

PUBLIC HEARING
before
SENATE TRANSPORTATION AND COMMUNICATIONS COMMITTEE
on
PATH Extension Project

Held:
March 29, 1977
Senate Chamber
State House
Trenton, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Senator Herbert J. Buehler (Chairman)
Senator Peter J. Mc Donough

ALSO:

Joseph P. Capalbo, Research Associate
Legislative Services Agency
Committee Aide

REPORT OF THE

COMMITTEE

ON THE

AND

THE

WITNESSES
March 29, 1977
Senate Chamber
U. S. House
Washington, New Jersey

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REPORT

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SENATOR HERBERT J. BUEHLER: Ladies and gentlemen, we will commence this hearing. I would like to introduce Senator McDonough and the aide to the Transportation Committee, Joe Capalbo. I am Herb Buehler. We would like to begin with the Commissioner, who has a very heavy schedule today. Commissioner Sagner.

COMMISSIONER ALAN SAGNER: Thank you, Senator. I think you have copies of my statement. I welcome this opportunity to appear before you this morning, Senators, in order to present a report on the status of the proposed PATH Extension from Newark to Plainfield.

Let me state at the outset that the PATH project did not originate with this Administration, either in the Department of Transportation or the State House. Because of the complex requirements from conception to operation, transportation projects will span administrations and administrators' terms. This dictates an obligation to provide continuity to effect any results. Our role has been to carry out a public transportation project initiated by a prior Administration -- a project that had received the approval of the Legislature and was proceeding in accordance with the planning requirements of State and Federal law. It is incumbent upon each new Administration to review those programs that are in progress and this certainly has been done in regard to the PATH project. We have examined every aspect of this project repeatedly, both on our own initiative and in response to specific requests by the Federal Government. Moreover, in addition to our own exhaustive reviews and studies of this project since early 1974, the Port Authority, beginning in 1973, has worked closely with the local officials and community leaders of the affected communities on all aspects of the planning project. Citizen input and participation were sought after and reported back to the project planners, engineers and rail service operations staff for incorporation into the final plans whenever feasible. The public hearings and community meetings that were held in 1973 and 1974 are a matter of public record. Today I would like to put into the record a list of meetings with public officials and community groups which have been held on this project since December 1976. Attached to this statement, Mr. Chairman, you will see the number of meetings that have been held since December. Some have even been held since the February 10th date. (see page 1x)

I believe that community input, that is, local elected officials and citizen participation, is essential to the planning process. The purpose of community meetings and public hearings is to make certain that the public has an opportunity for a full review of all the social, environmental and economic factors associated with a project. So, too, it is essential for those who have to make the decisions, in accordance with the planning process as established by State and Federal law, to evaluate and understand the views of the public before arriving at a decision. I firmly believe this process has been carried out effectively by the public officials who are responsible for making the decisions in the case of the PATH Extension.

As the planning for this project preceded our Administration and as an important planning role is played by the Metropolitan Planning Organization, Tri-State, I checked with them on the history of PATH. A request for A-95 approval for this project was submitted to Mr. Robert Storseth, of Tri-State, and by A. Gerdes Kuhbach, for the Port Authority, on August 15, 1973. A-95 is a basic requirement under Federal planning procedures. A description and other pertinent

data of proposed projects must be circulated to all of the affected communities for their review and comment before an application can be filed with Washington. Accordingly, Tri-State circulated the PATH proposal at that time. Replies were received by a vast majority who favored the PATH project - although not everyone did. A letter, dated September 26, 1973, from the Somerset County Planning Board, under the signatures of Mr. John J. Senesy, Chairman, and Robert F. Schwenker, Jr., Chairman, Transportation Committee, raised in great detail their objections to the PATH project. This is evidence of the opportunity that all those concerned have had for input into the decision on this project. It is not implicit in the requirements for participation that all views, either pro or con, be accepted. It is implicit that they be considered, but not that they have to be followed or accepted. This is the essence of the planning process, Mr. Chairman.

Furthermore, the PATH project has appeared in the Master Plan for Transportation, developed, printed, and circulated by Tri-State in the publication Regional Transit in 1972; Regional Transit, July 1974; in Maintaining Mobility, September 1975; and in Maintaining Mobility, September 1976. These are the Master Plans of the Metropolitan Planning Organization. After circulation and review and comment, they were adopted and approved as the Master Plan for the region by the Tri-State Commission. I would like to point out, Mr. Chairman, by these dates of approvals of PATH in the Master Plan by Tri-State, and the support of Tri-State for this project, that this preceded my ex-officio position as Commissioner and this year's Chairman of Tri-State.

The concerns of the Somerset County Planning Board and the Board of Chosen Freeholders are well known to this Department. A formal statement was again presented by Somerset County at a public hearing held on January 23, 1974 in Plainfield, expressing their objection to the project. Their concerns about service west of Plainfield were considered in arriving at the Department's decision to support the PATH Extension.

The key issue that Somerset County is promoting in this matter appears to arise as a result of the communication that was received from the U. S. DOT on September 23, 1976 at a meeting in Washington in which UMTA Administrator Robert Patricelli said that the U. S. DOT would supply \$157 million for a project in this corridor to be used for either the PATH transit extension or a CNJ up-grade, whichever "can best meet the needs of users in the corridor" as determined "by the people and public officials of New Jersey and not by UMTA." This statement has been the rallying point upon which demands have been made from as far south as Camden County and as far north as Bergen County that everyone should have a hand in deciding the future of the PATH project. Therefore, to clarify this point, I wrote to Administrator Patricelli on December 6, 1976 as follows: "As Secretary Coleman stated when this letter was presented to us..." - the September 23rd letter - "...he said it was not intended that the planning process be done by referendum, but that the word 'people' refers to the government of New Jersey making the choice, not UMTA. The following procedure is what I believe we have agreed meets the intent of the letter." I then described in my letter to Patricelli what we were doing.

Mr. Patricelli replied to me as follows: "UMTA sees the choice for the corridor being manifested through two local processes normally required for transit projects using UMTA or highway funds. First, the project to be implemented in the corridor will have to be included in the Transportation Improvement

Program (TIP) in order to be approved for Federal funding. The development of the TIP is the responsibility of the Metropolitan Planning Organization, in this case the Tri-State Regional Planning Commission. Since a subregional planning committee, the Northeast New Jersey Transportation Coordinating Committee, has participated in the TIP process in the past, we would expect their continued participation in this case." Let me interject something here, Mr. Chairman. The procedures for the New Jersey Transportation Coordinating Committee have been spelled out by bylaws adopted by Tri-State, which specifically state that the decisions and the comments of the Coordinating Committee are advisory to the MPO. For example, at a meeting in which the PATH project was presented to the Coordinating Committee, we also presented Route 287, we also presented Route I-95, and there were comments pro and con on those projects. The comments are then sent to Tri-State, which under the laws and the rules, has to make the decision.

Going back to Patricelli's letter -- "Second, the procedures for using funds currently allocated for highway construction purposes for transit will have to be followed. Withdrawal of the Interstate segment requires support from the local governments in whose jurisdiction the proposed highway was located and concurrence of responsible local officials acting through the Metropolitan planning Organization. Assuming approval of the withdrawal, use of the funds for a specific substitute project would require TIP programming, as would the use of FAUS funds. The TIP development process outlined above should be followed in the programming of Interstate and FAUS funds for a transit project in the corridor."

I am still quoting and this is the most important sentence: "You should note, however, that while we will not require any new or additional procedures for selection of the type of improvements to be made, should the PATH Extension be the desired project, a public hearing will be required once the Environmental Impact Statement is available. Inasmuch as an EIS is required to include a description and assessment of alternatives to a proposed action, the public would have an opportunity to comment on alternatives for the corridor. We discussed this during our meeting on the State's program on September 23rd.

"I hope this clarifies our position." It is signed Robert E. Patricelli, Administrator.

I would like to state, Mr. Chairman, and to the members of your Committee that we are following this procedure as required by the Federal Government.

Despite all of this, Dr. Thomas Maggio, Director of the Board of Chosen Freeholders of Somerset County has stated, as have other officials in that area, that there has been - and I quote - "a series of refusals by Commissioner Sagner to conduct public hearings on the issue of relative merits of the PATH project versus the upgrading of existing facilities..."

I would like to state at this time that the public hearing and information meetings on the Environmental Impact Statement, copies of which are here today and will be presented to you, have been organized by us in cooperation with the Port Authority of New York and New Jersey and a copy of that hearing and meeting schedule and copies of the EIS will be presented to you today. I apologize for dwelling on this matter, but I have great concern that in their apprehension for what they perceive to be the best interests of their county, the opponents of PATH are circulating and promoting inaccuracies concerning the relative merits of PATH vs CNJ upgrade and also inaccuracies concerning the proper planning process.

This debate on PATH should be, with these people, what I perceive to be the real issue - that is, do we want to improve transportation, to promote growth and development in all of the open space in that corridor "to the Delaware?"

Let me now, as quickly as possible, run through a list of important factors that were carefully analyzed by this Department in arriving at its decision. Before I do, let me quote to you from a memorandum of record in my personal files, dated November 22, 1974, from my then Deputy Commissioner, Manuel Carballo. It was a report on his meeting to begin the analysis of the PATH Extension and the alternatives as requested by UMTA at that time. Present at the meeting were Lou Gambaccini, Vice President and General Manager of PATH, Roger Gilman, Director of Planning of the Port Authority, other Port Authority staff members, Douglas Webb of New Jersey Department of Transportation, and John Taylor and Ken Vought, regional representatives of UMTA. After discussing the requests of UMTA and setting up various study tasks with the staff and other officials, the meeting was terminated and the memorandum goes on to say, "Gambaccini and I then met privately to discuss what additional work was necessary. We agreed to press the in-depth analysis of the PATH Extension, the CNJ electrification and CNJ diesel push-pull."

I am referring to this memorandum to demonstrate that at the time we did our analysis of alternatives we used our very best people to do - and I am quoting - an "in-depth and objective analysis to determine what would be best viewing all considerations." Let me assure you that men of the caliber of Lou Gambaccini and Manuel Carballo, dedicated public servants, do not lend themselves to superficiality or to "snow jobs" under any circumstances. Certainly, in this matter they had no motive to do so. If the PATH Extension is completed to Plainfield, Mr. Gambaccini, as its Director, will have an additional responsibility and no extra compensation. It is, therefore, implausible that he would have concluded his study recommending the PATH alternative to Plainfield corridor unless he were professionally convinced that is is plausible. Incidentally - and I don't want to embarrass you, Lou - Mr. Gambaccini is so highly regarded for his knowledge and his integrity throughout the country that he was the Carter Administration's first choice for UMTA Administrator - a post he declined in order to stay with PATH. Mr. Carballo, who was plucked away from New Jersey DOT by General Patrick Lucey, after a nationwide search, for a high cabinet position in Wisconsin, is one of the most intelligent and conscientious of the bright young men in government today. He, too, certainly approached this assignment in an objective and responsible manner.

Now, some of the issues:

The cost of the alternatives - and I have a chart here, Mr. Chairman, to make this simpler for you -- The PATH Extension, the cost as presented by the Port Authority after careful analysis and with allowance for inflationary factors, is \$347 million. The cost of providing a people mover from McClellan Street Station to Newark Airport will be \$35 million for a total cost of this project of \$382 million. Now, I note that some people will say that this does not include the cost of improvements to PATH east of Newark - and there will be costs - but I believe - and Mr. Gambaccini confirmed this - that most of these costs which might be moved ahead in this schedule more quickly because of the PATH project are expenses and capital investments that would be required in any

event to maintain the high level of service on the PATH Extension.

The CNJ electrification, based on our best estimate, would be \$336 million. Then to provide access to the Airport, which is a key ingredient and purpose of the PATH project - which is much further than the McClellan Street Station - would be \$219 million, or a total of \$555 million. If we electrified the CNJ and instead of putting in a people mover to the Airport we ran PATH to the Airport, the cost would be \$210 million, or a total of \$546 million.

