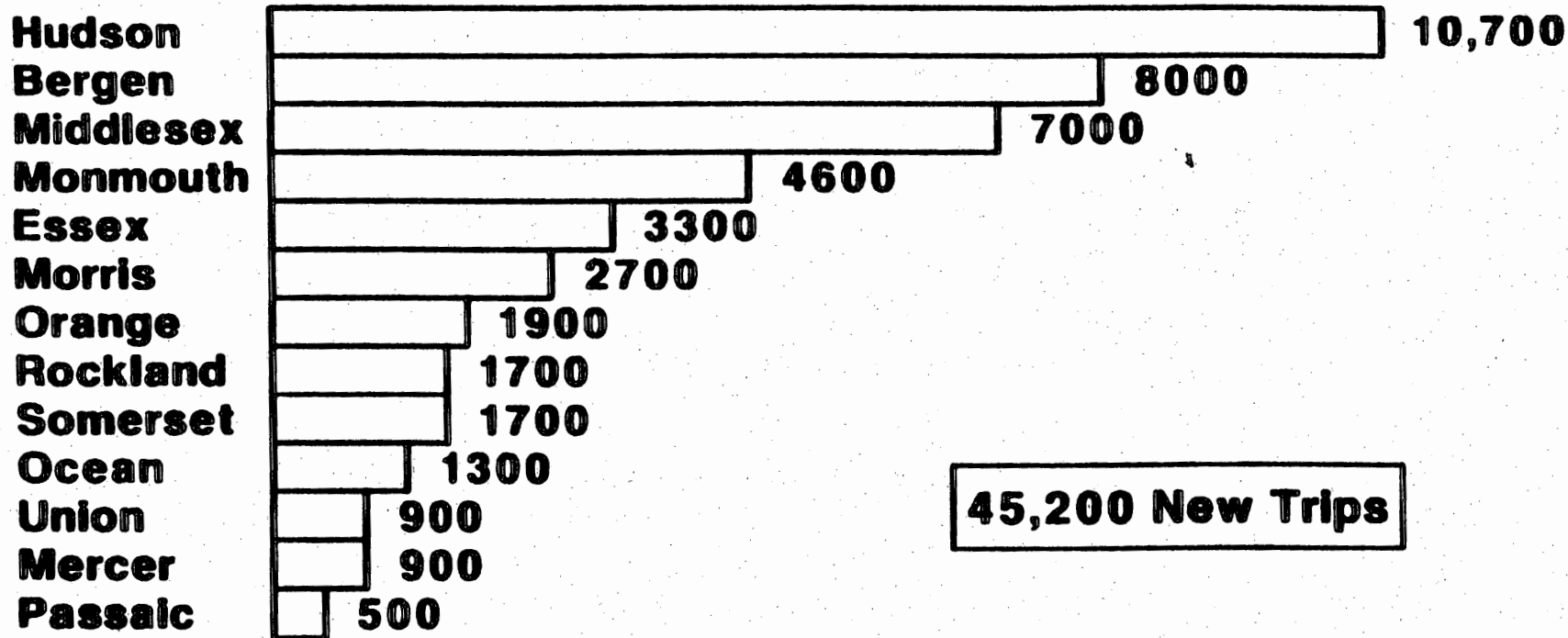
1 Job In 4

New Jobs In Late 1980's

1 Job In 3

NEW TRANS-HUDSON TRIPS TO NYC*

Peak Period By County
1983 - 1990



*60th Street - South

NEW TRANS-HUDSON TRIPS TO NYC*

**Peak Period By Corridor
1983 - 1990**

| | |
|-----------------------------------|---------------|
| Bergen / Rockland / Orange | 11,200 |
| Hudson | 10,500 |
| Middlesex / Mercer | 7,800 |
| Morris / Essex | 5,900 |
| Monmouth / Ocean | 5,800 |
| Union / Somerset | 3,200 |
| Other | 800 |
| Total New Trips | 45,200 |

***60th Street - South**

RIDERS NEED:

