

APPENDIX

**Joint Legislative Oversight  
Committee Hearing  
December 6, 2016  
NJ Transit Funding**

Janna Chernetz, Esq.

Director, NJ Policy

Tri-State Transportation Campaign

# SEPTA

## Southeastern Pennsylvania Transportation Authority SEPTA 2017 Operating Budget

|  |                 |  |
|--|-----------------|--|
| <i>Operating Revenue</i>                       | \$536,550,000   |  |
| Passenger Revenue                              | \$481,500,000   |  |
| Investment Income                              | \$1,150,000     |  |
| Other Income                                   | \$34,900,000    |  |
| Share Ride Program                             | \$19,000,000    |  |
| <i>Operating Subsidy</i>                       | \$869,989,000   |  |
| Federal Preventive Maintenance                 | \$36,800,000    |  |
| Federal Capital Lease Subsidy                  | \$37,412,000    |  |
| Federal Capital Debt Service Subsidy           | \$8,115,000     |  |
| PA Operating Subsidy (Section 1513)            | \$641,770,000   |  |
| PA Lease Cost Subsidy (Section 1514)           | \$1,211,000     |  |
| PA Debt Service Subsidy (Section 1514)         | \$32,618,000    |  |
| PA Capital Lease Subsidy (Section 1514)        | \$9,052,000     |  |
| PA Capital Debt Service Subsidy (Section 1514) | \$1,964,000     |  |
| Local  | \$97,797,000    |  |
| Other - Route Guarantees                       | \$3,250,000     |  |
| Total Operating Budget                         | \$1,406,539,000 |  |

# CTA

## Chicago Transit Authority

### CTA 2017 Operating Budget

|  |                 |
|--|-----------------|
| <i>Operating Revenue</i>                                 | \$686,347,000   |
| Fares and Passes   | \$581,250,000   |
| Reduced Fare Subsidy                                     | \$28,322,000    |
| Advertising Charter & Concessions                        | \$35,165,000    |
| Investment Income  | \$1,121,000     |
| Statutory Required Contributions                         | \$5,000,000     |
| Other Revenue  | \$35,489,000    |
| <i>Operating Subsidy</i>                                 | \$837,891,880   |
| Sales Tax I (1983)                                       | \$387,549,577   |
| Public Transportation Fund I (1983)                      | \$227,570,224   |
| Sales Tax II (2008)                                      | \$65,013,575    |
| Public Transportation Fund II (2008)                     | \$70,766,117    |
| Real Estate Transfer Tax                                 | \$64,690,386    |
| 25% Public Transportation Fun on Real Estate Trasfer Tax | \$16,172,597    |
| Innovation, Coordination, and Enhancement Program        | \$6,129,404     |
| Total Operating Budget                                   | \$1,524,238,880 |

# LA Metro

## Los Angeles County Metropolitan Transportation Authority

|  |                        |
|--|------------------------|
| <b>LA Metro 2017 Operating Budget</b>          |                        |
| <b>Operating Revenue</b>                       | <b>\$380,600,000</b>   |
| Passenger Fares                                | \$346,200,000          |
| Advertising Charter & Concessions              | \$25,100,000           |
| Other Revenues                                 | \$9,300,000            |
| <b>Federal and State Grants</b>                | <b>\$284,500,000</b>   |
| Federal Preventative Maintenance               | \$220,300,000          |
| Federal CMAQ                                   | \$41,200,000           |
| Federal & State Grants                         | \$23,000,000           |
| <b>Local Subsidies</b>                         | <b>\$934,500,000</b>   |
| Prop A - (40% Bus/35% Rail)                    | \$275,900,000          |
| Prop C - (40% Bus/Rail & 5% Security)          | \$248,600,000          |
| Measure R - (20% Bus) & (5% Rail)              | \$170,600,000          |
| Transportation Development Act (TDA) Article 4 | \$156,600,000          |
| State Transit Assistance (STA)                 | \$50,000,000           |
| Toll Revenue Grant                             | \$3,800,000            |
| General Fund & Other Funds                     | \$29,000,000           |
| <b>Total Operating Budget</b>                  | <b>\$1,599,600,000</b> |



# MBTA

## Massachusetts Bay Transit Authority

### MBTA 2017 Operating Budget

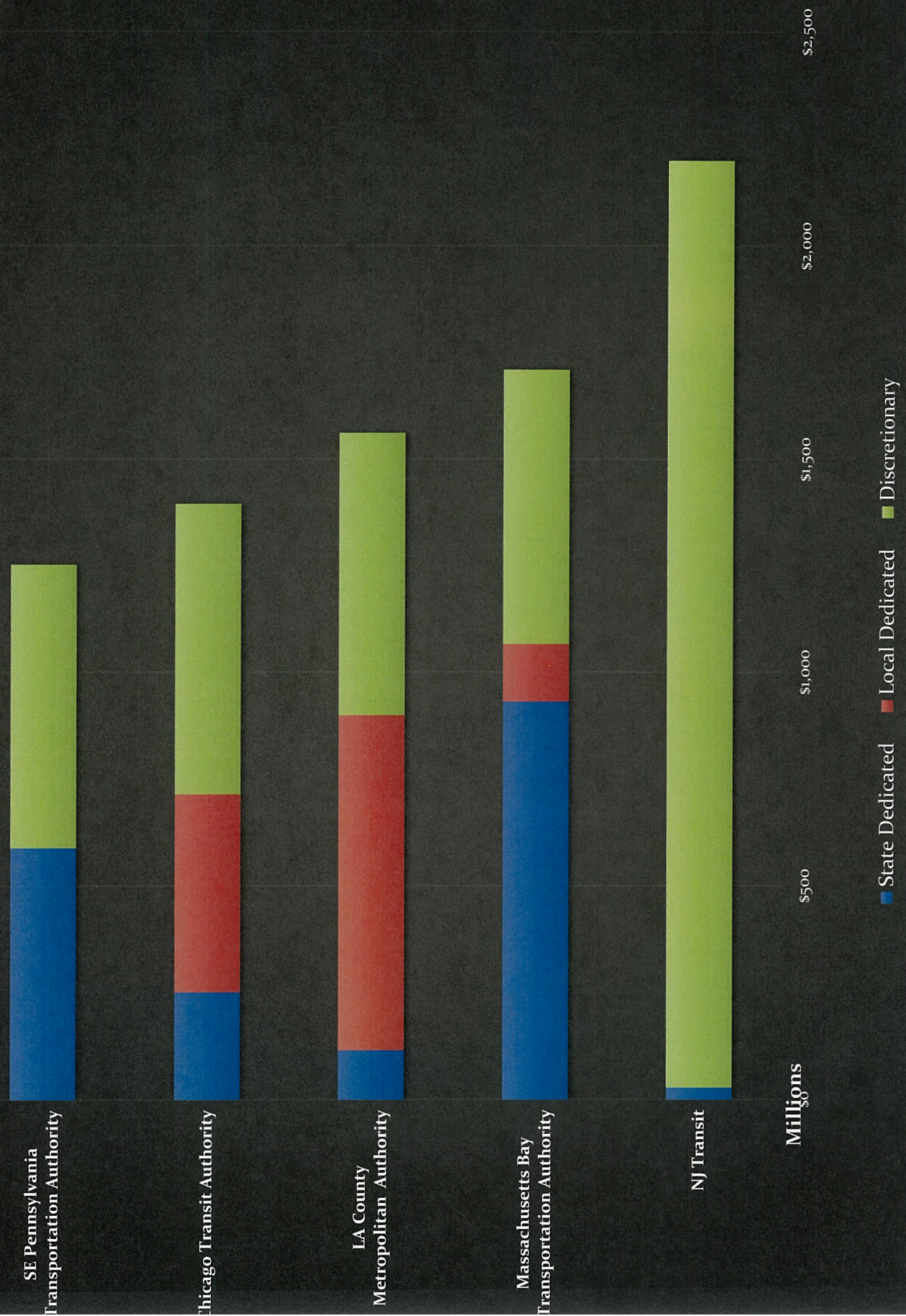
|                              |                 |  |
|------------------------------|-----------------|--|
| <i>Operating Revenue</i>     | \$722,658,504   |  |
| Passenger Fares              | \$659,240,408   |  |
| Other Operating Revenue      | \$63,418,096    |  |
| <i>Non-Operating Revenue</i> | \$1,218,878,036 |  |
| Dedicated Local Assessments  | \$163,998,025   |  |
| Dedicated Sales Tax          | \$1,027,100,000 |  |
| Other Income                 | \$27,780,011    |  |
|                              |                 |  |
| Total Operating Budget       | \$1,941,536,540 |  |