A CNJ diesel upgrade would be \$174 million; \$219 million for the ITTS; and a \$393 million total cost.

CNJ diesel upgrade, \$174 million and if we run PATH to the Airport it would be \$210 million, or \$384 million total.

Now, there have been some figures circulated that put the CNJ diesel upgrade at \$124 million, instead of \$174 million. This omits \$50 million which is the estimated cost of additional trackage for the Aldene connection which, without research that I am aware of, the opponents of PATH said is not needed. We have, in our discussion and planning of this project, concluded - after talking to ConRail and the people at U.S. DOT - that the likelihood is that burden would fall upon the State of New Jersey due to the additional freight service.

Now, I would like to point out another figure that I put in right here. It is small but I think it is a significant additional factor. It is generally agreed by all that the operating cost of PATH will be a great deal lower than the operating cost of the CNJ. Mr. Hoban and Mr. Gambaccini will explain some of the technical reasons why this is so.

But, if we take the accepted figures of \$17 million annual deficit for CNJ as opposed to \$6 million for the PATH Extension, we have \$11 million annual cost going on and on and on. If we would capitalize that money, say at a 9% factor, we could afford to spend another \$120 million on the PATH project in order to have the cost equal to the cost of the CNJ upgrade. So, \$120 from \$382 means that in a true cost, if you take the capitalization you are saving in operating cost from the cost of the project, the true cost of the PATH project is \$262 million, compared to the alternatives.

I think it is appropriate for this time of the year, when you will be coming back very soon to try and squeeze a four gallon demand on your budget into a one gallon container, to consider on-going costs. I just want to point out, without dwelling on it, one important figure. The average operating cost, per passenger, in this corridor - the deficit - under PATH would be-- The average cost, rather, would be \$1.50. About 75¢ of that would come out of the fare box. So, we would have to, in our budget, from now on, provide - if we held fares constant - 75¢ for every commuter and other travelers who use PATH.

The cost of the CNJ, \$386 -- we would have to take out of our budget over \$3.00 for every passenger, not one year, not two years, but every year as long as we continue to use that facility.

SENATOR BUEHLER: Commissioner, before you leave the charts, I would like to ask two questions. One is in reference to correspondence from Patricelli to you on September 23, 1976. He states that while the total capital cost of the PATH Extension of \$374 million is substantially higher than for the CNJ diesel upgrade of \$124 million, he accepts the State's rationale that higher CNJ operating cost erased the difference over the life of the capital equipment.

Can you explain to the Committee --

COMMISSIONER SAGNER: Why he says \$124?

SENATOR BUEHLER: Yes.

COMMISSIONER SAGNER: I think it is an error, Mr. Chairman, and I can substantiate correspondence from Federal officials.

SENATOR BUEHLER: I am reading from his letter to you.

COMMISSIONER SAGNER: Yes. I say that must be an error because I can substantiate that the cost of the CNJ upgrade should include the cost of the additional tracks that would be required.

SENATOR BUEHLER: One other question. In the Port Authority's estimate there is an additional \$96 million which must be expended on the existing PATH system to accommodate the traffic that will be generated by the Extension. Is that part of your information as well?

COMMISSIONER SAGNER: I say there will be - and Mr. Hoban and Mr. Gambaccini will give you the details on that - expenses east of Plainfield, some of which can be attributed to the PATH Extension but not all of them and they will not be the responsibility of the State of New Jersey.

SENATOR BUEHLER: I am sorry to interrupt your report. I just wanted to ask those two questions.

COMMISSIONER SAGNER: I appreciate the opportunity to answer questions, if I can.

To get back to the question of the future operating cost, very briefly - and I won't dwell on this because I think Mr. Hoban and Mr. Gambaccini can explain it better - I do want to make at this point, Mr. Chairman, a very important point. Of course these figures - \$6 million in operating costs and \$17 million in operating costs - are the best projections that we can make, due to what we know now and assuming what is going to happen in the future. But, I do want to point out - and I will come to this again in another context - that if the Port Authority of New York and New Jersey is the operating agency of the commuter service in this corridor, the people of New Jersey have much better control over those costs and what happens than we will if this railroad is going to be operated by ConRail. We can see an example of that in the present fare of PATH which is still being held at 30¢ because of the position of the Governor and the Commissioners of New Jersey. I don't believe that we would have that type of control. I know we would not have that type of control over ConRail.

To pursue this further - because I think it is a very key point, Mr. Chairman - I would like to call your attention to an experience that MBTA - the Transit Authority in Boston - had with ConRail. I will quote from the January 27, 1977 issue of Passenger Transport, a transportation trade paper - "The Massachusetts Bay Transportation Authority has protested as 'outrageous' the 92% increase in subsidy which ConRail wants to run the former Penn Central commuter service south and west of Boston to 18 communities. ConRail has posted a legal notice to discontinue service March 13th."

MBTA Chairman, Robert R. Kiley, said, "Contail's estimate that its '77 operation of the commuter service will cost \$8.7 million is absolutely outrageous. That amount...is twice as much as what Penn Central decided was sufficient a scant 10 months ago."

Subsequently, after a one-day shutdown of the service, the MBTA was able to have service provided by the Boston and Maine Railroad. They walked away from ConRail. Such an alternative would not be available to us in the event

that New Jersey had a similar experience with ConRail.

Mr. Chairman, more important and to the point, at this very moment our staff is continuing negotiations with ConRail which is threatening to post similar notices on all commuter railroads in New Jersey on April 1st. We have been unable to reach agreement on a contract with ConRail on several very important issues for the welfare of the State of New Jersey. One of these is our inability in this State to satisfy ConRail's demand for insurance coverage entirely different and beyond what we have had with the private carriers up to date and which we consider excessive. Not only do we consider it excessive, it is so far unavailable to us and we are threatened with a shut-down of the system because we can't arrive at a contract.

We would not be faced with this type of confrontation if PATH and the Port Authority were operating the service. Mr. Chairman, you have had experience in the last few days with ConRail unilaterally removing the work forces from the railroad that would be considered essential for maintaining the safety and the convenience of the commuter. We were fortunate after the fact - because you brought it to our attention - to bring some pressure on ConRail to preserve those jobs and that service. But, in this morning's Star Ledger, there is a report - which I have not yet had time to confirm - of an additional layoff on the very line that is the subject of this hearing, where maintenance personnel had been laid off. Certainly nobody can say that maintenance is not required on that line. This layoff took place without our even being notified.

The second point that I would like to make is, the transit-type equipment and service to be provided by PATH, while not as comfortable as a commuter rail operation, due to the lighter weight cars, offers more frequent and reliable service that, in the view of our planners, would be an essential benefit to the region as the cost of fuel continues to increase and environmental concerns, such as air pollution, force greater reliance on public transit. The type of service that PATH proposes will be more suitable for intrastate transportation than heavy rail along a most important and heavily traveled corridor in the future. Our most profound planners and thinkers in this country and in the State predict such a need - the only question that separates any of them is how soon we will need this facility.

CNJ, despite statements to the contrary, will not - I repeat, will not - give direct access to New York City. Despite the suggestions of many that the electrification of the CNJ or the use of dual mode locomotives would provide access to New York through the existing Pennsylvania Railroad tunnel, it is just absolutely not so. Just a few weeks ago, I met with the Federal Rail Administration and AMTRAK representatives to discuss the Northeast Corridor Improvement Program. Mr. Albert M. Schofield, Project Manager for the Northeast Corridor Improvement Program and AMTRAK stated again, with no equivocation, based on all of the studies and tests that had been done, that there is not the capacity in the tunnel nor in Penn Station, New York, for any additional services other than those planned by AMTRAK in the corridor and the present trains coming in from the New York and Long Branch, the trains coming in on our commuter service on the main line and the proposed trains that would come in from the M&E connection at Kearny.

The next point is service west of Plainfield, which we state will be provided. Studies have been done to find the most feasible alternative service for the people west of Plainfield. It now appears - although the final decision

has not been made - that a diesel shuttle on the existing track will be the ultimate choice. This will require virtually no capital investment. The track is there; we have the rolling stock. Those people going to downtown New York will have one change as they do now - at Plainfield instead of Newark. Admittedly, it will be less convenient for those going to uptown New York, as they will have to make two changes. However, 60% of the people - according to our surveys - go to downtown Manhattan.

Now, I would like, at this point, Mr. Chairman, to get back to an important matter that I started to address before. In their objection to this project, the representatives of Somerset County have rightfully objected because this service will not be as convenient to them as an electrification or upgrading of the CNJ would be. They state - and I quote - that the PATH Project will "discourage growth and development in the area." I repeat - the PATH Project will "discourage growth and development in the area." In this regard, I would submit that this perception or this result, in the view of many of those who are concerned about the future of the State of New Jersey, would not be in the worst interest of the State of New Jersey. This has been expressed by the Regional Planning Association in its public statements, by Tri-State in its land use studies, by the New Jersey Department of Community Affairs, as well as by this Department in its planning projections. These study and planning agencies strongly believe that our highest priority should be to encourage growth where the infrastructure is already in place and to discourage suburban -- I won't say sprawl, that is a pejorative term -- to discourage suburban growth. They recommend preserving the precious and diminishing open space of New Jersey and not encouraging more spread development by providing the needed utilities - water, sewer and, yes, transportation is also a utility. I am supplying to you, as members of the Committee, documentation for the record from those agencies that I have quoted.

Next, concern has been expressed about the PATH third rail presenting a safety hazard. The superior safety record of the Long Island Railroad, which has a third rail, and PATH, which has a third rail to Newark, can be compared to the inferior safety record sustained by other lines which operate in this area with overhead catenary. The record is as follows: The only accidents caused by the third rail involved the Long Island Railroad, which reported that in the last five years there were three accidents, none of which was fatal. PATH experienced no accidents involving the third rail since the Port Authority took over in 1962.

As for accidents caused by overhead catenary wires, ConRail Mainline reports an average of eight accidents per year; AMTRAK four over the last six years and the ConRail Erie Lackawanna reported one accident in the last two years.

It should be noted that the third rail operation on direct current involves a considerably smaller electrical output than the alternating current catenary operation, which, incidentally, under the new plans is going to be having an even higher voltage. The entire right-of-way of the PATH Extension will be fenced in, which is not so on the Long Island Railroad, and the third rail will be covered, as it is throughout the existing PATH system, by a protection board.

An objection to PATH, as expressed both openly and covertly is what has come to be known as "Bronxification." The fear is that the development

of the PATH project, which otherwise is not considered good transportation by the detractors, would be, however, in this concern, so attractive a transportation mode that it would lead to intensive urbanization in the corridor. I believe this is a straw man and without any justification. Under our New Jersey home rule law those communities in the corridor that desire growth, that would benefit from improved transportation, can have it; those which do not desire growth can, through the powers of their own zoning ordinances, maintain the type of community that presently exists. For example, Plainfield which strongly supports PATH because they want to encourage office building and high-rise development, may zone for it if that is the wish of the citizens as expressed to their local elected officials. Those communities which oppose any change, such as Fanwood, may preserve that right.

Legal interpretation of the Mount Laurel case and other court decisions that seem to impinge upon "home rule" specifically address themselves to developing communities with "open space" to such degree as they affect local zoning. Just last week the Supreme Court reported out, on September 24th, a statement that confirms and reassures this position. Certainly, this does not apply - the open space and developing communities concept - to any of the communities in the PATH corridor. What PATH will do, and why it is important to the major urban cities in the corridor - Jersey City, Newark, Elizabeth, and Plainfield - is that it will encourage and assure their development and with probably greater benefit in future years when other modes of transportation become more costly and difficult. Good public transportation with frequent service is essential to their future viability.

Next is the question of station parking and access that can and will be developed in cooperation with the communities. It must be noted that improved station parking and access facilities would be required whether we build the PATH project or whether we seek Federal funding for a CNJ upgrade. That is a requirement of UMTA and also it is a rational transportation improvement that we should address ourselves to even if we do nothing. If we follow the "do nothing" alternative, we should still consider these improvements.