- **More Direct One-Seat Rides**
- **Higher Speeds**
- **More Reliable Service**
- **Greater Coverage**
- **More Capacity**
 - **Seats on Trains and Buses**
 - **Track and Vehicle Lane Capacity**
 - **Parking Capacity**

xx

RELIEVE

TRANS-HUDSON

CRUNCH

SITUATION

- **Auto Crossing Delays
Growing Rapidly**
- **PATH Trains Jammed**
- **Exclusive Bus Lane
At Capacity**
- **New York Penn Station Peak
Slots Available And
Expandable**

10X

RELIEVE TRANS-HUDSON CRUNCH

- **Penn Station Capacity Expansion**
- **Northeast Corridor Connections**
 - **Transfer Stations**
 - **New Services**
- **Busways And Bus Lanes**
- **Park Ride Facility Expansion**
- **Midtown Bus System Relief**
- **GWB Bus Improvements**
- **Hoboken/Lower Manhattan Ferry**

PENN STATION DIRECT RAIL ACCESS OPTIONS

Lines

Morris & Essex

Bergen, Main, Pascack

Boonton

Raritan Valley

**North Jersey Coast
(Diesel Portion)**

West Shore

**North Jersey Coast
Northeast Corridor**

Requires

**Kearny Connection Or Manhattan
Transfer**

**Secaucus Connection And Dual-
Mode Or Secaucus Connection
And Electrification Or
Secaucus Transfer**

**Montclair Connection And Kearny
Connection And Dual Mode**