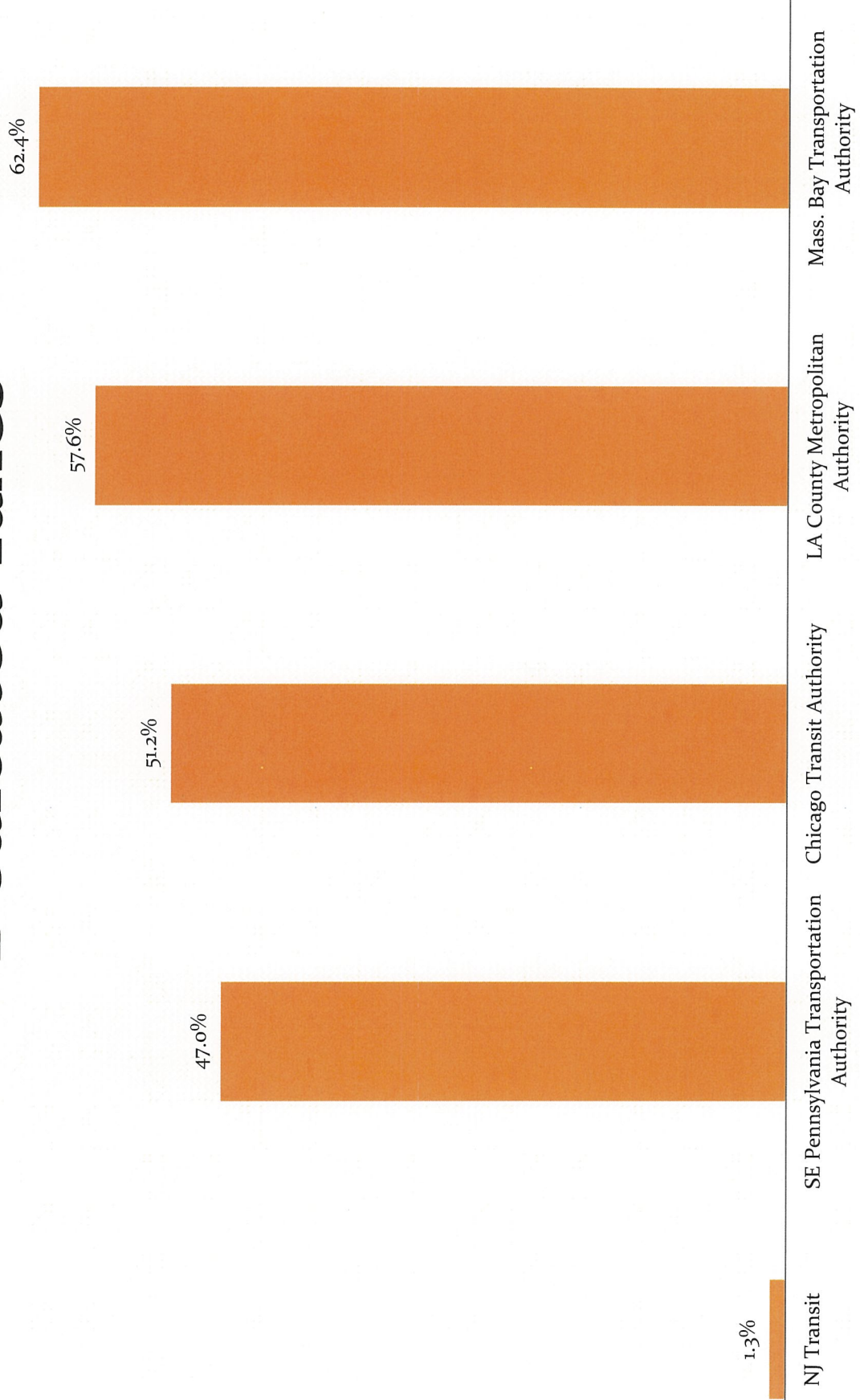
# NJTransit

| NJTransit 2017 Operating Budget     |                        |
|-------------------------------------|------------------------|
| <b>Operating Revenue</b>            | <b>\$1,138,300,000</b> |
| Passenger Revenue                   | \$1,023,100,000        |
| Other Commercial Revenue            | \$115,200,000          |
|                                     |                        |
|                                     |                        |
| <b>Federal and State Assistance</b> | <b>\$828,000,000</b>   |
| State Operating Assistance          | \$140,900,000          |
| Capital-to-Operating Transfers      | \$401,000,000          |
| State Clean Energy Fund             | \$82,100,000           |
| NJ Turnpike Authority               | \$204,000,000          |
|                                     |                        |
|                                     |                        |
| <b>Total Operating Budget</b>       | <b>\$1,966,300,000</b> |