Funds are available and we have assured the local communities that the State will cooperate in providing FHWA and FAUS funds for their required parking and access improvements and the State will continue, as it has, to provide the full matching share.

Another question that I would like to respond to is that concerning the "compatibility" of the PATH system with other rail service in New Jersey. Some apparently reasonable questions have been raised about the benefit of having the CNJ electrified so that the CNJ equipment could be interchangeable and used on the other lines in the State, that is, the Morris and Essex, the main line of the Penn Central, and the New York and Long Branch.

Let's put aside the fact that such electrification would be more costly in capital and operation. The point that is missed here is that the PATH Extension to Newark Airport, Elizabeth and Plainfield is compatible with an existing railroad system that is as great or greater in its capacity - in terms of passengers carried - than all the other heavy rail commuter systems in the State put together, including the non-electrified. Therefore, the economy and advantages of having coordination is greater with the PATH project than it would be with any of the other systems and this is reflected in hard

dollars and cents in the lower operating costs of PATH.

Next, one of the concerns that has been expressed about this project is that it will use up all of New Jersey's capital for future mass transportation improvements. There are four major public transportation projects that have been proposed for some time in this State. Since 1968, the State has been attempting to upgrade and electrify the New York and Long Branch, re-electrify and upgrade the Morris and Essex Line of the Erie Lackawanna, and to purchase buses to replace our aged fleet. In the last three years we have removed the bottlenecks to these projects. The buses have been delivered and are on the streets. The other three are proceeding with applications filed. The fourth project - PATH - was, in 1972, approved and an application for Federal aid was subsequently filed. These projects are all in a development stage. They are real projects and should be completed. There are no other projects that are at a stage of development which are threatened by the use of the \$400 million in Federal aid that is available to the State.

It must be remembered that we, together with Governor Byrne and Senator Williams, fought for and have gotten the \$400 million commitment on the basis of our applications for these three projects. Mr. Chairman, if we are going to question using \$157 million of the \$400 million for PATH because there are other projects that are desirable, why shouldn't we question whether we should reconsider the electrification of the New York and Long Branch or the reelectrification and the upgrading of the Erie Lackawanna? All three of these projects have been through the incubation period and to stop any one of them now, would jeopardize the possibility of improvement - of any improvement - in that corridor and would certainly result in higher cost when the matter is again resolved.

Further, fear has been expressed that the \$12 million in FAUS funds being passed to this project will deprive counties of monies that they need for their local roads. This is of particular interest to me. I would like to point out that we hope, this year, to obligate to the counties and throughout the State for highways, \$25 to \$30 million in FAUS funds. That \$25 to \$30 million does not equal our Federal apportionment for this year, which is \$32 million. We have an accumulation of over \$100 million for FAUS projects. If we do not obligate this money in three years, it will lapse. I know of no road project - and I challenge any county engineer or planner to tell us of a project - that is threatened by the use of FAUS funds for the PATH Extension. As the counties and we, together, overcome processing bottlenecks, we can finance and build their legitimate needs. Therefore, to use this money from FAUS for PATH, for the Newark Subway, for station improvements, and for other transportation projects, is what Congress intended us to do when it passed the legislation making this possible. This is a wise and necessary step.

More importantly, as I have said for months now, the national need for public transportation is far beyond the funds available in present UMTA legislation and we can anticipate, based on all of our discussions in Washington and particularly with our own leaders in the Congress, that there will be additional funding available. I would like to quote from the New York Times of Friday, March 18, 1977: "The Department of Transportation and Senators framing new mass-transit legislation were in agreement today on most aspects of a Senate committee plan to make about \$11 billion available for transit capital and operating aid over the next five years."

"Under the proposal being drawn up by Senator Harrison A. Williams, Jr., Democrat of New Jersey, \$8.6 billion would be available for special projects between 1978 and 1982 and \$2.88 billion for operating assistance over a shorter period, 1978 through 1980,"

This represents about \$5.7 billion in new money. Using rule of thumb, New Jersey could look forward to some \$250 to \$300 million of this money. Again, we can fund any projects that will go through the planning process and will be acceptable to UMTA with the money that will be made available to us.

Another point I would like to make, Mr. Chairman, is on the use of the \$120 million that the Port Authority has pledged to this project. If the PATH project is not carried out, we cannot automatically state that this \$120 million can be used for other projects. There are a number of limitations. One is, it would have to be within the area of the Port's operation. Number two, it would have to be approved by the Commissioners on both sides of the river. Number three, it would have to be approved by the Legislature of both States - a long and difficult process, Mr. Chairman.

There are a number of other desirable public transportation projects throughout the State for which we will file Federal aid applications in view of the money that is available to us, which we anticipated. We will do this as quickly as the planning and the studies have reached a stage in which an application can be filed.

The next application that we are ready to file with UMTA and which will be done in a matter of weeks, is that for DRAP 1, the direct rail access to New York's Penn Station for the Morris and Essex Line of the Erie Lackawanna.

So, I repeat, there are no public transportation projects that are of higher priority that are jeopardized by the PATH project.

In conclusion, let me say, gentlemen, that the planning process on public projects - or any projects, for that matter - is far from an exact science. However, all that we can do if we are going to plan and to build is to take all of the facts that are available to us, analyze what information we have about what the future holds and have the courage to make a decision and stick to it. Thank you. I will be available for any questions.

SENATOR BUEHLER: Commissioner Sagner, let me, on behalf of the Committee, thank you for a very comprehensive report. Before we subject you to questions, I would like to acknowledge a message from Senator Tumulty. He intended to be here but there was a death in the family and he had a funeral to attend. Senator Imperiale, also a member of this Committee, reported in sick this morning. Senator Orechio is on his way.

Commissioner, many of the previous hearings that you have held-- and I understand there is to be one more hearing, is that correct?

COMMISSIONER SAGNER: Yes.

SENATOR BUEHLER: On April 18th? That is the final hearing?

COMMISSIONER SAGNER: April the 19th. There will be several informational meetings preceeding that and that is the required public hearing on the environmental impact statement which will include the presentation of the alternatives analysis. The public is then to make their comments, pro or con, and before the Federal Government will approve the grant, we must answer in detail and to the satisfaction of the Federal Government those "con" comments on any aspect of the plan.

SENATOR BUEHLER: Okay, Commissioner, the purpose of this Committee's holding a public hearing is born out of the fact that a number of requests were made to the Senate Transportation Committee and we acknowledge those requests and in cooperation and coordination with hearings that are being held and that have been held, we assess from all of that research several questions which we would appreciate your answering. I think in the context of your remarks you have probably answered most of them.

Would the CNJ serve a larger geographical area than the proposed PATH Extension, in your view?

COMMISSIONER SAGNER: The answer is yes. The CNJ presently goes from Newark to Phillipsburg. The PATH would not give you an uninterrupted trip for that distance. If you were on PATH, you would have a trip from New York City to Plainfield and then a transfer would be required to cover the distance now covered by the CNJ.

SENATOR BUEHLER: The question that perhaps is paramount in most minds involves cost and you did state that the correspondence that you received from Mr. Patricelli in September of 1976 should be corrected. The information that this Committee had was that there was a cost figure for the PATH Extension at \$347 million - as you indicated in your chart - and \$124 million for the upgrading of the CNJ. Could you clarify that for us?

COMMISSIONER SAGNER: Mr. Chairman, I stated that I will give you documentation on which we based the \$174 million figure and you can evaluate it and see if you come to the same conclusion that we did. I would like to point out, however, that if we accepted the \$50 million reduction in the cost of the CNJ upgrade, by our calculation, considering operating costs, the PATH is still more economical.

SENATOR BUEHLER: In that same correspondence - and, of course, this is a letter that I am sure has been updated - Mr. Patricelli states that he will need an assessment of the need and financing for corollary improvements in the corridor which are necessary to assure the anticipated patronage levels the PATH Extension specifically refers to -- the need for station improvements; parking expansion; feeder bus service; and PATH stations.

Later in this letter he states that you have a \$400 million ceiling. When I looked at the \$382 million figure and an estimate of \$90 million for corollary services, that brings you well over that \$400 million limit. Where will the additional funds be coming from?

COMMISSIONER SAGNER: Well, the \$382 million, Mr. Chairman, includes \$157 million out of the \$400 million and the balance would come from the Port Authority and from the transfer of interstate highway funds and the transfer of FAUS funds.

SENATOR BUEHLER: Well, how much of a commitment do we have from the Port Authority in terms of hard dollars?

COMMISSIONER SAGNER: How much of a commitment do we have?

SENATOR BUEHLER: Yes.

COMMISSIONER SAGNER: We have a commitment on which the application is predicated and approval by the Commissioners, subject to an agreement that is being drafted by the State and the Port Authority. That is a commitment that has been repeated by Chairman Ronan and by the Executive Director of the Port Authority and by the Commissioners.

SENATOR BUEHLER: And their estimate is that you will need an additional \$96 million for this project?

COMMISSIONER SAGNER: Whose estimate?

SENATOR BUEHLER: The Port Authority?

COMMISSIONER SAGNER: For the improvements east of Newark?

SENATOR BUEHLER: The figures we have indicate the Port Authority has estimated an additional \$96 million must be spent on the existing PATH system to accommodate additional traffic that would be generated.

COMMISSIONER SAGNER: I will ask Mr. Gambaccini to answer that.

SENATOR BUEHLER: Okay.

COMMISSIONER SAGNER: He can give you the details on that.

MR. GAMBACCINI: The figure you are referring to, Senator, is for the east of Newark improvements estimated at \$75 million. There is then an additional sum of some \$20 million that are funds not eligible for Federal aid. They include prior study costs, provision for labor protection, and interest during construction. That would be an add-on to the \$347 figure.

SENATOR BUEHLER: In that same vein, Mr. Gambaccini, the Port Authority has estimated \$120 million over the next 10 years to New Jersey. All of this money will be spent on the PATH Extension project, is that correct?

COMMISSIONER SAGNER: I will answer that.

SENATOR BUEHLER: Okay.

COMMISSIONER SAGNER: The \$120 million is available not over 10 years, Mr. Chairman, but when the State of New Jersey wants it for this project - not over 10 years. If we obligate the money, as we build this project that \$120 million is available.

SENATOR BUEHLER: What plans are there for the -- looking down the road for the CNJ line?

COMMISSIONER SAGNER: I don't understand the question.

SENATOR BUEHLER: What plans are there for service west of Plainfield?

COMMISSIONER SAGNER: As I stated in my remarks, Mr. Chairman, we are doing a study, funded by the Federal Government, to decide the best plan for service of that corridor. It is my view - and the study is not completed and I said that it is not official - that it appears the best alternative will be to provide railroad service using equipment that the State presently owns and using the present right-of-way so that entire corridor can be supplied with rail service.

SENATOR BUEHLER: Does the PATH system include a direct rail length into Newark International Airport, as was initially proposed?

COMMISSIONER SAGNER: A direct rail length? It would provide for a rail link at McClellan Street, which is one mile from the Airport terminals. As former Secretary Coleman pointed out at our meeting of September 23rd, this is considered in transportation circles airport public transportation. There is only one airport in the country where the public transportation actually goes directly to the terminals. Many cities that use and are benefiting from public transportation have the transportation somewhere on the periphery of the airport, similar to what the McClellan Street Station will be to the Newark Airport.

SENATOR BUEHLER: You alluded to fares before. In comparing fares, do you have any estimates of what these fares would be on PATH?

COMMISSIONER SAGNER: The fares on PATH would be comparable to the present CNJ fares, adjusted on the same level of inflation that the fares of the other transportation facilities in the State would be on the date we go into service.

SENATOR BUEHLER: Will commuters be able to get commutation tickets?

COMMISSIONER SAGNER: Yes.

SENATOR BUEHLER: Another question - are there target dates that have been set for completion of this project?