Dual-Mode Or Electrification

Dual-Mode

**West Shore Restoration And
North Bergen Connection**

More Service

More Service

MIDTOWN BUS SYSTEM RELIEF

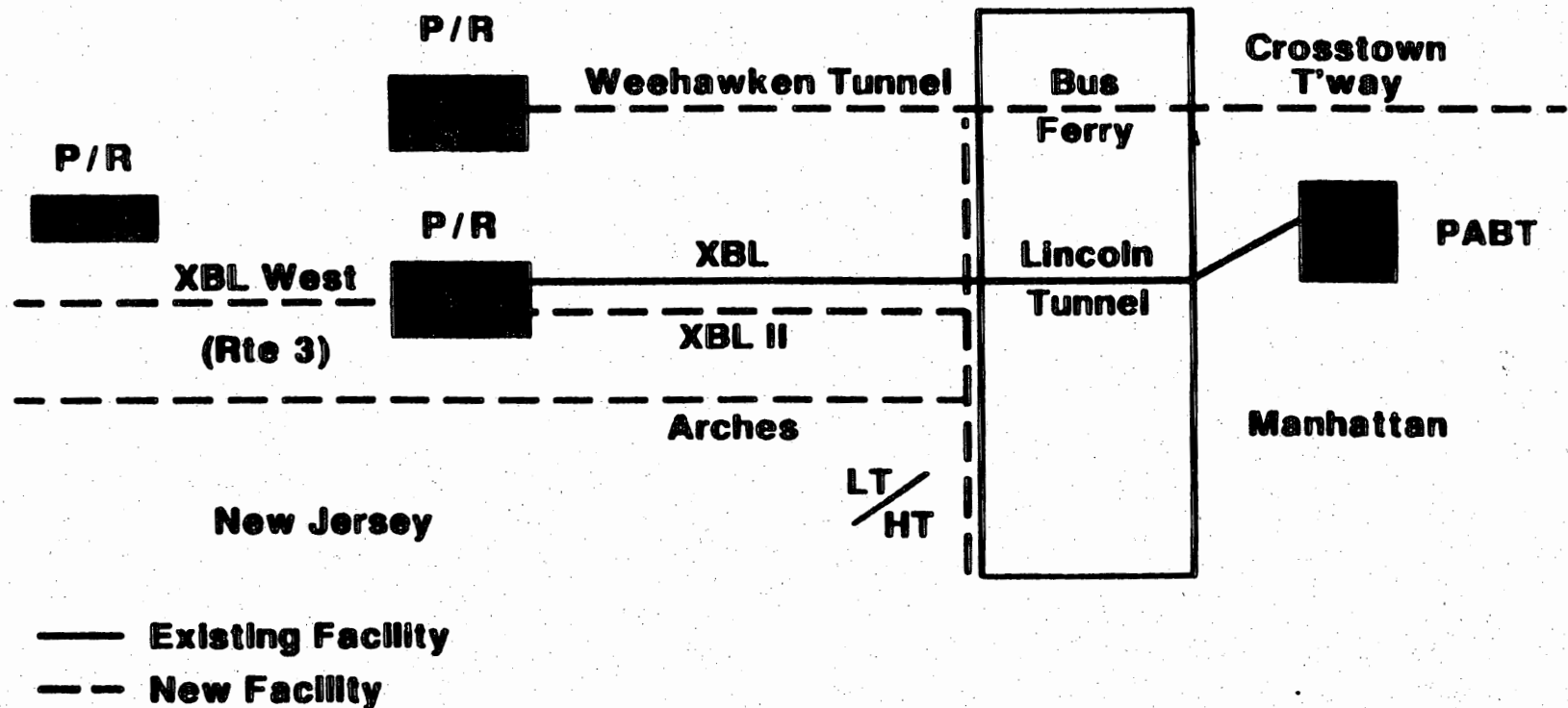
- **Determine Feasibility Of:**

- **Additional Exclusive Bus Lane**
- **Busway In Weehawken Tunnel**
- **Busway From Weehawken Tunnel To Lincoln Tunnel**
- **Busway In Bergen Arches**
- **Busway From Turnpike Ext. To Lincoln Tunnel**
- **Bus Ferry**
- **Cross-Midtown Transitway**

13x

Approved by the Board of Transportation on 10/1/94

OPTIONS FOR MEADOWLANDS TO EAST MIDTOWN BUS CORRIDOR



BUSWAYS, BUS LANES AND TOLL BYPASSES FOR BUSES

- **Find Ways To Speed Up Buses To Avoid Congested Roadways**
- **Use Underused Rail Rights-Of-Way For Busways**
- **Create Exclusive Lanes For Buses On Highways To Expand Their People-Carrying Capacity**
- **Devise Bypasses Around Queues At Toll Plazas For Buses**

HOBOKEN TO LOWER MANHATTAN FERRY

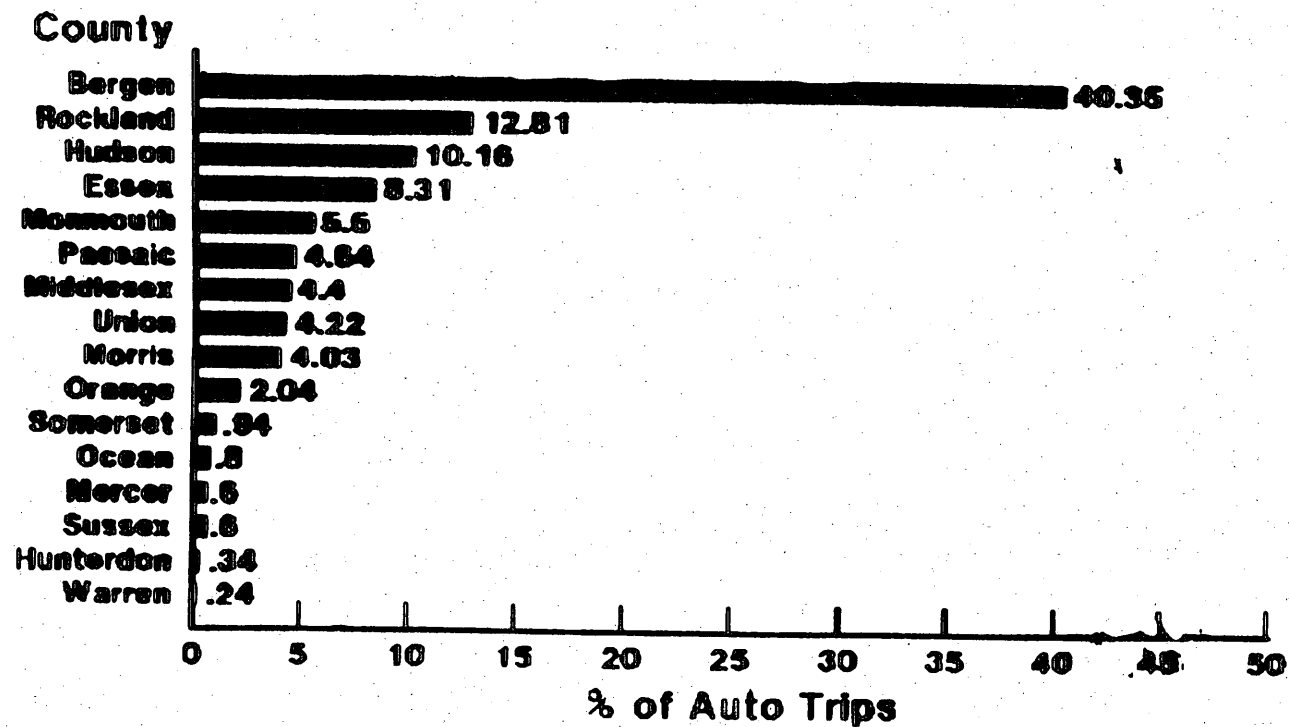
- **Relieves Path - Hoboken To World Trade Center**
- **Makes Rail To Hoboken More Attractive**
- **Opens Up Space On Path For Waterfront Travel**