# Source of Operating Budget Funds

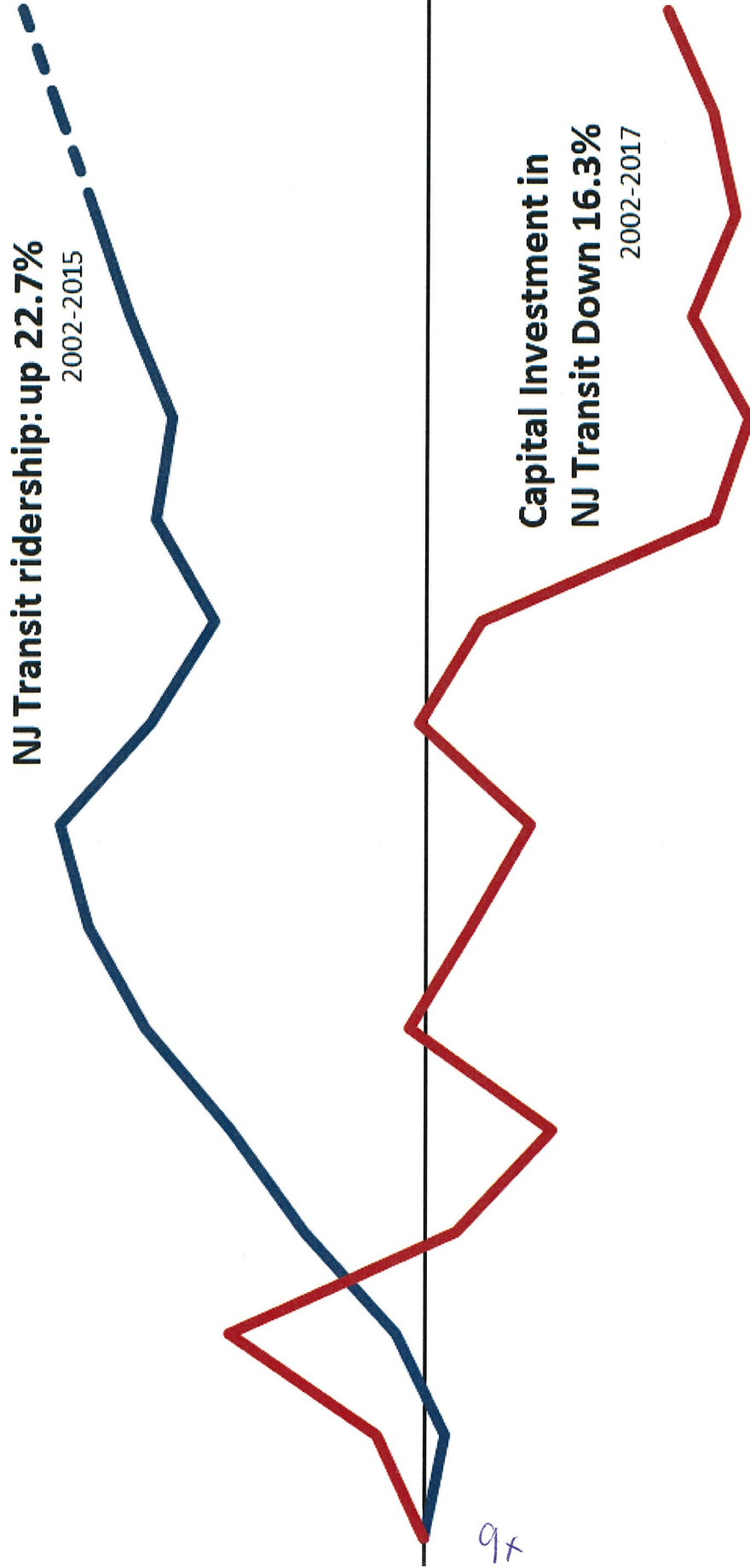


# % of Operating Funds from Dedicated Taxes



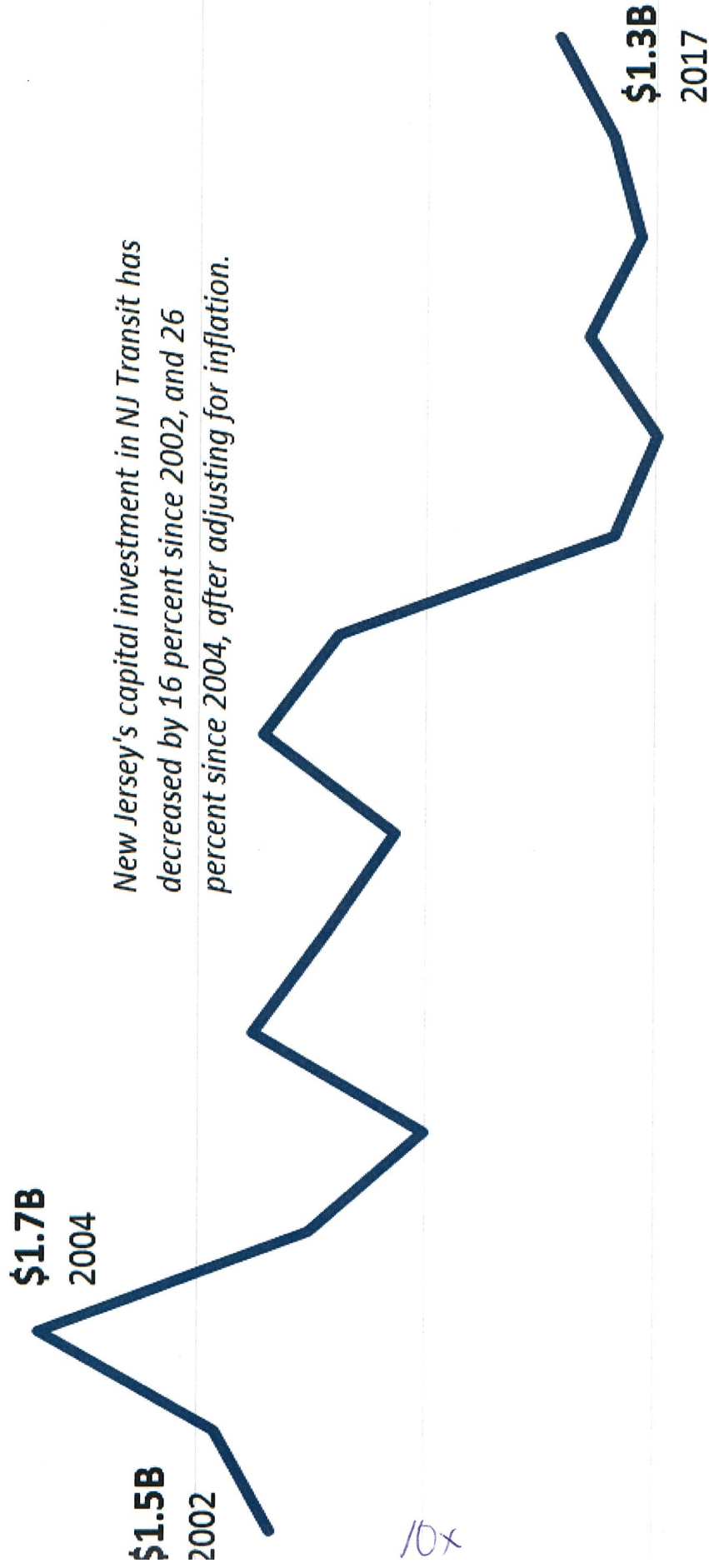
8x

# New Jersey's Capital Investment in Transit Has Dropped Even As Ridership Has Grown



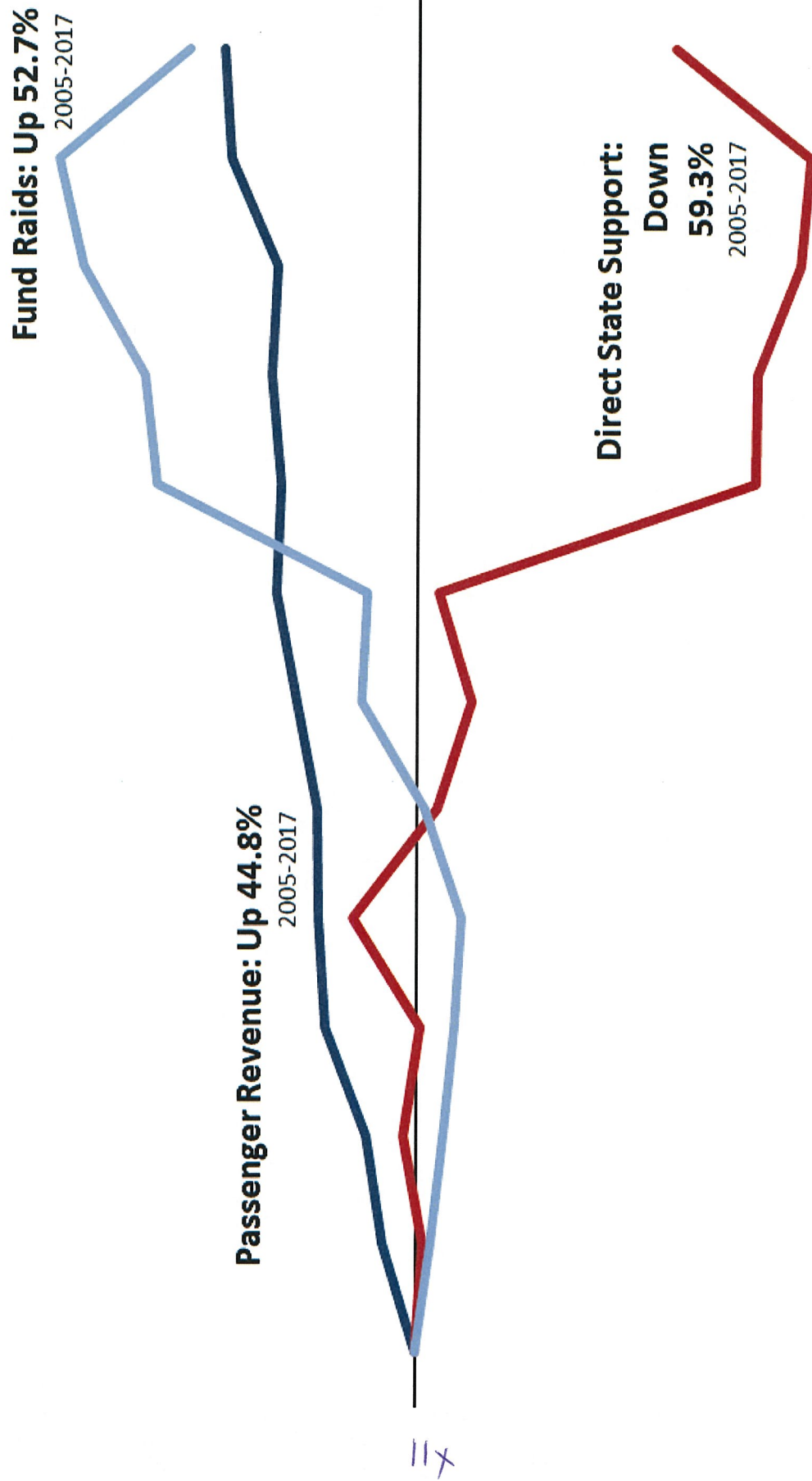
\*Capital investment figures are inflation-adjusted; 2016 and 2017 estimates of NJ Transit ridership are plotted on the graph but not part of the calculated growth

## Capital Investment in Transit Has Dwindled

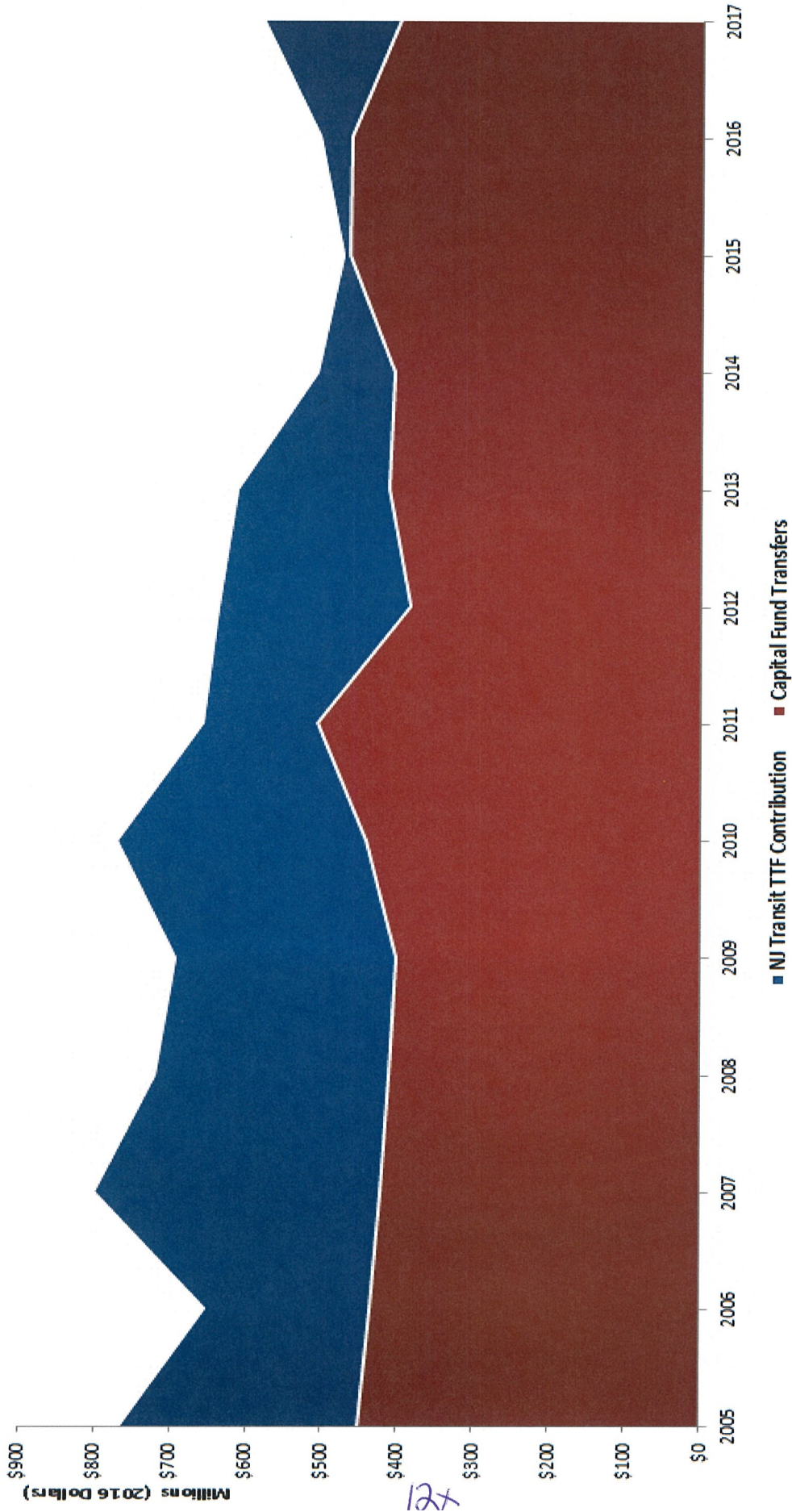


\*Totals do not include one-time boost in federal funds for resiliency projects in 2016, 2017

# NJ Transit Covering Day-to-Day Costs with Fares and Fund Raids



## Share of NJ Transit TTF Contribution Taken up by Capital Transfers





**Presentation to Joint Hearing by  
NJ Senate Legislative Oversight Committee and  
NJ Assembly Judiciary Committee**

December 6, 2016

## **TODAY'S OBJECTIVES**

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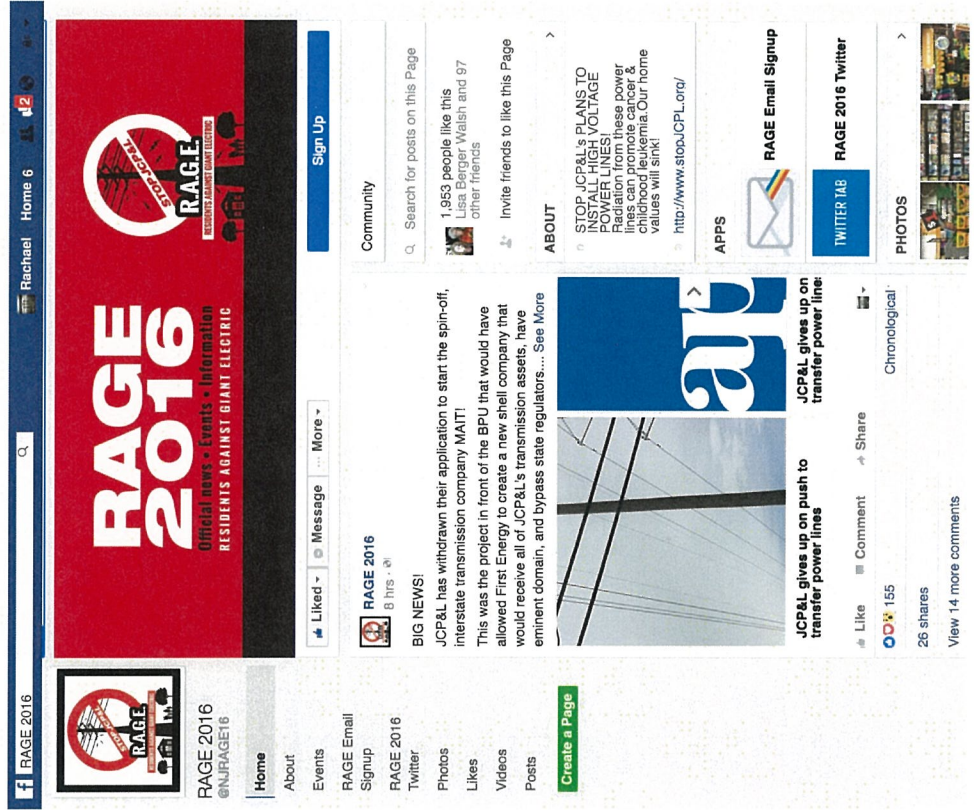
- **Bring awareness to a request by JCP&L to install 230,000 volt transmission line directly on railroad corridor of NJ Transit's North Jersey Coast Line (unprecedented in U.S.)**
- **Share serious safety concerns and risks for this project**
- **Share policy implications**