COMMISSIONER SAGNER: Yes. I will pass on that. When Mr. Gambaccini and Mr. Hoban give their testimony, Mr. Chairman, they will give you exact schedules for contracts, completion, and so forth.

SENATOR BUEHLER: That is all I have, Commissioner. Thank you very much.

Mr. Gambaccini.

L O U I S J. G A M B A C C I N I: Mr. Chairman, my name is Lou Gambaccini. I am Director of the Rail Transportation Department of the Port Authority of New York and New Jersey and the Vice President and General Manager of the Port Authority Trans-Hudson Corporation, or as it is more popularly known, PATH. It is my privilege to appear before you today to review briefly the Port Authority's role in the provision of improved public transportation services along the heavily travelled corridor from Newark to Plainfield.

Mr. Chairman, with your indulgence, I do have a copy of a statement which I would like to brief down. I will skip several paragraphs in the interest of time. But, I would like for the record, though, to reflect the long history of this project and the Port Authority's role in it because I think it is important to an understanding of why we are at the point we are today and at least to explain some of the history and background of this.

The Jersey Central Mainline Corridor has been a troublesome one for the State of New Jersey for several decades. The need for public transportation improvements became clearly evident twenty years ago with the continuing cycle of deteriorating equipment and service, declining patronage, rising fares and rapidly increasing deficits that mandated State intervention to assure the continuing operation of this important segment of New Jersey's public transportation system.

With specific regard to the Jersey Central, physical changes in the services provided were first proposed in 1959 with the objective of reducing the operating costs associated with the Jersey Central commuter service. The proposed restructuring was called the Aldene Plan, by which all Jersey Central trains would be rerouted to Penn Station, Newark, thus allowing passengers destined for Manhattan to transfer at Newark to the Hudson and Manhattan Railroad or to the Pennsylvania Railroad for the remainder of their journeys to work in New York City. The savings to the Jersey Central were to be derived largely from the discontinuance of the CNJ's old, costly and, at times, unreliable Hudson River ferry service and terminal facilities in Jersey City.

Because of the precarious financial position of passenger service on both the Pennsylvania Railroad and the Hudson and Manhattan Railroad, neither was willing nor in a position to provide the requisite facilities and equipment for the implementation of this plan. It was not until the Port Authority acquired the H&M Railroad in 1962 that the implementation of the Aldene Plan

could progress. Between 1962, the date of the Port Authority's acquisition, and 1967 the Port Authority and the State worked closely to make this plan a reality. On its part, PATH, in 1967, assumed total operating responsibility for that part of the service which had been operated jointly by the H&M and the Pennsylvania Railroad between Jersey City and Newark. On its part, the State provided the railroad facilities necessary for the restructured services of the CNJ that would permit all trains to operate into Newark. Operating agreements were negotiated with the Penn Central. Additionally, both the State and the Port Authority applied for and received capital grants from the Federal Government under the Urban Mass Transportation Administration Act of 1964. It should be noted that the State and PATH were among the earliest recipients of capital grants under the UMTA program.

The Aldene Plan eventually went into effect in April 1967. In the eight years between the conception of the Plan and its effectuation, the financial fortunes of the CNJ continued to decline. The CNJ had once again gone into bankruptcy and the State was faced with the serious possibility of loss of all commuter rail service in the corridor. The operating subsidies had to be increased. The operating savings were somewhat less than originally anticipated because of the higher payments to the Pennsylvania Railroad for the use of tracks and facilities as a result of the higher costs of operation.

It became increasingly evident during this period that a major effort was required to develop a long range plan for the provision of public transportation along this corridor as well as the other major transportation corridors in the State.

Beginning in 1968, during the Hughes Administration, the Port Authority and the State undertook joint evaluations of alternative services that could be provided along the Jersey Central Mainline Corridor. These included extensions of PATH, electrification of the Jersey Central to be compatible to the Penn Central and the continuation of diesel services. Additionally, a series of studies were undertaken concerning the improvement of public transport access to Newark International Airport. One of the alternatives was the extension of PATH from Penn Station, Newark to a new terminal area.

When Governor Cahill succeeded Governor Hughes in 1970, he indicated that a major thrust of his administration was to secure improved public transit access to Newark International Airport. PATH and the Port Authority reexamined the various alternatives, as did New Jersey Department of Transportation. In May 1971, the New Jersey Legislature approved bi-state legislation authorizing an extension of PATH to Cranford via Newark International Airport and Elizabeth which would provide an additional service from Cranford to Newark to complement the proposed rehabilitation of the CNJ Mainline. While the intent of this legislation was to provide for a rehabilitated commuter service, along with a service to the airport, both of which were considered high state priorities, intensive analyses of costs, both capital and operating, and service levels indicated that the plan as proposed would be extremely costly for the benefits to be derived. No savings in the operating expense or in capital requirements were achievable on the commuter service. The extension of PATH via the airport and Elizabeth to Cranford necessitated extensive and costly reconstruction that would be useful only for a relatively modest number of potential passengers.

Further analyses, combining the intent of the legislation for an

airport access and improved upgraded service on the CNJ Mainline Corridor indicated that a through-service by PATH as far as Plainfield to Newark via Elizabeth and the airport would be an effective solution. The results of these studies were reviewed by officials of New York and New Jersey and the Port Authority Commissioners. Subsequent evaluations led to the joint announcement on November 12, 1972, by Governors Cahill and Rockefeller, of a bi-state plan for Port Authority sponsored rail mass transportation improvements which included a \$220 million program for the extension of PATH service via the airport to Plainfield. Legislative hearings were held in December 1972 which led to the passage of legislation by the State of New Jersey at that time. Identical legislation authorizing this project was enacted in New York State in early 1973.

With this legislative mandate, the Port Authority, in cooperation with the State of New Jersey, carried out extensive planning, preliminary design and engineering studies. Labor protection agreements were negotiated. A detailed environmental impact analysis was conducted. Scores of informational meetings were held in communities throughout the corridor, culminating in five formal public hearings which examined in detail the elements of the project and received public reaction to it. This process culminated in PATH's April 1974 application to the Urban Mass Transportation Administration of the U.S. Department of Transportation for a Federal grant of approximately \$201 million to assist in the construction of a 17-mile, \$251 million PATH extension to Newark Airport, Elizabeth and Plainfield.

During the incubation period of this project, increases in the authorized level of Federal capital assistance for public transportation projects were being offset by an increasing flow of grant applications from urban areas throughout the Nation. With the funds available for less than the increased demand for Federal assistance, UMTA - that is the Urban Mass Transportation Administration - devised new procedures and more stringent regulations with respect to the criteria for grant approval. Among these was a requirement that any urban area wishing to apply for Federal assistance must develop and evaluate a set of alternative transportation improvement strategies, each of which must be specially tailored to the situation in the urban area. An analysis of alternative financing mechanisms also must be completed and submitted with the analysis of transportation alternatives.

The UMTA response to the PATH application of April 1974 was to request a more exhaustive reevaluation of the commuter transportation alternatives along the Plainfield Corridor. a Joint PATH-New Jersey Department of Transportation Task Force was established. During the following months all reasonable alternatives in public transportation service along the corridor were identified. Five of these were selected for intensive scrutiny. The results of these analyses were reported fully in a joint Task Force Report on January 15, 1975, a copy of which I am submitting to you. This report spelled out the estimated capital investment, the operating costs, and the service levels for each of the alternatives.

The results of the Task Force Study on the alternatives is summarized, in an up-to-date form, in the Environmental Impact Statement, copies of which are available to members of the Committee here today.

In summary, the Task Force concluded that the PATH alternative required

more capital investment than did the upgrading of the CNJ as a commuter railroad. However, the operating expenses and operating subsidy requirements under the PATH alternative were substantially less than other alternatives and with respect to service levels, the Task Force report concluded that while the comfort levels for the PATH alternative would be somewhat less than with the Jersey Central upgrading, the frequency of service would be greater and the running times for PATH would be less than the CNJ. Further, the PATH alternative would provide a direct, no-transfer service from Plainfield to lower Manhattan, the destination of the majority of CNJ commuters. Finally, the PATH alternative would provide service to the airport whereas the upgrading of the Jersey Central would require a supplementary service if access to the airport were a major objective.

These conclusions were reviewed in detail with Governor Byrne in January 1975. Based on his review, the Governor advised the Port Authority that the PATH extension was the most effective alternative and directed New Jersey DOT and the Port Authority to proceed with the project. In response to the Governor's directive, PATH filed a revised application with UMTA in May, 1975. As a result of the very rapid rate of inflation and other national and international developments, as well as the delay in getting the project underway, the estimated construction costs had risen to \$347 million. Federal assistance was requested at \$278 million.

Despite our best efforts and after several months of responding to further requests from UMTA for more information and clarification, UMTA Administrator Patricelli advised us in December, 1975, that UMTA could not approve a grant for the PATH extension at the requested funding levels. UMTA did indicate that it would consider a multi-year commitment in the area of \$350 million in capital grants to New Jersey for a comprehensive transit improvement program through fiscal year 1980. UMTA also advised that the PATH extension project could be included in this comprehensive program, provided that UMTA's participation in the project's funding was substantially reduced.

At an April 1976 meeting with Governors Carey and Byrne, Chairman Ronan of the Port Authority noted that the revision to the Port Authority bridge and tunnel toll schedules which was effective May 5, 1975 could support \$120 million for authorized mass transportation projects in New Jersey to be allocated in accordance with the State's priorities. An equal amount would be available for New York projects.

On the basis of this commitment, the State of New Jersey developed a revised financial plan for the PATH extension, designed to significantly reduce federal funding requirements. Under the terms of this plan, out of the revenues available from the toll increase, the Port Authority would contribute \$120 million to the increased non-Federal share of the project; \$54 million in Federal highway funds would be transferred to the project; and the State of New Jersey would provide \$16 million of the required non-Federal share.

The State of New Jersey then formally submitted this plan to UMTA as part of a total transportation improvement program which would involve UMTA funding of \$400 million. The total program was approved conditionally in September of last year by William T. Coleman, Jr., then U.S. Secretary of Transportation, in his announcement of UMTA's commitment of up to \$400 million for mass transit projects in New Jersey during fiscal years 1976 to 1980. The

The announcement by Mr. Coleman left the choice between a PATH extension or rehabilitation of the CNJ commuter rail service to the discretion of the State of New Jersey. The New Jersey Department of Transportation subsequently indicated that the PATH extension was its preferred alternative, and once again requested the Port Authority to proceed with the project.

In the September announcement, the United States Department of Transportation imposed four conditions to be met before a Federal grant would be formally approved for a PATH extension. These are listed in the statement.

The fulfillment of these conditions is nearing completion as a result of intensive work over the past few months carried out by the New Jersey DOT and the Port Authority. An Environmental Impact Statement has been circulated by UMTA. Public information meetings in several Union County municipalities are scheduled for next week, and the formal hearing is scheduled to be held in Elizabeth on April 19th. The evaluation of public transportation alternatives west of Plainfield and the assessment of station parking and access requirements are rapidly approaching completion. As described in the Environmental Impact Statement, the Port Authority is assisting the State in proceeding with the necessary administrative and legal steps to satisfy UMTA that the non-UMTA funding to satisfy Conditions 3 and 4 listed above is available.

Mr. Chairman, for almost fifteen years I have had the privilege of directing the rail transportation activities of the Port Authority. During the whole of my tenure, the Port Authority, independently and in cooperation with the State of New Jersey, has analyzed and evaluated almost every conceivable possibility for meeting the public transportation needs of this area. Throughout this process, we have been consistently directed by State officials under three gubernatorial administrations to plan and implement a PATH extension project, and on two separate occasions the New Jersey Legislature has added its mandate to that of the State's executive branch. I believe we have carried out the instructions of the State in a responsible and professional manner, and we will continue to do so to the best of our ability.