16x

THE BERGEN COUNTY PROBLEM

- **40 Percent Of Auto Traffic To Manhattan CBD**
- **13 Percent More From Rockland County**
- **Most Auto Trips To Midtown**
- **Bus Travel Often Slow**
- **Bridge Bus Ridership Declining**
- **Rail Service Oriented To Downtown**
- **Eastern Bergen County Not Served By Rail**
- **Rail Rights-Of-Way Available**

RANKING OF TRANS-HUDSON AUTO TRIP GENERATION BY COUNTY



181

GEORGE WASHINGTON BRIDGE BUS OPPORTUNITIES

Marketing

- **New Services**
- **Fare Incentives**
- **Transit Authority Services**

Source: Port Authority Of New York And New Jersey

19x

WEST SHORE RESTORATION

- **53% Of Manhattan Auto Commuters From Bergen And Rockland**
- **Wide Right-of-Way Available**
- **Good Midtown And Downtown Connections / Transfers Necessary**

20x

NEW PARK AND RIDE OPPORTUNITIES

**Rail And Bus Sites Strategically Located
To Capture Growth And Use Highway
Network To Deliver Riders To Bus And Rail
System.**

Source: Port Authority Of New York And New Jersey

CAPTURE NEW JERSEY GROWTH

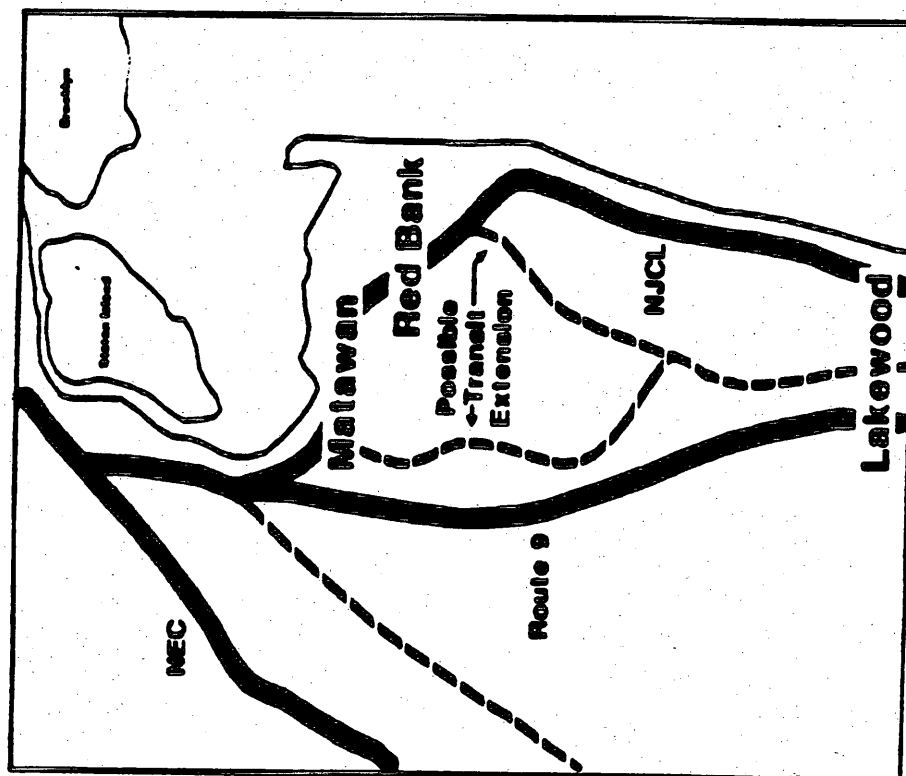
22x

CAPTURE NEW JERSEY GROWTH

- **Newark Airport**
- **Hudson River Waterfront**
- **Atlantic City**
- **Monmouth / Ocean Counties**
- **Meadowlands**
- **Newark Subway Expansion**
- **Route 1**

23x

MONMOUTH / OCEAN COUNTIES OPTIONS



MEADOWLANDS

- **New Bus Service Opportunities**
- **Possible Rail Station Opportunities At Berry's Creek, Secaucus, North Bergen**
- **Possible Opportunity For Sports Complex Connections**
- **Waterfront Busway / LRT Extended To Meadowlands**

25X

NEWARK SUBWAY EXPANSION

- **Extend Or Branch Out From Existing 4.3 Mile Newark Subway Line**
- **Use Underused Rail Rights-Of-Way Or Wide Roadways**
- **Create Urban Redevelopment Opportunities**