# RAGE: RESIDENTS AGAINST GIANT ELECTRIC

- A community of concerned and informed families and residents in Monmouth County who are passionately opposed to the JCP&L Monmouth County Reliability Project (MCRP) power line plan

- Started end of May 2016
- 4,000+ Facebook members
- 6,000 + petition signatures

- RAGE's Goal: To work as unified group of residents, together with municipalities and elected officials, to stop JCP&L's Monmouth County Reliability Project



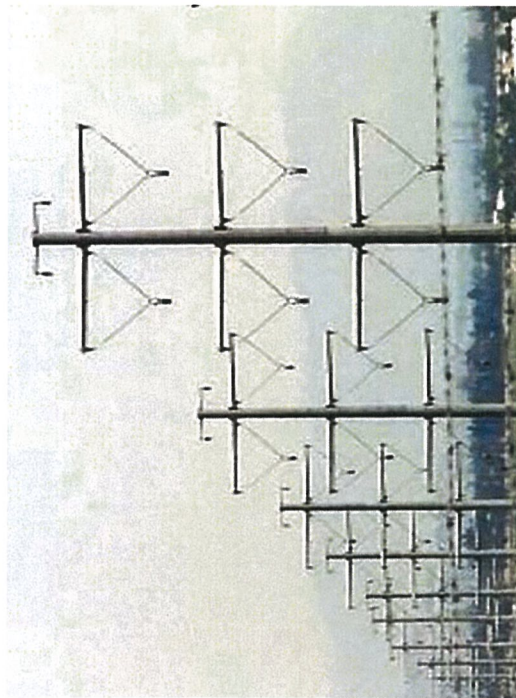
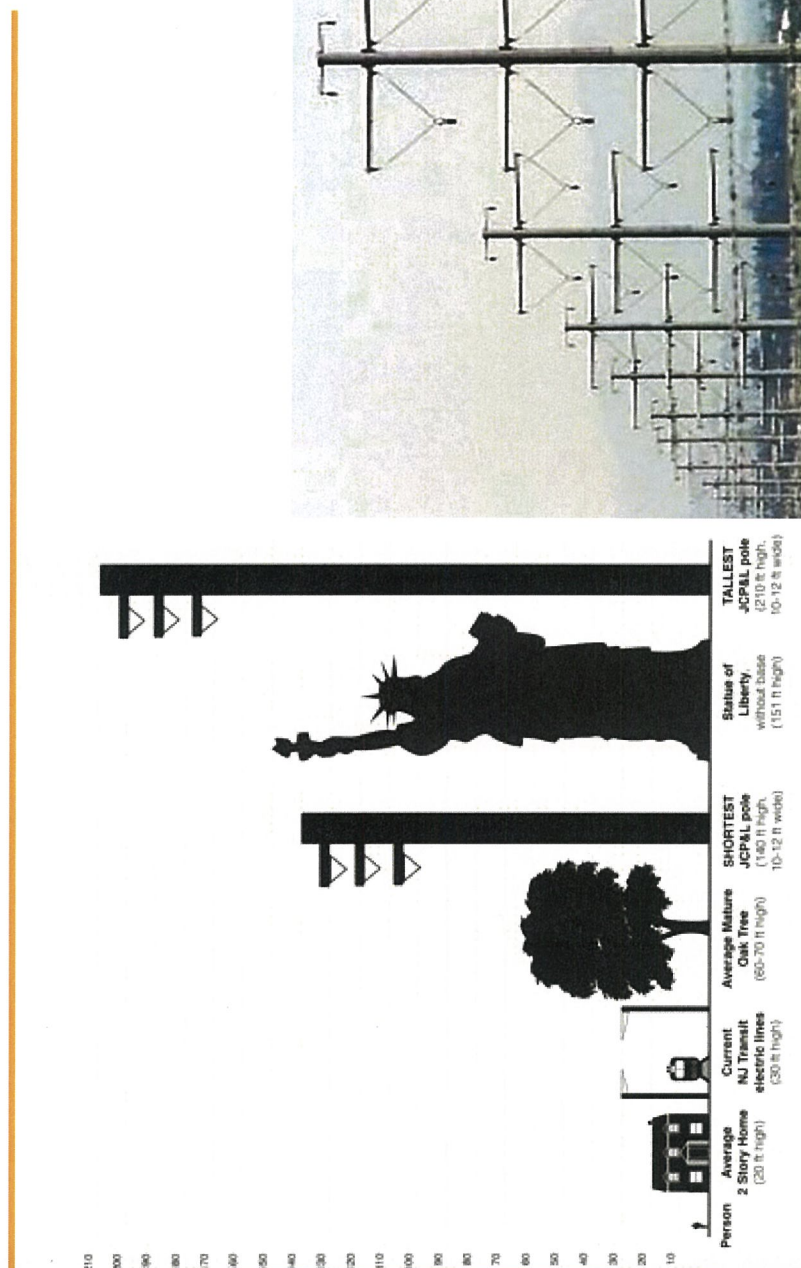
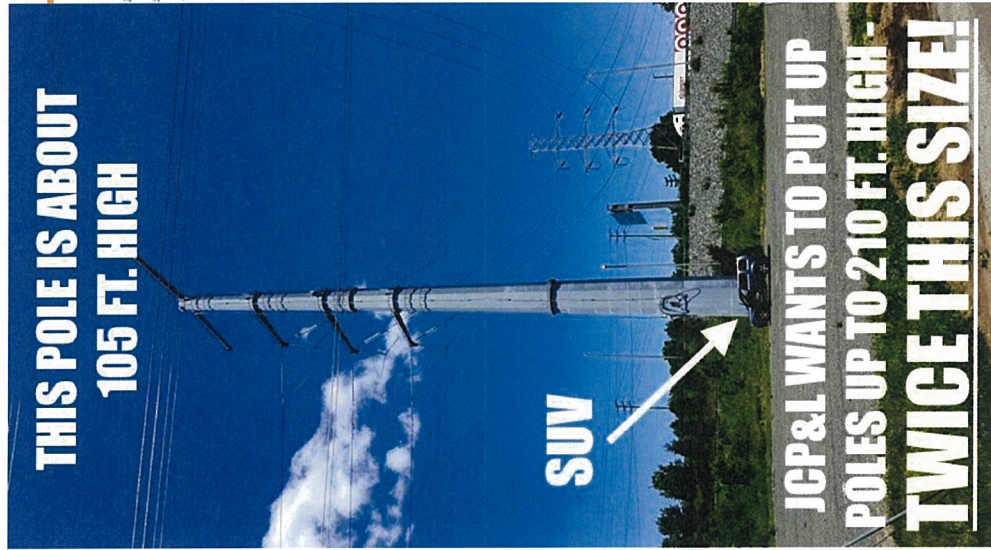
# MONMOUTH COUNTY RELIABILITY PROJECT: PROJECT DETAILS

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- 10 miles of new transmission line
  - 3<sup>rd</sup> redundant transmission line to the Red Bank substation
- Over 100 monopoles
  - ranging in height from 110 - 210 feet high and each 5-10' wide at the base
  - carrying 230,000 volts of electricity to start; potential to increase load in the future post-installation
- Projected cost skyrocketed before project even started (borne by ratepayers):
  - Original estimate by regional grid operator (PJM): \$22 million
  - Cost cited by JCP&L to public in May 2016: \$75 million
  - Cost cited by JCP&L in petition to BPU in August 2016: \$111 million

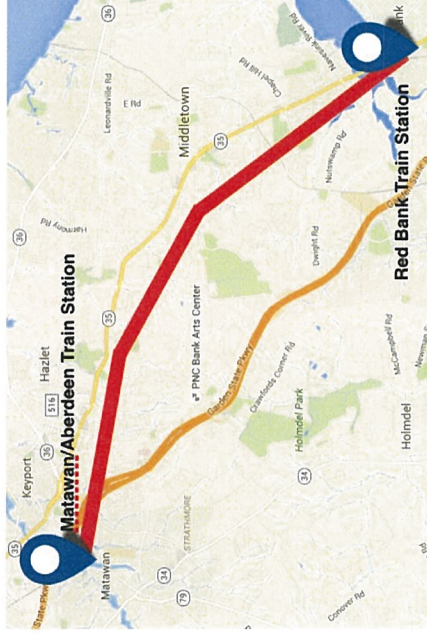
**NOTE:** A nearly identical project to this one was proposed in 1989/90 along the same route, but with smaller structures (60 foot towers.) At the time, the area was less densely populated. That project was met with fierce opposition, including the original RAGE group, affected towns, and public officials, and was ultimately withdrawn by JCP&L.