I believe that the record of the Port Authority and PATH in its commitment to the improvement of mass transportation are self-evident. Since 1962, when the Port Authority assumed title to the properties of the old Hudson and Manhattan Railroad, we have invested over \$250 million in the upgrading and rehabilitation of these public transit facilities as well as over \$266 million in accumulated deficits, for a total well in excess of \$500 million. Service has been vastly improved and expanded. Our record of reliability is among the best in the whole public transportation industry.

While the extension of PATH to Newark Airport, Elizabeth and Plainfield will represent a new challenge, we firmly believe we can provide a responsive first class service.

Mr. Chairman, if time permits, I have asked my deputy, who has also been serving as Project Director of the Task Force assigned the mission of implementing this project, to present a very quick review - through slides - of the project -- a description of the project for the benefit of those who are not familiar with its physical composition and layout. After this, I am available, as is Mr. Hoban and two other members of staff who have been deeply enmeshed in this project, for any questions you may have.

SENATOR BUEHLER: Mr. Gambaccini, in light of the importance of this

project and the number of people that we have here, I think any additional input from your Department would be helpful, so we welcome the opportunity to hear from you.

MR. GAMBACCINI: Thank you, Senator.

SENATOR BUEHLER: Mr. John Hoban.

J O H N F. H O B A N: Mr. Chairman and members of the Committee, my name is John F. Hoban. As Lou has indicated, I am the Deputy Director of the Rail Transportation Department of the Port of New York and New Jersey Authority.

Since January 1973, I have also been the Project Director of the Task Force, with the responsibility for directing all the engineering, planning and operational studies pertaining to the proposed extension of PATH to Plainfield as well as the preparation and submission of the grant applications and other requisite materials to the Urban Mass Transportation Administration of the United States Department of Transportation.

Commissioner Sagner and Mr. Gambaccini have already testified concerning the selection of the preferred alternative and on the background of the planning for the extension of PATH to Plainfield via Newark International Airport and Elizabeth. The thrust of my presentation today will be to provide the Committee with a visual review of the existing PATH system and the physical plans for the extension from Newark to Plainfield. This presentation is virtually identical to the many presentations that I have been giving at community meetings since 1974.

With your permission, I would like to begin the presentation. The "PATH Way to Plainfield" is a visual presentation designed to explain what PATH is and show the routing and physical characteristics of the proposed extension of PATH to Plainfield.

PATH is the acronym for the Port Authority Trans-Hudson Corporation, a rail operating subsidiary of the Port Authority of New York and New Jersey. The PATH system currently extends some 14 route miles from Manhattan to Hoboken, Jersey City, Harrison and Newark. About half of this route mileage is in underground tunnels and half at or above grade with a total of 13 stations. It carries some 150,000 passengers each working day. Approximately 50% of the passengers come from the local cities of Newark, Harrison, Jersey City, Bayonne and Hoboken and the other half are primarily commuter railroad passengers from such suburban areas as Essex, Bergen, Middlesex, Union and Monmouth Counties who board PATH at Hoboken and Newark.

At the direction of the two States, the Port Authority acquired the bankrupt Hudson and Manhattan Railroad nearly 15 years ago, on September 1, 1962. Lacking funds for essential maintenance and modernization, with most of its facilities and equipment antiquated and with ridership declining, the H & M Railroad faced abandonment.

This celebration in 1909 in Jersey City marked the opening of the two downtown tunnels. The two tunnels to midtown were opened for service a year earlier.

This slide shows PATH's essential role in bringing people into the downtown and midtown business districts. During the peak period, PATH carries 33% of the total passengers coming from West of the Hudson River to Manhattan. For the downtown financial district, PATH's share is 70%. As the slide indicates, PATH is largely a terminal to terminal operation, the most active stations

being Newark, Hoboken, Journal Square, World Trade Center and 33rd Street.

Commissioner Sagner indicated that we could point out with these slides some of the reasons why the deficits occur on transit systems. About 65 to 70 percent of our passengers arrive at a peak hour in the morning and a peak hour in the evening, five days a week and we are required to have full crews and equipment for that peak hour. The problem is that the CNJ, that we interface with at Newark, has to have the same type of an operation and what was intended by the merger of these two operations is, one crew, namely the PATH crew, leaving World Trade Center could, when they get to Newark, rather than go to the yard and to the locker room, continue on to Plainfield. At present, a passenger boarding a PATH train at World Trade Center goes to Newark, crosses the platform, and boards a CNJ train that has three to four CNJ employees on it and then that crew takes the passenger to Plainfield. It is obvious that it takes somewhere between five and six men to get the passengers home at night. Under the proposed PATH extension, it would only take two people and economies like that are where the PATH project comes out cheaper over the life cycle.

PATH acquired, on takeover in 1962, over 200 of these so-called "black cars." Some had been in continuous service since 1913, with the newest built in 1927.

PATH had to overhaul the old "black cars" of the former Hudson and Manhattan and keep them running until 1965 when the first of the 162 brand-new, all air conditioned, cars were delivered.

With over 250 of the new PA series cars now in service, PATH was the first transit system in the world to have an all air-conditioned rapid transit fleet. The interiors of the new cars are well-lighted and provide a comfortable ride.

After cleaning up and rebuilding virtually the entire system, PATH began work on several major modernization projects. In the substructure of the World Trade Center, PATH built a completely new modern terminal, which opened in July 1971, to replace the 62-year old Hudson Terminal.

This modern station, handling 40,000 commuters a day, emphasizes passenger amenities. It was the first air-conditioned rapid transit station in the United States. It was designed with many advanced architectural features, and was styled after a modern airline terminal.

This is a view of PATH's Journal Square Transportation Center, an \$87 million coordinated transportation facility dedicated in October 1975. The Center includes a new PATH rail rapid transit station with capacity for longer trains, a modern off-street bus station for buses serving over 30 routes, a two-level automobile parking area for 618 cars, consumer service areas, and a ten-story building for PATH administrative offices.

This is the concourse of the new Center showing the escalators leading to and from the plaza or street level. The Center allows the car, bus or rapid transit commuter to interchange between the various modes of transportation in all all-weather controlled environment. It has alleviated the bus and car congestion on the streets in the area, and already has spurred new building construction and commercial activity in Jersey City.

This is the new Operations Control Center for the entire PATH rail system. From one centralized location, PATH can oversee the operation of its 1,200 daily trains, the signal system, the power system, and the stations

allowing rapid response to any situation which may arise. PATH trains on the extension will also be controlled from this central point.

I should point out that by the investment of capital at the front end of the project, PATH was able to minimize its labor burden. Each sub-station along the right-of-way used to have a minimum of two men around the clock. We are now able to operate the complete power system with this computer and six men, which allows us, by investing in projects such as this, to operate the Hudson and Manhattan Railroad with less operating people than the bankrupt H&M was able to do it with and we are running more trains and carrying more people.

Another feature of the control set-up is this All-Station Monitoring Board. It is located in the control center. These television monitors, under continuous observation by communications personnel, permits PATH to monitor the flow of patrons through PATH stations and the status of key communications and passenger control equipment. Again, this investment of capital allowed us to eliminate all station agents and to take a substantial reduction in annual operating costs. Our policy in eliminating these jobs is never to fire or to furlough anyone but to let attrition take place, so we have had excellent labor cooperation with the introduction of this automation.

This is the New Jersey legislation signed by Governor Cahill in December, 1972, authorizing the Port Authority to provide improved passenger railroad service between Newark and Plainfield. Identical legislation was passed by the New York Legislature in May of 1973. The reason that we show it to the communities is to point out to them that the Port Authority, a bi-state agency, needs duplicate enabling legislation in both states to undertake any project and this legislation spells out, in detail, exactly what we will do.

It tells us that we should build the Plainfield Corridor Service Project. It calls for the extension of the present PATH system from Penn Station, Newark, south along the Penn Central tracks to a connection with the Newark International Airport at McClellan Street and then down to Elizabeth where the PATH tracks will swing west onto the Central Railroad of New Jersey Mainline tracks, replacing that service with a modern rail transit line. From this point, PATH trains will serve the communities of Rosell/Roselle Park, Cranford, Westfield/Garwood, Fanwood/Scotch Plains, and terminate at Plainfield.

We will now take a pictorial overview along the proposed PATH route. It begins at Penn Station, Newark, the western terminus of the PATH system. Gateway Center is on the left, and Penn Station is the low structure running from the bridge across the screen to the lower righthand corner. If you keep your eye on the Gateway Tower, it will become a landmark as we fly south.

The PATH trains will stop at Penn Station, Newark, and then continue south through the present South Street Yard and alongside the former Penn Central - now ConRail - tracks which run down the center of the screen. At the left is McCarter Highway.

The PATH elevated tracks will be built on an embankment, with a retaining wall, between the curb of McCarter Highway and the present Penn Central tracks at the extreme right, maintaining east-west street access along this section.

The PATH extension route will run south under Route 21, the raised roadway running from left center to the lower right-hand corner of the screen.

Moving further along the right-of-way, the cluster of white buildings in the right-center of the screen is the intersection of McClellan Street and the Penn Central. Here, PATH plans to build the Newark International Airport/McClellan Street Station.

This is an artist's rendering of the proposed Newark International Airport/McClellan Street Station. At right angles to and under the track is the proposed Airport's Inter-Terminal Transportation System also known as a "people mover." This special "people mover" would run down from Newark International Airport, parallel to McClellan Street and connect with the PATH Station. Here, PATH passengers would leave the PATH train and use an escalator or elevator to transfer to the "people mover" which would take them to each of the Airport's terminals. Airport patrons, in turn, would use the "people mover" to connect with a PATH train and go on to Plainfield, Newark and midtown or lower Manhattan.

People movers are a proven form of transportation now used in major cities throughout the world. Shown here is the "Skybus" as developed by Westinghouse Electric Corporation. Other major manufacturers have also developed versions of "people movers."

The Airport "people mover" system would run through a special right-of-way on the outside of the terminal buildings. It is indicated by that black arrowhead and was incorporated at the time that we built the structures, when we were modernizing the Airport. Each terminal would have its own station with easy access to and from airline arrival and departure areas.

The red line shows how the "people mover" system would run around the entire Airport complex and connect to the PATH system. The PATH system is in the lower right hand corner. It is about 1.1 mile to terminal a.

Continuing south, we are passing through Elizabeth with the Budweiser Brewery - the red building - and airport in the upper right. The Penn Central tracks run vertically through the center of the screen. PATH will run along the left side of these existing tracks.

This is the Penn Central/CNJ intersection at Elizabeth. The Penn Central from Newark is at the bottom right. The CNJ to Plainfield is at the top right.

Here, in a closer view, we see how PATH would come off the Penn Central right-of-way, right on to a curved viaduct to be built at the intersection of these two tracks, and down onto the Central of New Jersey tracks.

We will now head west from the City of Elizabeth, down the center of the screen, toward Roselle/Roselle Park. This is the station building at Roselle. Roselle Park lies to the north in the upper right of the picture. The current Roselle Park Station, the Lehigh Valley right-of-way, does not show in this picture.

This is the Cranford Central Business District. The CNJ tracks run from the right to the left across the screen, and the proposed PATH extension would run on the two northerly tracks. Just right of the center is the existing CNJ Cranford Station. I should point out here that the two southerly tracks would be left for the freight operation along this corridor.

Here, again, is the present Cranford Station, the only high-level platform station on the CNJ Mainline and similar in concept to one of the present PATH stations. PATH would require only one of the two high-level

platforms.

This view shows Westfield's Central Business District. The proposed PATH service would run from right to left between those two rows of trees across the lower screen. At the right of those trees is the present CNJ station.

Here is another artist's rendering of the proposed PATH Westfield Station. The existing station buildings would remain as community landmarks. The modern, center-platform, high-level PATH station will be constructed between and in the area of the two existing station buildings compatible with community standards.

Further to the west along the right-of-way, this is Fanwood/Scotch Plains. The former Fanwood Station is the red building, circled, in the center of the screen. The proposed PATH service would run from center right on the screen to center left. Fanwood has a drainage problem in this area. PATH will work cooperatively with the town and Union County to assure service reliability while minimizing or eliminating this long-standing problem.