- **Interconnect Existing Transit Network**

26x

PRIMARY EVALUATION CRITERIA

- **Passenger Benefits**
 - Travel Time
 - Direct Service
 - Regional Development
 - Trans-Hudson Relief
- **Ridership**
 - Existing Riders Affected
 - New Riders
- **Operating Costs And Revenues**
- **Capital Costs**

27x

ADDITIONAL EVALUATION CONSIDERATIONS

- **UMTA's Major Capital Investment Policy**
- **Competitive / Complementary Analysis**
- **Environmental Impacts**
- **Funding Availability**
- **Impacts On Other Agencies**

28x

OTHER LEAD AGENCIES

NJ Department Of Transportation

- **Hudson River Waterfront**
- **Monmouth / Ocean**

Port Authority Of NY And NJ

- **Midtown Bus System Relief**
- **George Washington Bridge Bus Options**
- **Hoboken Ferry**

29x

NJ TRANSIT PROJECT ADVISORY COMMITTEES

- **Boonton / Montclair Alternatives Study**
- **West Shore / Bergen County Improvements**
- **PSNY Access**
- **Bus Preferential Treatments**
- **Newark Airport Access (With PA)**
- **Monmouth / Ocean Alternatives (With NJDOT)**

Advisory Committee Membership Includes:

**New Jersey Department Of Transportation
Urban Mass Transportation Administration
Port Authority Of New York And New Jersey
Regional Plan Association
North Jersey Transportation Coordinating Council
New Jersey Motor Bus Association
State Chamber Of Commerce
League Of Women Voters
NJ Business & Industry Association**

Advisory Committee Membership Includes:

NJ Alliance For Action

Department Of Commerce And Economic Development

Department Of Environmental Protection

NJ Transit North And South Jersey Advisory Committees

Commuter Groups

NJ Turnpike Authority

NJ Highway Authority

County Planning Departments

Municipalities

Community Organizations