# HOW BIG WILL THE POLES BE? 110 - 210 FEET TALL



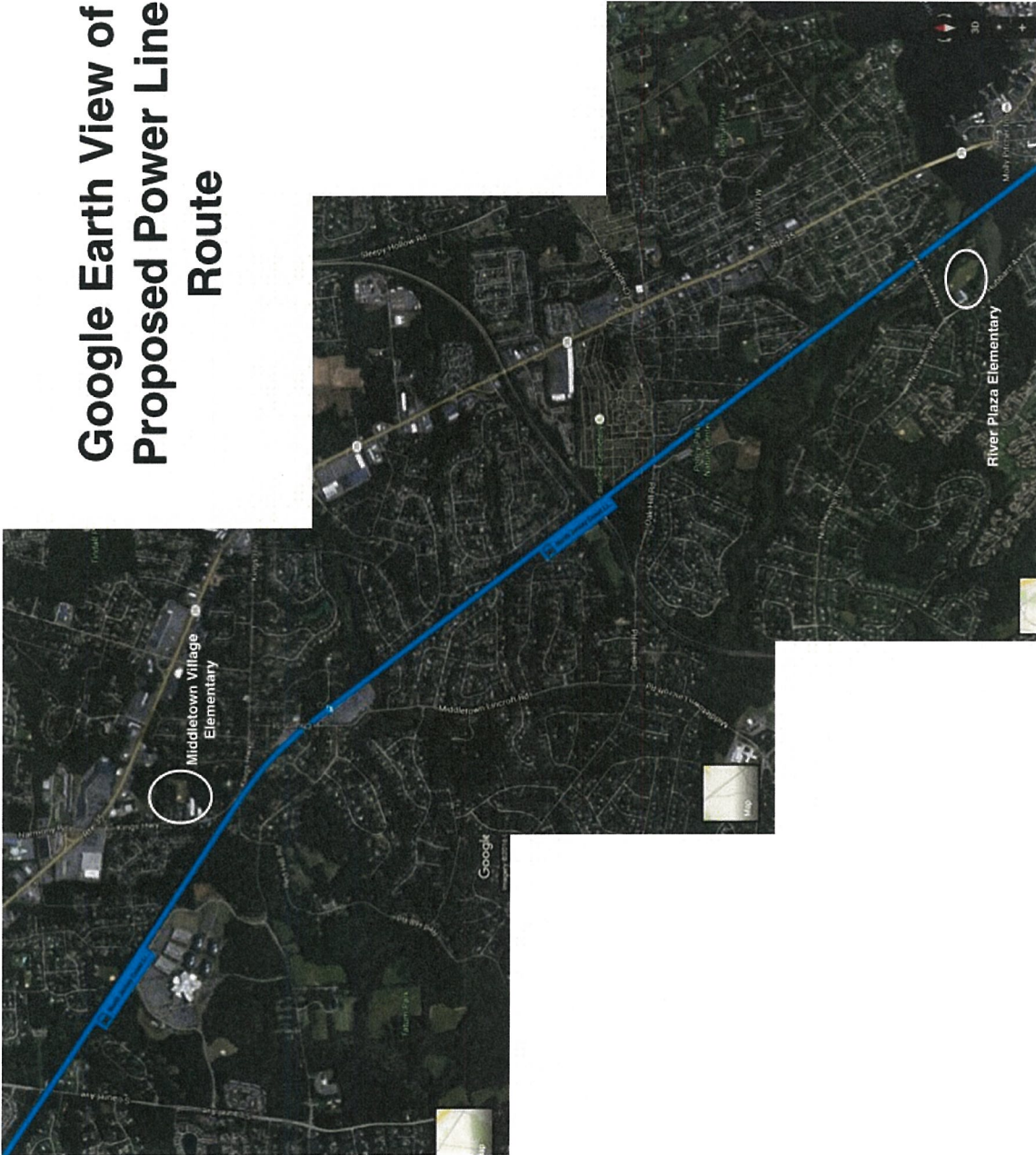
## THE PROPOSED ROUTE

- Proposed use of the NJT right-of-way between Matawan-Aberdeen and Red Bank train stations, through communities of Aberdeen, Hazlet, Holmdel, Middletown, and Red Bank



- DENSELY populated residential area, and within 1,000 feet of 4 elementary schools, 2 senior living communities, a historic area, a nature conservancy, and multiple neighborhood parks, directly alongside the NJT tracks
- In Holmdel Township alone, 3 new communities that are right next to NJT railroad were built since year 2000

# Google Earth View of Proposed Power Line Route



[CLICK FOR VIDEO SHOWING  
FULL ROUTE AND  
SIMULATION OF POLES AND  
POWER LINES](#)

## NJ Transit Mission Statement

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### NJT MISSION:

“NJ TRANSIT is New Jersey’s public transportation corporation. Its mission is to provide safe, reliable, convenient and cost-effective transit service with a skilled team of employees, dedicated to our customers’ needs and committed to excellence.”

- NJ TRANSIT website, ‘About Us’ section

**“ ... in the public interest”**

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**“Created by the Public Transportation Act of 1979, NJ TRANSIT was established to acquire, operate and contract for transportation service in the public interest”.**

- NJ TRANSIT website, 'About Us' section

## **Proposal is UNPRECEDENTED**

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• In hundreds of hours researching over 5 months, we did not find ANY OTHER EXAMPLE (NOT ONE) of a new transmission line being constructed:

1. In such a densely populated area as ours
2. On so narrow a corridor
3. For such a long distance
4. Running directly above an active major metropolitan commuter rail line

## Proximity to People

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- JCP&L reported that the average distance between their 230,000 transmission lines to customer property is 900 feet
- For this project, the poles will be placed an average of 10 to 12.5 feet from customer property line
- There are 4,300 homes within 1,500 feet of tracks along this stretch, housing approx. 13,000 people

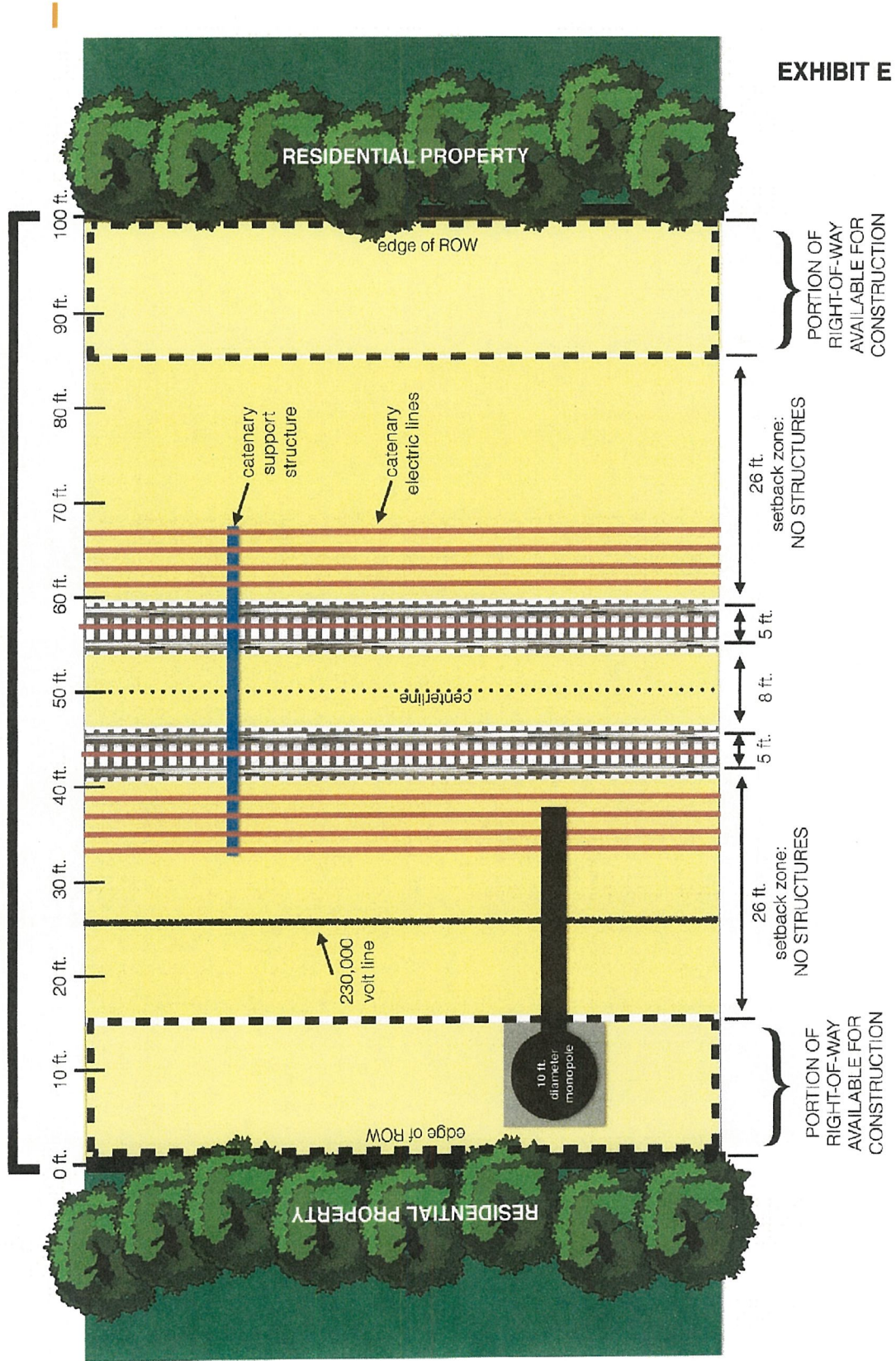
## Narrow Corridor for Installation

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- Minimum recommended right-of-way width for 230 kv transmission line is 150 feet with transmission line placed at the center
  - Minimizes risks from falling wires or structure
  - Allows clearance for wire swing in high winds
  - Provides for “buffer zone” from EMF
- NJ Transit’s right-of-way is only 100 feet wide
  - Tracks & mandatory safety setback of 26 feet means only 15 feet strip on either side for installation of the transmission line
  - Monopoles used will be 10 feet wide
  - NJ Transit’s right-of-way was designed in 1875 for a railway, not a railway PLUS a high voltage transmission line