This is Plainfield's Central Business District. The tracks in this picture run from center right to center left, across the screen. The present CNJ station is the square building with the pinnacle roof in the center of the screen.

A close-up of the present northside station in Plainfield. The tracks shown here, after total replacement and construction of a high-level platform, would serve the proposed PATH extension. This site, as the terminus for the PATH extension, represents the choice of Plainfield officials. The legislation identifies Plainfield as the limit of the extension. The location within Plainfield represented the will of the community.

Just east of the center of Plainfield, this area, running from the lower left quarter of the screen to the upper right quadrant will be used for PATH's car storage yards. Here the PATH trans would be stored when the extended system - except for the Newark Airport service - shuts down between 1 a.m. and 5:30 a.m.

Under the present CNJ scheduling, the interval between trains averages about 20 minutes during peak periods. With the new PATH service, the interval between trains will be between 3 and 6 minutes, giving the commuter a more flexible choice of trains and spreading arrival times at stations more evenly over the peak morning and evening hours. As brought out in our parking studies, which will be published shortly, this should reduce the congestion at the stations. Rather than having everybody arriving to board or to meet a train - a large train - arriving every 20 minutes, we would have frequent service that would bring a more even distribution of passengers to and from town.

With PATH's faster acceleration and deceleration, and elimination of the Newark transfer, the proposed PATH extension would cut some 15 minutes off a passenger's commuting time to downtown Manhattan. Additional time will be saved in waiting time because of the increased frequency of service. You can see from this chart, that the present running time is 62 minutes and the proposed running time would be 47 minutes.

This is a rendering of the exterior of a proposed new Plainfield rail rapid transit passenger car which will be similar to the new PATH equipment.

I should point out that these cars are subject to Federal requirements for strength and construction. We are subject to the Federal Rail Administration and they have the same bus loading - or in-loading - as required by present CNJ commuter cars.

The possibility for the interior of the proposed new car for the Plainfield service is shown here. Air conditioned, of course, and fully carpeted, it has space for carry-on baggage under the seats.

This slide portrays the scheduling of the steps for the PATH Plainfield Corridor Project to gain final grant approval as outlined by the United States Department of Transportation. The required steps for Federal grant approval are nearing completion. The public hearing will take place on April 19th, 12 days ahead of our schedule. UMTA review is scheduled to be completed and grant award received by October 1, 1977, when the final design to contract award phase can proceed.

As you can see from this, if we have the grant money in hand by October, we would have contracts in the marketplace before the end of the year, with work commencing in the spring of 1978. Thank you, Mr. Chairman.

MR. GAMBACCINI: Mr. Chairman, we are both available for any questions you may have.

SENATOR BUEHLER: Thank you for the presentation. If we can get the lights back on, we will proceed. Mr. Gambaccini, I think the bottom line issue regards the 17 mile extension which is reported to me as perhaps the most expensive mass transportation project, mile for mile, of any in the nation. Is that accurately represented?

MR. GAMBACCINI: Mr. Chairman, that is far from correct. There are many examples of more costly systems that are presently approved, including in New York City, Buffalo, and elsewhere. Indeed, one of the big advantages of this project is the ability to use existing right-of-way and existing facilities to the greatest extent.

Unfortunately, the times have changed to such an extent that the number has grown very, very large as compared with 10 and 20 years ago. Indeed, from the inception of this project to the last application, more than \$100 million of pure escalation was added to the project. But, the answer to your question is that is decidedly not the case. It is not even among the highest per mile capital cost project to be found.

SENATOR BUEHLER: Okay. Well, then, the bottom line issue is the chart up there that reflects the significant difference between the PATH extension and the upgrading or improvement of the CNJ as an alternate proposal. Perhaps you might address yourself to the reason why we move in one direction instead of the CNJ project.

MR. GAMBACCINI: Mr. Chairman, the Port Authority has never had any particular preference for any physical configuration and indeed I have a good feeling about the objectivity of the alternatives analysis study. I think any fair minded person reading that study would have to admit that the project results listing the four alternatives lets it all hang out in the current vernacular. That is, each of the projects shows pluses and minuses. So, indeed, we have not tried to sugar coat or color to the advantage of the PATH extension.

We have said over and over that the significant difference between

the PATH extension and the CNJ is in the operating costs and if you do an economic analysis over a projected 30 or 35 year life of the project, giving full value to the difference in the operating costs, the projects are virtually comparable in their economic cost to the public. Thereafter, the question really, for focus, is what are the other public values to be achieved in terms of comfort, frequency of service, reliability of performance, future of CNJ, and all of these kinds of questions. I think those were the issues that were pivotal. I think it is significant that notwithstanding the original position of UMTA that capital costs must be held down, that they came to accept the view that an honest evaluation of the total economic implications made the two projects relatively comparable from a dollar and cents point of view.

SENATOR BUEHLER: In your analysis, looking down the road 20 or 30 years, what is the anticipated ridership on this extension?

MR. GAMBACCINI: Well, we have those data but we tended to focus on 1985, which was five years past the opening date. We anticipate 14,100 daily passengers on the extension. That is up from a level of about 7,500 today.

SENATOR BUEHLER: So, you anticipate, by 1985, your ridership will double?

MR. GAMBACCINI: Yes. Now, part of that is the Airport patronage as well. This was one of the features, if you recall, in my testimony -- my description of the historical pressures simultaneously both to deal with the CNJ problem and with rail access to the Airport. Put together they reinforce each other on patronage potential.

SENATOR BUEHLER: Well, do you anticipate any operating losses?

MR. GAMBACCINI: Yes, sir.

SENATOR BUEHLER: And is it not a Port Authority statement that these losses would have to be picked up by New Jersey as operating losses?

MR. GAMBACCINI: That is correct, sir.

SENATOR BUEHLER: And what are those anticipated losses?

MR. GAMBACCINI: We estimate, again 1985 numbers, that the PATH extension would represent about \$6.4 million in loss as against on the order of \$15 to \$17 million in the way of additional subsidy if the CNJ were to be continued in operation.

SENATOR BUEHLER: And your analysis in comparison to the CNJ, would those losses be accrued in the same amount?

MR. GAMBACCINI: I'm sorry, I don't quite understand.

SENATOR BUEHLER: If we looked at the CNJ, those losses would be tantamount to--

MR. GAMBACCINI: They would be considerably higher and this has been the major advantage or incentive for the State to prefer the PATH alternative. One is the much lower operating costs, or subsidies, that the State would have to bear and the other is, as Commissioner Sagner indicated, the much greater sensitivity under PATH operation to continued operation and reliability of service than might otherwise be the case in the speculative future of existing commuter services.

SENATOR BUEHLER: Well, that goes back to my original question of Commissioner Sagner then. CNJ would be serving a much larger geographical area. How do you estimate that the losses would be higher or equal to the losses of

the PATH extension?

MR. GAMBACCINI: Well, there are two major components that represent the difference in the losses. One is that you have virtually a complete duplication of train crews and overheads. The costs assigned to the extension are incremental, those costs that would otherwise not be born by PATH. So, there is no charge for overheads or crew costs except as can be directly related to the extension. So, it is an increment to an existing system.

Another significant difference is the nature of the operation. We have a transit type of operation with a two-man crew, whereas the CNJ has a more conventional commuter service type operation with a larger crew. It can range from 3 to 5, or so.

SENATOR BUEHLER: Mr. Gambaccini, we thank you very much for appearing before the Committee, and your aide as well. Thank you.

MR. GAMBACCINI: Thank you.

MR. CAPALBO: Assemblyman Patero.

JOSEPH PATERO: My name is Joseph Patero, Assemblyman from the 17th District, which composes part of Somerset and Middlesex County.

I have a prepared statement, which I will not read completely. I will just read one paragraph of my statement.

My only objection here today is, if the PATH project is approved, it only stops in Plainfield, when it is a known fact that Middlesex, Somerset and Hunterdon Counties are the fastest growing population areas in the entire State of New Jersey. It is to these areas that people are moving from the cities and it is, likewise, in these areas that expansion is taking place, almost at an unprecedented rate, even in these financial and difficult times. The mass influx of residents to these areas should definitely be taken into account by agreeing to the extension of PATH from Newark to, for example, the Borough of Raritan in Somerset County. It is only this way that the State of New Jersey is going to be able to cope with the problem that will consistently become worse and worse every day unless immediate measures are undertaken to do something now.

I am of the opinion that supporters of the PATH extension only to the Plainfield area are taking a very short-term view of a long-term problem.

That is all I have to say.

(Complete statement submitted by Assemblyman Patero can be found, beginning on page 8X.)

MR. CAPALBO: Thank you very much.

Is Assemblyman Kavanaugh here to speak for Congresswoman Fenwick?

CAROL WOOLSON: I am an aide to Assemblyman Kavanaugh. He was unavoidably detained this morning. I have the statement here from Congresswoman Millicent Fenwick that I should like to read.

"Dear Mr. Chairman:

"The Environmental Impact Statement that has just been released brings the question of PATH versus Central Railroad of New Jersey very much to the fore. The time is coming when a decision must be made between a 17-mile super trolley on the one hand, costing some \$347 million, plus \$100 million for improvement east of Newark, and, on the other hand, an upgraded, re-equipped railroad costing \$124 million. (These are Department of Transportation figures.)

"The area under consideration is a stretch 30 miles long, from Raritan, New Jersey, to New York. The trolley will cover only 17 miles and passenger service west of Plainfield will be provided, according to one of the present plans, by busses which will necessarily run over one of the most congested and dangerous highways in the State - Route 22. The Department of Transportation estimate for this is an extra \$3.8 million. Another plan is to extend PATH to Raritan, an extra cost of \$197 million."

She lists four other alternatives on an attached list here. (See page 11X for the list.)

"The railroad, CNJ, would provide passenger service over the entire 30 miles, on upgraded track, with new equipment, and would cover not only the towns PATH would service, but also those to the west. It would go straight into Newark, using the Penn Central tracks and station, as they do now. From Newark, CNJ would run on tracks already being upgraded by AMTRAK, straight into New York's Penn Central

station via the tunnel. Trains west of the tunnel would run on diesel fuel, as usual, switching to electricity on the third rail now already in place. FL9 trains are suited to this and are being used by the New Haven at present.

"Eventually, any sound mass transportation plan must provide service from the Hudson to the Delaware, and carry goods as well as passengers. The improved section of the CNJ track could be the beginning of this. Many businesses, now providing good jobs, settled along the CNJ in order to bring in their necessary raw materials and ship out their finished products. Since PATH would make no provision for this, the CNJ would have to be maintained in any case, and this should be added to the operating cost estimate of PATH. Another addition to PATH's operation cost, is that of operating the busses or trains to take passengers from Raritan to Plainfield.

"Department of Transportation's original statement concerning these two alternatives - PATH and CNJ - established the 'Newark-Plainfield-Raritan corridor' as the area to be covered. So for PATH we have a total estimate of well over \$450 million and for CNJ, \$124 million. The statement also required in a clarifying letter dated December 14, 1976, a public hearing 'once the Environmental Impact statement is available.' I hope very much that DOT will insist that officials of those communities, deprived of the transportation CNJ would provide, will have an opportunity to be heard, to question, and to require explanations of the advantages and disadvantages of each alternative at the meeting planned for April 19th in Elizabeth. It is significant that Congresswoman Meyner, whose district lies to the west of mine, has expressed serious concern for the future of CNJ and the services it provides her constituents. Also, Congressman Rooney (Democrat, 15th District of Pennsylvania) is deeply concerned and working hard for the railroad that would give his people and industries access directly to New York.

"Thank you for your kind attention and consideration in this matter."

MR. CAPALBO: Thank you very much.

Is Mr. Thomas Maggio here?

T H O M A S M A G G I O: Good morning. I am Dr. Thomas Maggio, the Director of the Board of Freeholders of Somerset County. And I would like to take this opportunity to express my appreciation to you and to the Senator and to the Senate of the State of New Jersey for this opportunity to address you on this matter which is of vital concern to all of us who live in Somerset County.

I am here today to plead with the Senate Committee and impress upon them the very important need which is clear in the eyes of the people of Somerset County whom I represent and the Board of Freeholders, of which I am a part; and, that is, that there are two aspects of this proposal which have not yet been fully explored. It is clear to us that the spirit of the law which calls for free, complete and thorough public participation in the decision to proceed with the PATH project or with any project, alternatives included, is required before federal moneys can properly be allocated for these purposes. That same principle, of course, should apply to State funds.

It is secondly clear to us that in the initial approvals of concepts dealing with PATH proposals, that those concepts were based upon non-deficit operating conditions and it was to those plans and to those concepts that the Senate and the Assembly of this State had earlier approved a PATH construction to Plainfield. The present proposal departs from both of these conditions very severely and we

think to the great detriment ultimately of the people of New Jersey, and certainly a great loss to the people of Somerset County and to many of the counties in the State of New Jersey.

The PATH to Plainfield project would leave the area west of Plainfield without viable public transportation. This affects not only Somerset County, but Middlesex County, Hunterdon County, Warren County, Mercer County, and areas across the Delaware River into Pennsylvania, involving not only the Central of New Jersey, but the Philadelphia and Reading Railroad as well. It is significant, Senator, I believe, to note that of the 21 counties in New Jersey, 10 Boards of Freeholders have taken official positions opposing the construction of the PATH project, 10 being almost half of the total number of counties in the State, as well as one County Planning Board and one local Citizens' Transportation Coordinating Committee from another county, making a total of 12 counties in all which have had official government bodies taking action in opposition to the proposed PATH extension.

A lack of a thorough-going study and evaluation of the cost of upgrading and modernizing the CNJ and the Philadelphia and Reading Railroads is the most glaring omission of this entire PATH project. The total cost of the PATH to Plainfield project will be in excess of \$400 million and will likely approach a half billion dollars.

The Urban Mass Transportation Administrator, Patricelli, has estimated that the CNJ be upgraded and modernized at a cost of \$124 million, which allows for the purchase of new engines and coaches and the construction of new stations. It should be noted that ConRail, using federal tax dollars, is presently upgrading the roadbed and trackage on both the CNJ, the Philadelphia and Reading Railroads, with federal tax dollars.

Another matter of great concern which puts the PATH to Plainfield project under a cloud of suspicion in the eyes of us in Somerset County is the apparent gross conflict of interest on the part of Transportation Commissioner Sagner. Commissioner Sagner firstly serves as a Commissioner of the Port Authority of New York and New Jersey, the agency which is both conducting the studies on which this decision has been made and which will construct and operate the PATH system. Next, Commissioner Sagner serves as the Chairman of the Tri-State Regional Planning Commission, which is the metropolitan planning organization responsible for reviewing all federally aided projects in the region. Finally, in his fourth capacity, Commissioner Sagner chairs the Northeastern Transportation Coordinating Committee, which is supposed to represent local elected officials in a ten-county, two-city area of Northeastern New Jersey.

I might add parenthetically, Senator, that of that Northeastern Coordinating Committee, there are only three local officials involved. There are six bureaucrats appointed, eight State officials. There are two county-appointed officials and one citizen at large and three elected officials only. In the spirit of the law, it is our understanding that such commissions should be comprised principally of elected officials and not of employees of the State or bureaucrats to report to agencies of the State.

Most recently, the Commissioner has designated staff people from his own department, from the Tri-State Regional Planning Commission, and from the Port Authority of New York and New Jersey as voting members on this Committee.

It is also noteworthy that Hudson County has been given two voting memberships, they being the only county so honored. On a 17-member committee - I think my arithmetic is slightly off - but on an average membership of 17, the Commissioner has a running start of 6 votes. It makes any clear-cut, impartial evaluation of this project highly suspect.

We deeply appreciate and wish to thank Senator Buehler and his colleagues on this Committee for scheduling the public hearing, which was originally requested by my predecessor Freeholder-Director Doris Dealman.

Former Federal Transportation Secretary Coleman stated at a meeting in Washington that public hearings would be held on this project "up and down the corridor" - I quote - "to assure public participation in making the decision between the alternatives of the PATH to Plainfield and a modernized CNJ."

I submit, Mr. Senator, that one hearing on the environmental impact of this project, conducted in Elizabeth, is not an adequate satisfaction of that promise by the Secretary.

It should be noted that the Department of Transportation is conducting only one public hearing in the Plainfield corridor service project, at Elizabeth, New Jersey, on April 19th, from 10:00 A.M. to 9:00 P.M. They have a rigid format for speakers which preregister, with a five-minute limitation on statements. Commuters and those directly involved in the project could reasonably be expected to arrive at the hearing about 6:00 P.M., if they skip dinner. Assuming each speaker took five minutes without any interruptions or answers to questions, a grand total of 36 commuters could be heard at that public hearing, unless they chose to take vacation days and appear at the morning or afternoon sessions.

Finally, regarding community involvement and citizen participation, Mrs. Helen Neuhaus, Director of the Office of Community Involvement, New Jersey Department of Transportation, has stated that there is no community involvement program for this \$450 million project. We contend that the lack of public participation in making this vital decision as to how public transportation should be approved to meet the needs of the Newark-Plainfield-Raritan corridor is a gross distortion of all congressional mandates for public hearings and public participation.

It would please me very greatly, Mr. Senator, if today I could have heard that the Commissioner was indeed scheduling an extensive program of public hearings, not only in Elizabeth, New Jersey, but in Somerset County, Hunterdon County, Warren County and those areas that are directly affected by this project. It is not fair to say that simply because a project isn't coming to my county that my county isn't involved. In fact, we are involved in it very much in a very negative way.

Again, I have to express my regret at having to recommend the expenditure of public funds for what, to me, seems to be a clear mandate from the federal government and the clear desire on the part of all involved in this project to have the project move forward with reasonable dispatch, but certainly under the rules of the game.

Within the next week, Somerset County's Board of Freeholders will go to the federal courts and seek an injunction and ask those courts to order the Commissioner and the Governor of this State to conduct the public hearings which we think are vitally necessary in order that a fair and reasonable decision can be reached on this project.

There is no intention on the part of my county of blocking PATH or blocking the provision of mass transportation to the Central New Jersey corridor. Rather we feel there are viable alternatives that are more attractive financially, that are more important to a larger segment of the people of our State, that need to be addressed and have not properly been evaluated. The evaluations to date that we have talked about, we have read about and that in our hands, have dealt with comparison of a modernized PATH, semi-computerized operation, between the Hudson River and Plainfield, with an antiquated, ancient Central New Jersey Railroad, which is not at all what we are talking about. What we would like to have is an impartial evaluation of the PATH project as compared with a modernized up-dated, upgraded CNJ system. That comparison has not been made.

We are hopeful that the ten boards of freeholders that have in this State adopted resolutions in opposition to the PATH project, recognizing that, first, it does not solve the needs of many of the counties of this State to provide mass transportation, and, secondly, it leaves unanswered the critical question of where the money is coming from, will support us in our legal actions.

I ask that the Senate carefully evaluate the financial obligations that we are undertaking in this project. As I have indicated, all comparisons that we have seen to date have been comparisons between a modern PATH system and an out-dated CNJ. That is not a viable alternative in the minds of any reasonable person reviewing the project. An upgraded CNJ would, however, I believe offer similar economies of operation. And until such a thorough and professional study and evaluation are completed, no real decision can be made.

There has been much concern about the obligation of federal moneys for transportation purposes that come to the State to the support of the deficit operation of this project. I think that the counties outside of the Central Jersey corridor need to know if, in fact, PATH proceeds, they will be deprived of any federal funds which would be needed to underwrite the deficit for the operating costs of this program. The long-term State financial obligations for this program, according to the recently published EIS statement, indicates that there will be an obligation on the part of the State of \$6.4 million a year, over a 35-year pay-back period, the \$6.4 million being the initial cost and that being escalated at the rate of 7 percent a year throughout the 35-year period.

In final comment on the comparison of costs between PATH and the potential improvements to an upgraded CNJ, in the original Port Authority Joint Task Force Report, the Port Authority group stated as follows: "It is a legitimate question to ask whether significant, improved utilization of CNJ labor could be achieved within the framework of the existing or upgraded diesel operation. We cannot definitely answer this question from the information available to us at this time." I submit to this Committee that that question has still not been answered. Yet we are ready to embark upon a traumatic and dynamic, overwhelming financial commitment on the part of the people of the State, which may deprive not only Somerset County but most of the other counties of this State of their due share of federal revenues and federal moneys for transportation. Thank you.

MR. CAPALBO: Thank you.

One question: Do you believe that the costs of upgrading the CNJ and PATH would be roughly similar or do you believe one would be more expensive than the other?

DR. MAGGIO: I can only say from the brief study we have made, it

appears that the upgrading of CNJ would be a lower initial cost. And I believe that the PATH study states a similar conclusion. Their argument then, as I understand it, is that, however, operating costs of the upgraded CNJ versus PATH would be higher. My submission to the Committee is that we have seen no comparison of the operating costs of a modernized CNJ versus a new PATH. The comparison has been between a new PATH proposal and the existing CNJ, which we grant is outmoded and uneconomical.

MR. CAPALBO: Thank you very much.

Is Mr. Richard Venus here, please?

R I C H A R D P. V E N U S: Mr. Capalbo, on behalf of the United Transportation Union and myself, I would like to thank Senator Buehler and members of the Committee for affording us the opportunity to speak here.

My name is Richard P. Venus, Legislative Representative and Secretary of the New Jersey State Legislative Board, United Transportation Union. Members of the United Transportation Union are employed as trainmen and conductors on both the former Central Railroad of New Jersey, which is now Conrail, and the Port Authority Trans-Hudson Corporation, referred to as PATH.

The Urban Mass Transportation Administration has indicated a willingness to provide up to \$400 million through fiscal year 1980 from existing Section 3 authorizations, of which \$157 million would be provided for either a PATH line to Plainfield or an upgrading of the former Central Railroad of New Jersey, now Conrail, to Raritan.

The United Transportation Union opposes the proposed PATH extension and supports the upgrading of the present CNJ service. It should be noted that when the PATH project was first proposed, it was to provide direct rail service to Newark Airport. The PATH proposal that is now under consideration does not provide for rail service to Newark Airport. Although the proximity to Newark Airport is cited as a major benefit of the PATH proposal and the reason for a substantial increase in ridership, transportation from the McClellan Street Station to the airport would be provided only by a bus service first. Drawings presented at public hearings recently by the Port Authority have included an advanced transit system from the station to the airport, but it is not included in the official PATH project nor in cost estimates.

If one carefully examined the released draft on Environmental Impact Statement, which was issued in March, 1977, the cost of a proposed transportation system to bring PATH passengers two miles from the McClellan Street Station to the airport would be between \$35 to \$94 million. (Re: Path application to UMTA.) This would be an add-on cost to the PATH project.

The present successful ground-access system, Airlink, would be replaced by a bus service between the McClellan Street Station and the airport. This would have the effect of requiring many passengers who arrive and depart through Amtrak's Newark Station to change to PATH trains to McClellan Street and then an additional change to a bus for the trip to the airport - for example, Conrail's Shore passengers.

As stated in Appendix IX, Draft Environmental Impact Statement, public hearings were held during the month of January, 1974. It should be noted that during 1974, the passenger service operated by the Central Railroad of New Jersey was under a constant threat of discontinuance because of the bankruptcy of the

railroad. This is not the case today. Because of Conrail, the present CNJ route is now part of a statewide system, affording many benefits for a conventional rail passenger service in the Newark-Plainfield-Raritan corridor.

Like the proposed PATH service, an upgraded CNJ service would provide through trains to New York City.