# NJ Transit 100 Feet Right-of-Way

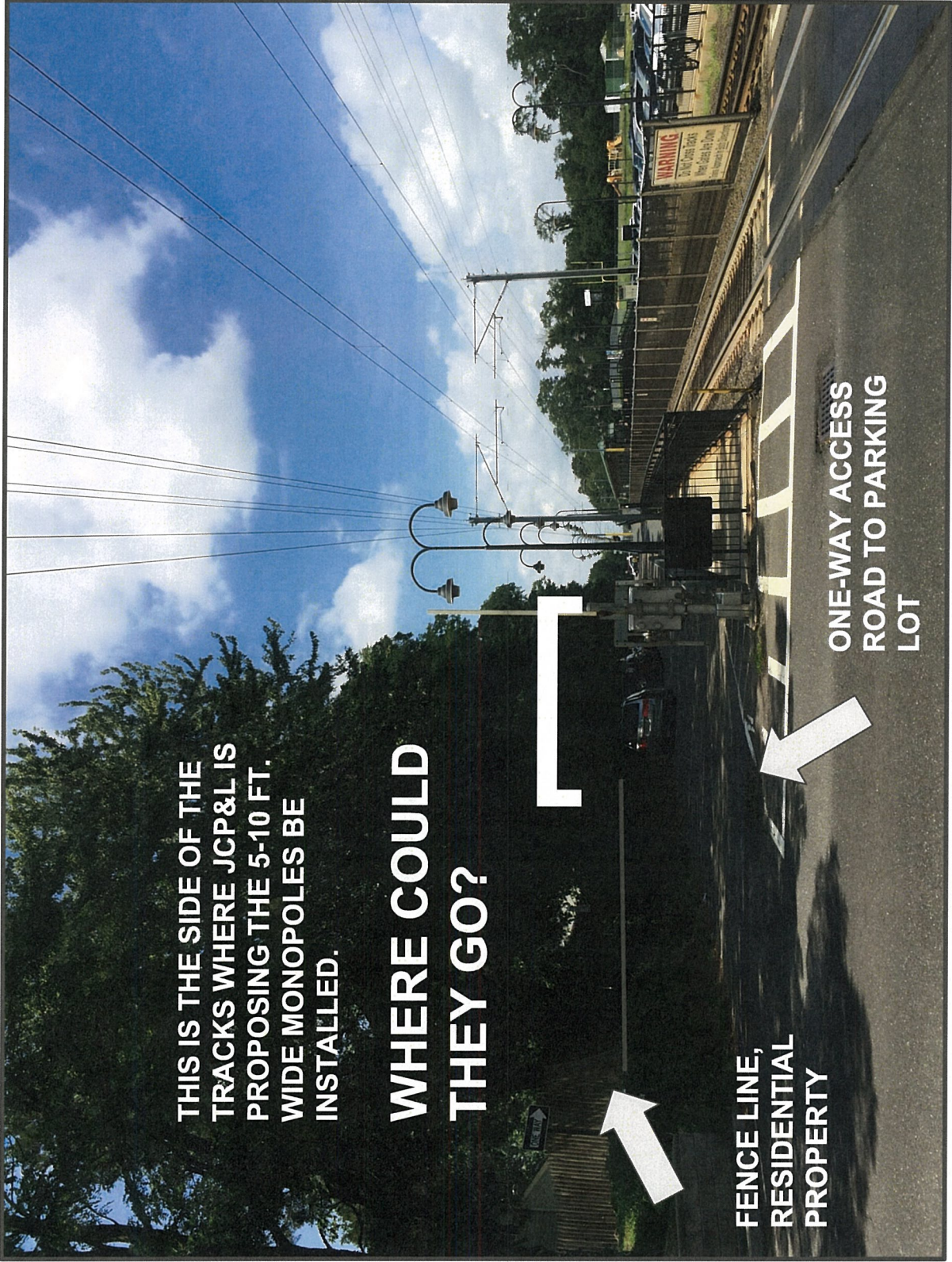
AERIAL VIEW OF NJ TRANSIT 100' RIGHT OF WAY



# HAZLET TRAIN STATION RAILROAD CROSSING

THIS IS THE SIDE OF THE TRACKS WHERE JCP&L IS PROPOSING THE 5-10 FT. WIDE MONOPOLES BE INSTALLED.

WHERE COULD THEY GO?

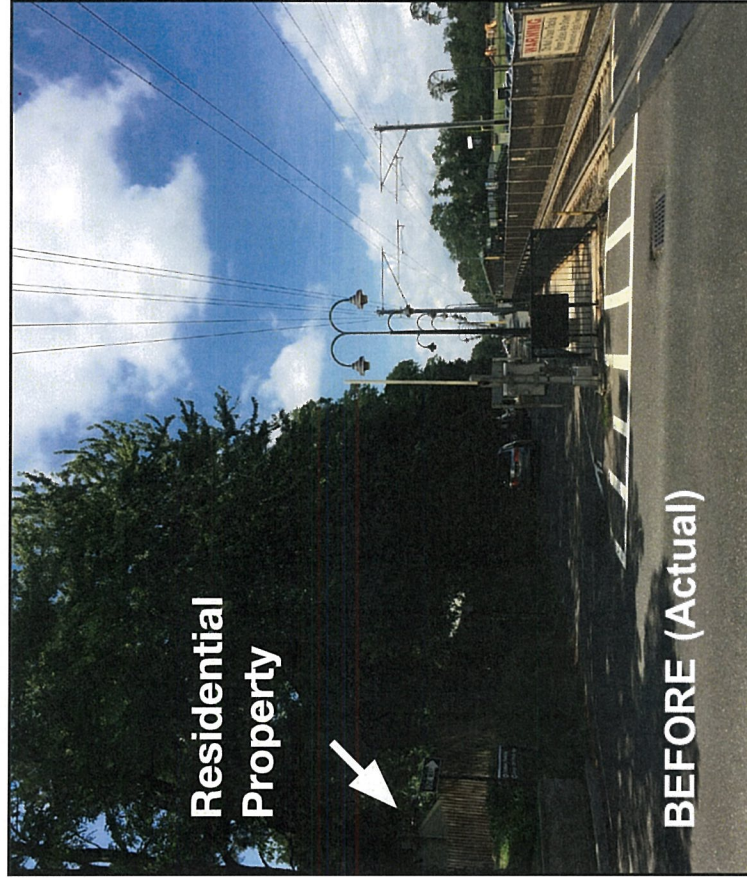


FENCE LINE,  
RESIDENTIAL  
PROPERTY

ONE-WAY ACCESS  
ROAD TO PARKING  
LOT

# Hazlet Train Station Before and After

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PHOTOS TAKEN FROM ACTUAL  
PROPERTIES BORDERING THE  
PROPOSED ROUTE



## RELIABILITY & CONVENIENCE RISK

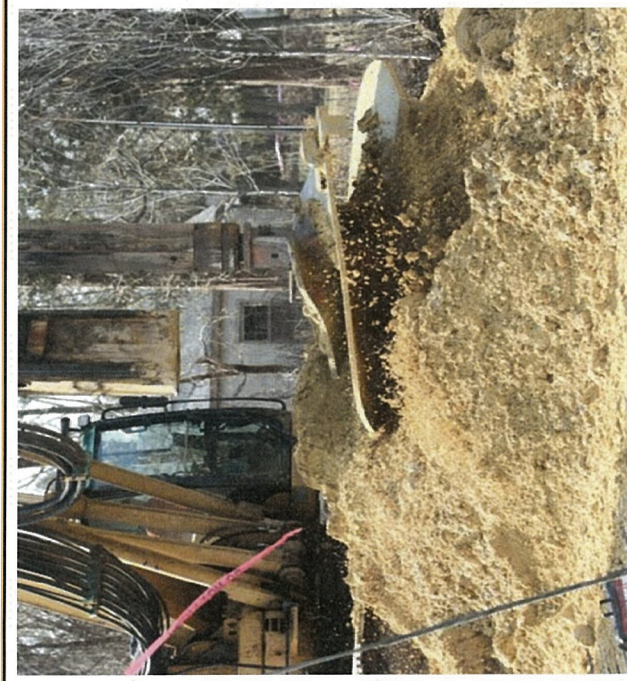
- 2+ years of daily construction along the North Jersey Coast Line
  - Potential for severe and frequent impact on rail schedules
  - Complications from overnight construction could cause crippling delays to the morning commuter rush
  - Construction near train stations along the route could significantly affect parking and customer convenience
- Heavy machinery needed for monopole installation (cranes, backhoes, cement trucks, helicopters) could damage NJT tracks or equipment
- Post-installation, any ongoing or emergency maintenance could lead to additional delays and disruptions

# Heavy Machinery Needed For Installation 1



Oceanview Transmission project construction in Neptune. (Photo: Courtesy: Jersey Central Power & Light)

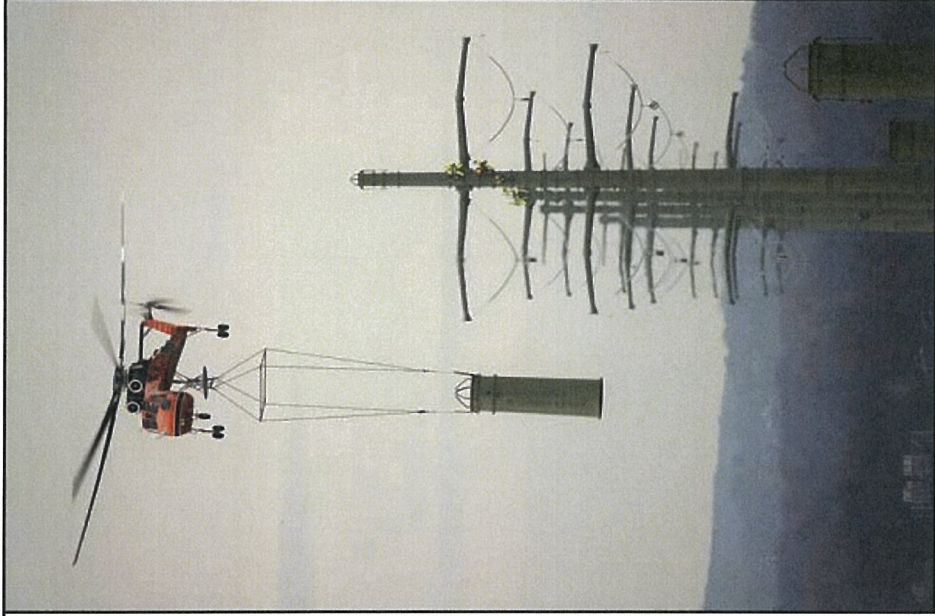
# Heavy Machinery Needed For Installation 2



Oceanview Transmission project construction in Neptune. (Photo: Courtesy: Jersey Central Power & Light)



Oceanview Transmission project construction in Neptune. (Photo: Courtesy: Jersey Central Power & Light)



## SAFETY RISK

Monopoles need to be deeply secured into the ground using concrete and screws. Could this compromise the structural integrity of the railroad tracks? Could ongoing vibration from the train over time weaken the stability of the poles?

The high voltage transmission lines and the monopoles themselves could affect the safe and proper functioning of signaling systems. Inductive interference has the potential to disrupt or damage signal systems causing failures in the track signals and in road-crossing warning devices.

In the event of a train derailment, monopoles could be struck and possibly fall onto tracks and/or neighboring homes because of their extreme height.

Above-ground poles and wires are vulnerable to natural disaster (wind, ice, flying debris) and terrorist attack.

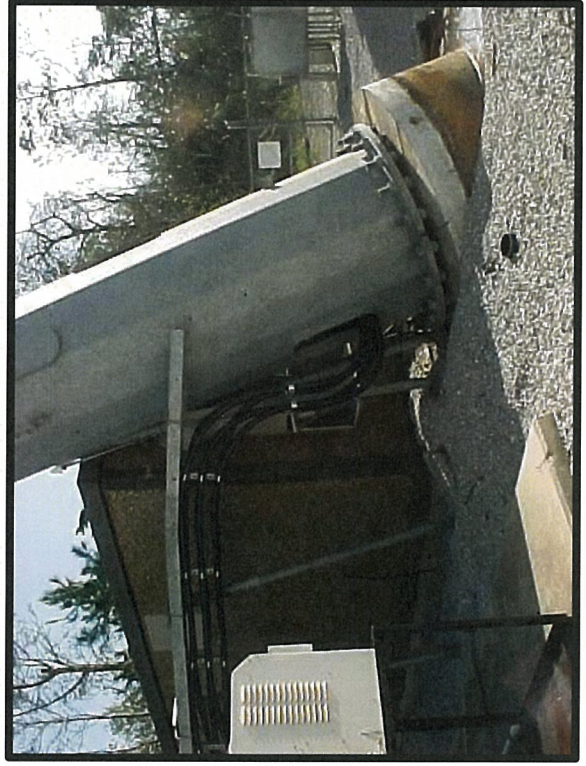
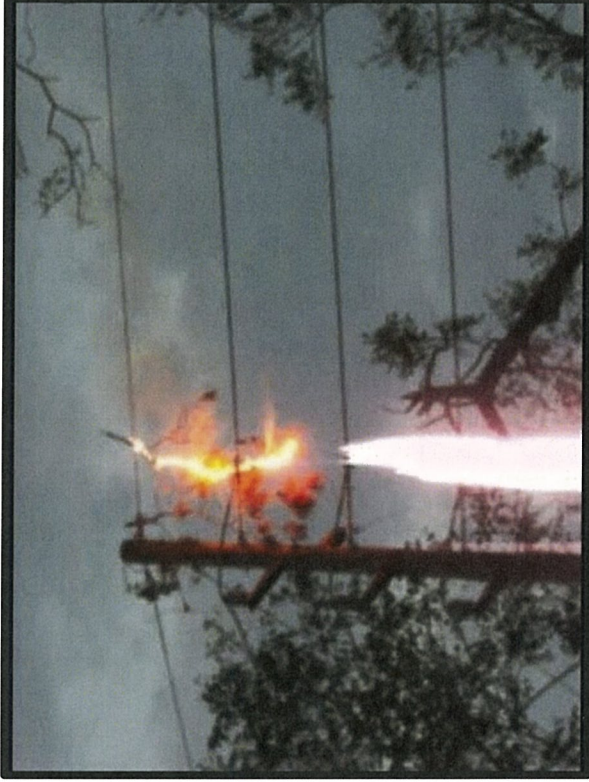
Fallen electrical line could cause tracks to be energized and/or present fire risks:

<http://newjersey.news12.com/news/brush-fire-forces-business-to-evacuate-in-sayreville-1.12172695>



# SAFETY CONCERNS

Fire risk from sparks and falling wires  
"FALL ZONE"  
Train derailment into monopole  
Terrorism targets



SECTIONS

**NEWS12**  
NEW JERSEY

## Brush fire forces business to evacuate in Sayreville

Updated August 14, 2016 3:18 PM

[f](#) [t](#) [g+](#) [p](#) [r](#) [m](#) [A+](#) [A-](#)

[Comments](#) [A+](#) [A-](#)

**LIVE WIRES SPARK BRUSH FIRE**  
SAYREVILLE, MIDDLESEX COUNTY

NEWS12

A high tension power line fell in Sayreville causing a brush fire that forced a neighboring business to evacuate. (August 14, 2016 3:16 PM)

## **SAFETY CONCERNS**

Just 2 days ago, December 4, 2016, near East Toledo, Ohio.  
Train derailment into high power transmission lines.



# HEALTH RISK

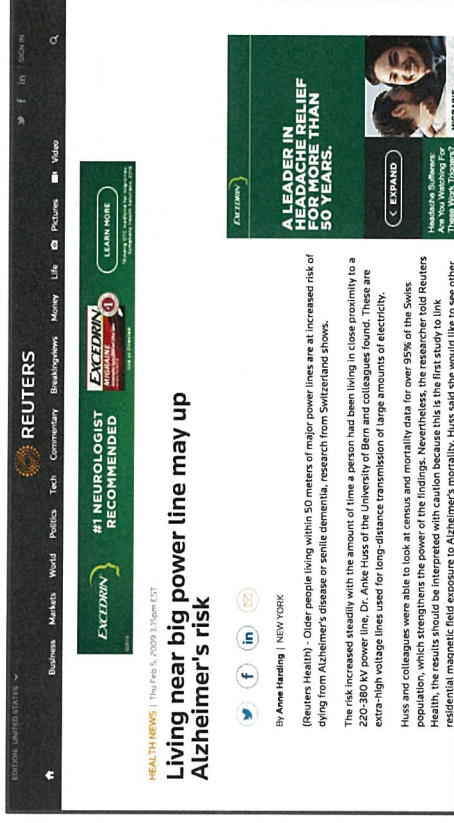
In 2002 the World Health Organization (WHO) classified low frequency magnetic fields, like those given off by high voltage power lines, as potentially carcinogenic to the human body.

The electromagnetic radiation emitted from this new transmission line would significantly increase the overall EMF that NJT customers and workers are exposed to.

Prolonged exposure to elevated levels to EMF has not been conclusively proven safe. Studies have linked EMF exposure to **increased risk of Alzheimer's and senile dementia, childhood leukemia, promotion of cancer, and low sperm count.**

There are no federal regulations in the US regarding protection of the public from elevated exposure to EMF from power lines, but many other countries have developed regulations based on prudent avoidance/the precautionary principle -- a social responsibility to protect the public from exposure to harm when scientific investigation has found a plausible risk.

(Source: <http://www.maine.gov/mpuc/legislative/Reports/ATTACHMENT%201%20-%202011-30-13.pdf>)



## REPUTATION RISK

Opposition to this project -- by the public, community groups, and multiple public officials at the local, state, and federal level -- is growing every day. This is a very visible, very hated project.

If NJT permits JCP&L to use the right-of-way, there is potential for damaging PR and media coverage, loss of ridership, and loss of revenue, on top of the assumption of the safety, reliability, and health risks of the power lines themselves.

NJT would be viewed as choosing to jeopardize the health and safety of their customers and their workers.

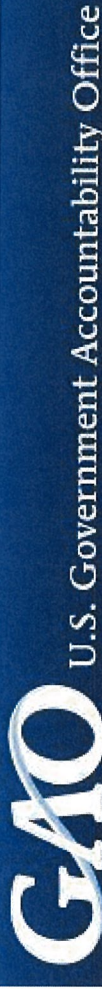
NJT would be perceived as being partially responsible for the many negative effects this project would have on thousands of residents in 5 communities:

- decreased property values
- extreme environmental disruption
- health risks due to EMF exposure
- visual pollution and degradation of look and feel

## Public Policy Implications 1

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- 2008 - US Government Accountability Office Report indicated that collocation of a rail line with a high voltage transmission line could increase likelihood of safety and security incidents.



- 2014 – US Bureau of Land Management issued a directive to field offices requiring that railroad right-of-way serve only railroad operations (i.e., no high voltage transmission line)



## Public Policy Implications 2

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- **2016 – Ohio Port Authority denied easement along railroad tracks for transmission line construction**
- **2016 – Georgia Department of Transportation issued an update to their Utility Accommodation Policy and Standards manual that specified: “Longitudinal installations of utilities will not be permitted along Railroad right-of-way.” (Longitudinal means parallel – exactly what JCP&L is proposing.)**

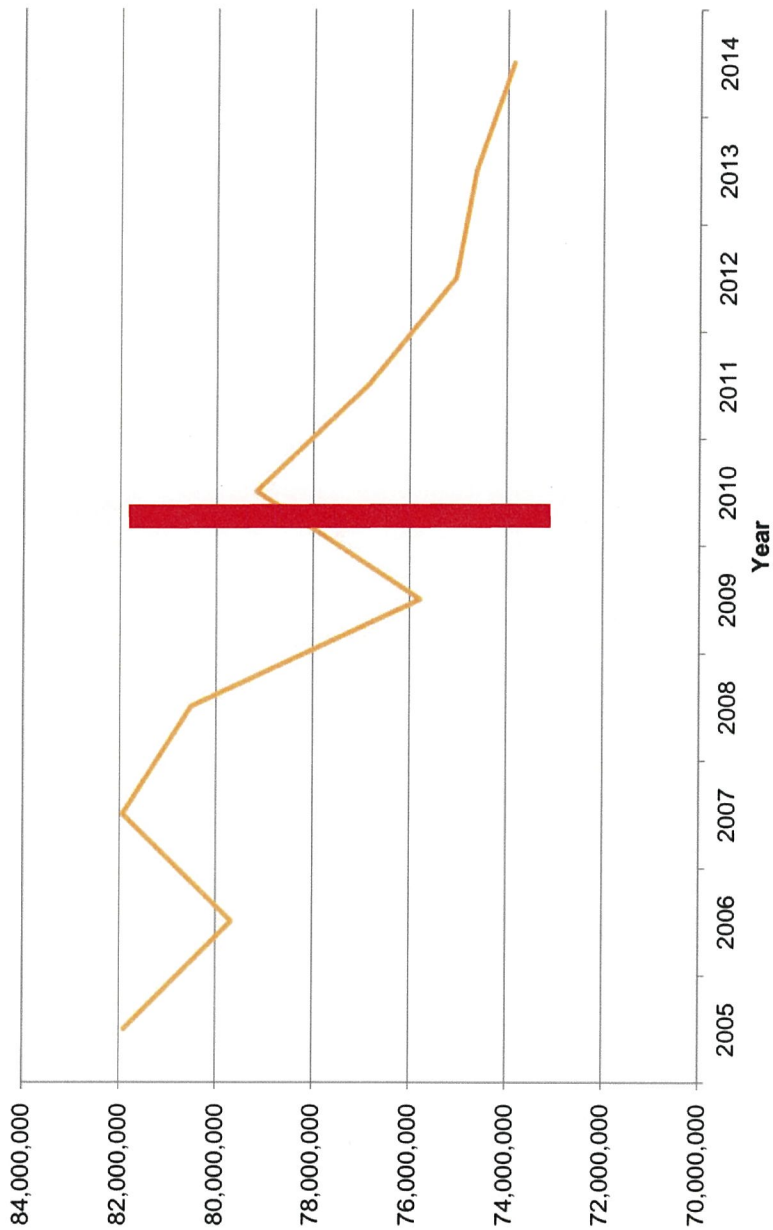
## WHAT IS THE NEED? According JCP&L

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- **“Demand for electricity has increased, both due to growth in our communities and our increasing reliance on devices powered by electricity.”**

# ELECTRICITY DEMAND IS DOWN!

NJ Total Electricity Sales  
(Megawatthours)



(Source: U.S. Energy Information Administration)

WE ARE ACTUALLY  
'PULLING' LESS ON THE  
ELECTRICAL SYSTEM  
TODAY THAN 10 YEARS  
AGO -- AND NOTABLY  
LESS THAN IN 2010.

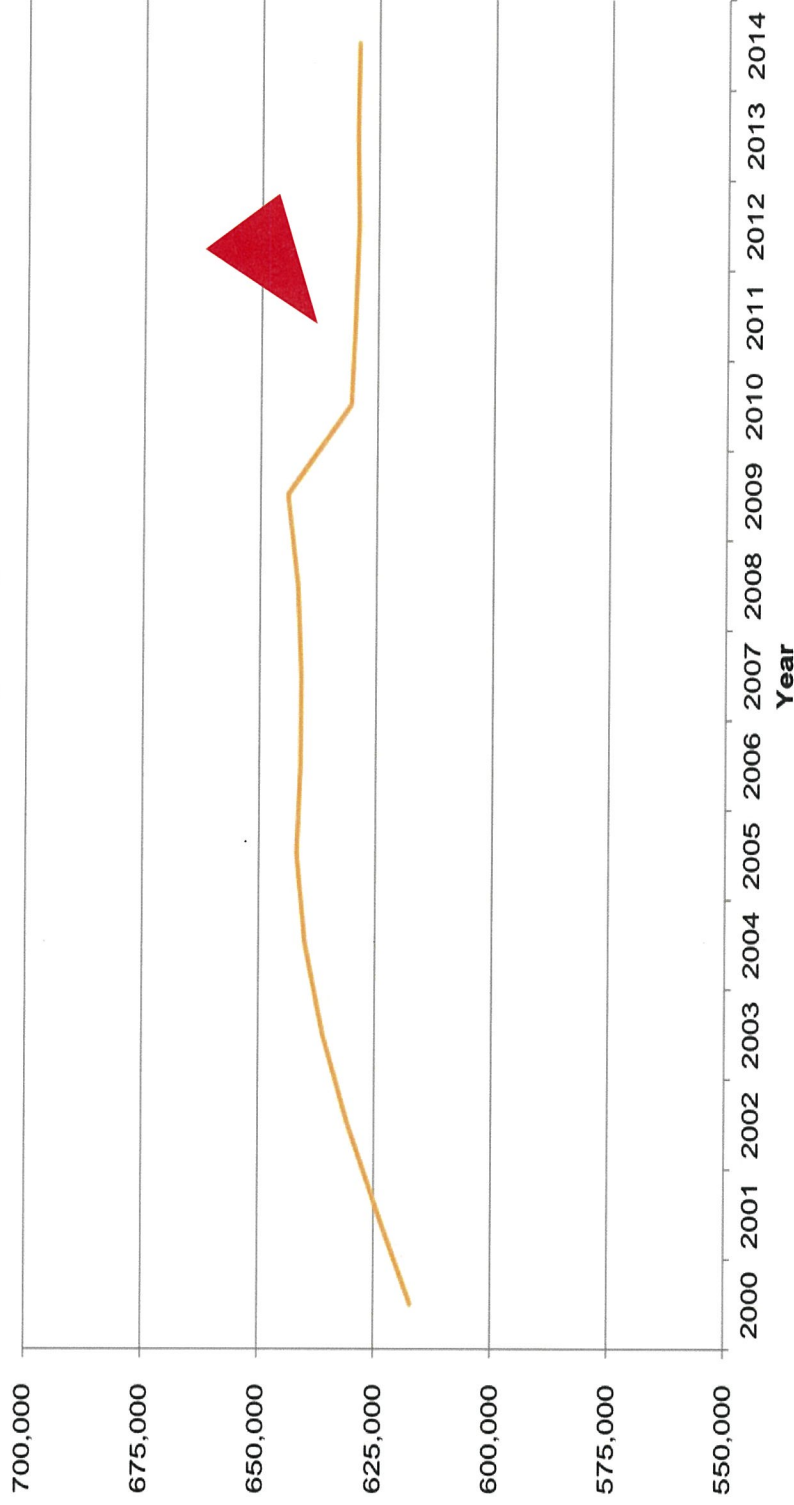
(2010 DATA USED FOR  
PJM'S APPROVAL IN  
2011.)

40x

# Monmouth County Population Growth

2010

Monmouth County Population



US CENSUS: 2000 to 2014

# Community Organizations Opposing this Project

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- Sierra Club, NJ Chapter
- Middletown High School South PFA
- Monmouth County Parks System
- Greater Middletown Newcomers Club
- Policy Park Nature Conservancy
- Historic Old First Church Council
- Middletown Historic Preservation Committee
- Oak Hill Community Association
- New Jersey Conservation Foundation
- Moms Club of Middletown South
- Monmouth County Genealogy Society
- Nut Swamp School PTA
- Monmouth Conservation Foundation
- River Plaza School PTA
- Monmouth County Board of Recreation Commissioners
- Lillian Drive Elementary School
- Monmouth County Historical Commission
- Holmdel Citizens for Informed Land Use

# LOCAL PUBLIC OFFICIALS OPPOSE PROJECT

The following governing bodies are officially opposed to the project:

- Monmouth County Board of Chosen Freeholders\*
- Middletown Township Committee\*
- Holmdel Township Committee\*
- Hazlet Township Committee\*
- Aberdeen Township Committee\*
- Red Bank Borough Council\*
- Middletown Board of Education\*
- Hazlet Board of Education\*
- Holmdel Board of Education
- Bayshore Conference of Mayors



\*Have passed formal resolutions to intervene legally

# STATE & U.S. PUBLIC OFFICIALS OPPOSE PROJECT

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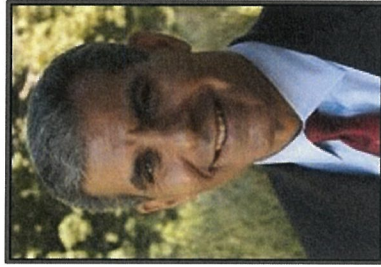


- Assemblywoman Amy Handlin



- Senator Joe Kyrillos

- Senator Jennifer Beck



- Assemblyman Declan O'Scanlon



- Congressman Frank Pallone

- Congressman Chris Smith



## **NJ Legislature Resolutions Introduced**

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- **Senators Joe Kyrillos and Jennifer Beck have sponsored resolution SR 75 opposing this project (pending: Economic Growth Committee)**
- **Assemblywoman Amy Handlin introduced a similar resolution AR 164 (pending: Telecommunications and Utilities Committee)**
- **Assemblywoman Handlin also sponsored Assembly Bill 4032 to banning overhead electric transmission line within 100 feet of any building in NJ (pending: Telecomm. And Utilities Committee)**

## Project Benefits JCP&L Only

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- JCP&L expects to make \$4.9 million in year 1
- Year 2 & later - \$4.9 million (reflecting effects of depreciation)
- Payments to NJ Transit may not be substantial
- No payment is worth the risks and safety issues to NJ Transit
  - **Cannot put a price tag on safety of riders & employees**
- Immediate Property Value Destruction to owners within 500 feet of railroad tracks for 5 towns is over \$100 million

## SUMMARY

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- Serious safety issues and risks to NJ Transit
- Case not made for the need
- Increasing public policies against collocation of railroad and high power transmission line
- Loud public outcry and strong opposition from all levels of public officials
- We ask Legislative Oversight Committee and Judiciary Committee to urge NJ Transit to say NO to JCP&L