There would be pooling of equipment, central maintenance facilities and continued through rail passenger service to points beyond Plainfield. Today, Conrail is gradually consolidating many of the passenger-related facilities, such as car shops and engine repair facilities. These developments would lay to rest the claim that an upgraded CNJ would be too labor intensive. The problem is that studies that have been made compare the operating costs between a modern semi-automated system (PATH) and an antiquated independent CNJ operation of 1974.

In addition, an upgraded CNJ route would be compatible with other rail systems in the State, while PATH cars would not be compatible in car size, floor height or power systems with any other railroad. PATH cars could not run or be hauled over any line but PATH, locking us into this type of system for the corridor. The PATH extension would take power from a ground-level third rail, subjecting passengers to bad-weather delays and posing possibility of death or injury, even though PATH's entire right-of-way in CNJ territory would be fenced in.

A diversion of about \$70 million of highway funds for PATH would be averted by an upgrading of the present CNJ route. As to the proposed \$11,786,000 for increased parking facilities required by expected increases in ridership, Port Authority spokesmen have said Commissioner Alan Sagner has committed all available FAUS funds to such parking needs. However, FAUS funding is usually only 70 percent, so the remaining 30 percent would have to come from other sources. The total grant required for parking, once capital contributions from lot revenues are deducted, is about \$10,394,000. While FAUS would provide about \$8,195,000, Westfield would still have to find about \$1,187,000 and Plainfield \$378,000 to cover the costs FAUS won't pick up.

Service via the PATH extension would operate at a deficit as both PATH and CNJ service do now. In return for the \$120 million promised by the Port Authority, the State of New Jersey has agreed to subsidize PATH's operation. In addition, the State DOT has agreed to pay rental fees of \$6.4 million a year, increased by 7 percent for every year of a 35-year lease term. This means that hundreds of millions of dollars in cost will be put on the back of the taxpayers. Remember the PATH project was originally sold to the public as a "no deficit project."

The Environmental Impact Statement states that the elimination of through passenger service (rail), from west of Plainfield would be one of the long-term adverse effects of the project. In our opinion, it would be a disaster. Remember 26 to 30 percent of CNJ passengers now originate west of Plainfield with Hunterdon County experiencing a rapid growth in development. With passenger service eliminated west of Plainfield, freight service will decline along the CNJ route because of the possibility of downgrading the CNJ branch line status.

During the five or more years that will be required to construct this project, the commuter using the present system will face increasing delays. Your service via the CNJ between the time of the PATH approval and the time the extension is operational cannot help but deteriorate, the best efforts of Conrail to maintain it dependably notwithstanding. Equipment obviously would not

be upgraded. Passenger track and roadbed could not prudently be maintained in anything other than safe condition for continually lowered speeds and slower service.

There are many questions that have gone unanswered for too long a time. For example, in the various studies on the PATH project, why was there no input to the study from the former CNJ management? As Representative Matthew J. Rinaldo stated in his press release, dated October 7, 1976, and I quote: "Five years have gone by since the PATH extension was broached as a serious proposal. If attempts to decide between the PATH extension and CNJ modernization continue to be handled by remote control in Trenton, instead of through direct and open negotiations with the communities involved, then we could well experience another five years of delay." Rinaldo said the New Jersey Department of Transportation has informed UMTA that it is standing by its proposal to extend PATH. Meanwhile, he added, "Proponents of the CNJ upgrading are refusing to budge." This impasse has to be broken, and the best way to do that is by taking the issue directly to the people involved - those who will use and must live with whatever mass transportation system is provided.

The United Transportation Union opposes this proposed project and hopes that the Legislature will set aside approval of any funding of this project until a true determination can be made as to an upgraded CNJ system.

I have a few other comments I would like to make here in regard to cost of operations. That seems to have been brought up many times at this hearing this morning. In the Environmental Impact Study, they mention 409 employees required to provide passenger service on the CNJ, referring to Section 3-4 of that study. I would like to take exception to those figures. For example, and these are approximate figures, we have 128 operating men in the passenger service at this time and this also includes former CNJ men operating on the New York and Long Branch. We have approximately 135 nonoperating people involved in similar service, and that also includes Bay Head yard, which is not a part of this project - and it also includes Raritan and Harrison. We are nowhere near a 600 figure. In fact, I have some doubt as to whether we have that many employees left on the former CNJ.

One thing they keep forgetting when they talk about operating costs is that we are now consolidating our services under Conrail. Shops are being consolidated. So you no longer can go by 1974 figures, figures that could have been inflated as a result of CNJ trying to survive at that time. I don't know - I don't have access to those figures. But I do believe no comparison should be made with our 1974 operation and the operation of a modern PATH system that they claim will operate only as far as Plainfield.

I do agree with one thing that Commissioner Sagner said: The states are experiencing difficulty in dealing with Conrail and trying to negotiate a new subsidy contract. I am aware of what has happened up in Massachusetts with the Boston to Providence service. And I understand we are having a problem now across the river in Bucks County. The United Transportation Union is now going to support a position that we should have a whole new agency on a long-term basis handle our commuter service, and that agency is known as AMTRAK. A number of legislators in other states have been talking this situation over with our people and we feel AMTRAK is the agency that should be the one required to provide passenger services. It

was designed to provide passenger service on a nationwide basis. There is no reason why it shouldn't be able to provide commuter services, particularly in these heavily industrialized urban areas. This in my opinion and in the opinion of the United Transportation Union would be a long-term solution to this problem.

Commissioner Sagner also compared heavy rail - and he compared that with CNJ - versus PATH. Well, PATH is considered heavy rail also. Heavy rail is a subway type operation or a commuter rail. Light rail, which is not feasible for this corridor, is an entirely different ballgame.

They mentioned capacity in Penn Station with regard to bringing trains into New York. The United Transportation Union has submitted many proposals to the State Department of Transportation showing where we can run trains into New York. We have come at it from all different angles. We have suggested how we can change engines at Hudson. We have suggested the FL-9 projects. We even suggested, under electrification, how service can be operated through to New York. Commissioner Sagner stated that the capacity is not there. I don't agree with that. We had far more traffic moving through those tunnels and through Penn Station during World War II than we have today. I am certain that the capacity is there to handle CNJ traffic into New York.

Also Commissioner Sagner mentioned the safety of the catenary wires. He said there were a number of accidents with catenary wires and he compares them to the Port Authority's third rail operation. The Port Authority does not operate many miles of track and most of their track is in the tunnel; whereas, the Penn Central or Conrail operates well over six or seven hundred miles of catenary operation. Certainly, you cannot make a comparison of accidents between a 10-mile railroad and a railroad that extends many, many miles with electrification. This is not a fair comparison.

Mr. Sagner also stated that the PATH system in relation to costs, etc., serves a much larger area. Let me point out that PATH now serves a developed area. What we are proposing here is elimination of services to areas that are now growing. And, when you mention costs over a long-term period, I don't know - again we go back to labor problems here - but I believe we can work out costs that would be compatible to PATH. When Mr. Hoban mentioned two-man operations on PATH trains, he is forgetting that the entire right-of-way has to be fenced in and policed. He has not mentioned the fact that the stations have to be policed. This requires additional personnel. There would have to be maintenance at turnstiles; whereas, on the present CNJ operations, stations are not even required to be open. We collect fares on the trains and we afford protection to people on late-hour services. And most of our crews do operate with only three men. On CNJ we have an agreement that only requires a flagman, conductor and an engineer. Our contracts on the CNJ are geared to productivity.

Commissioner Sagner stated at this hearing today also that he was considering service west of Plainfield. Negotiations to provide rail service at best would be difficult on our part because our contracts are designed for productivity. In the event that we run a limited shuttle service, the whole purpose of our agreements would be defeated.

So, again, I am urging the Senators here to reassess this PATH proposal and to give the people of New Jersey a good mass transit system west of Plainfield, which I think should be conventional rail and an upgrading of the CNJ. Thank you.

MR. CAPALBO: Thank you. How far west of Plainfield does CNJ extend?

MR. VENUS: Passenger servicewise, from Phillipsburg, New Jersey. There are four trains west of Raritan, three of them operate to Phillipsburg and one operates to High Bridge.

MR. CAPALBO: How many miles is that?

MR. VENUS: It is approximately 60 miles if you are talking of from Newark to Phillipsburg.

AMR. CAPALBO: Is that through service to New York?

MR. VENUS: At present, no, sir. On all CNJ Raritan service and the Phillipsburg service, passengers are required to change at Newark. We did submit proposals to the State Department of Transportation where engines can be changed at Hudson Tower, which is out at Harrison, and D motors would bring those Phillipsburg trains into New York. I will admit it might be difficult to bring all CNJ trains into New York, especially during peak periods. But certain trains, we do have sufficient slots to bring them into New York.

MR. CAPALBO: Thank you.

SENATOR BUEHLER: Thank you, Mr. Venus.

Mr. Dombroski, General Chairman, Brotherhood of Locomotive Engineers.

E D W A R D D U B R O S K I: I would like to introduce myself. My name is Edward Dubroski. I am the General Chairman for the Brotherhood of Locomotive Engineers, representing the engineers and the assistant engineers for the former Central Railroad, which is now called ConRail. I want to thank you for the opportunity to speak.

I am here to speak on behalf of my members and the commuters which are opposed to PATH.

A large sum of money is needed for the PATH project; however, this in no way will solve the problem of transportation here in New Jersey.

In my opinion, the transportation problem can be solved by upgrading the CNJ Railroad.

To be specific, I will now state the advantages of upgrading the CNJ:

(1) The CNJ expansion would cost a lot less because it could use already existing facilities.

(2) The CNJ would go into Newark, using the Penn Central tracks and then on to New York through the tunnel and use the tracks already being upgraded by AMTRAK.

(3) Using a new type of locomotive, you could operate the train from Phillipsburg to the Newark Station, on diesel power, and then convert to electricity, thereby eliminating the transfer of passengers from ConRail to PATH cars.

(4) The upgrading of the CNJ would only cost \$124 million; whereas, PATH would cost considerably more, \$347 million.

(5) If the CNJ Railroad is upgraded, this would insure the fact that the tracks would remain; whereas, if the PATH project is approved, most likely the tracks would be eliminated, because Lehigh Valley tracks run alongside the CNJ Railroad.

(6) If the PATH project is approved, more than likely a bus service plan would have to provide the services from Plainfield to Phillipsburg, New Jersey, also from Plainfield to Trenton, New Jersey. The buses would have to travel on a congested highway which would thereby cause more pollution, increase the demand on fuel consumption, and the possibility is that more accidents will occur.

Already, Route 22 is classified as the most congested and dangerous highway in the State.

(7) The bus service would have to travel from Route 22 through the congested town of Plainfield, to the railroad station, which is time-consuming.

(8) It is unlikely that a commuter would board a bus at Phillipsburg or Trenton, get off at Plainfield, get on the PATH train, travel to Newark, get off the PATH train at Newark, and get on another train to travel to Uptown New York City.

(9) The commuters are against this bus service plan. Therefore, they probably would use their automobiles for transportation.

(10) PATH cars are small. Because of this, rest room facilities are not available at all. If mother nature beckons, what does one do without rest rooms while travelling to and from?

(11) People will be laid off from the Central Railroad if the PATH project is approved. Has anyone thought about these people being laid off and the cost that will be involved? For instance, you would have to provide unemployment benefits to those people. Also the State would lose the revenue from those people if they were laid off.

(12) At a recent meeting, all the mayors, except one, opposed the PATH project.

(13) It is stated that we have a democracy. However, if that is the case, then the PATH project should be rejected because at all the recent meetings that were held, the outcry of the people was against the PATH project and the people's cry was for upgrading the CNJ.

In conclusion, in my opinion, the PATH project should not be approved. Instead, the CNJ should be upgraded.

Thank you for this opportunity.

SENATOR BUEHLER: Thank you very much, Mr. Dombroski, for that statement.

Is the Mayor of Plainfield, Paul O'Keefe, here?

W I L L I A M I N G L E F I E L D: My name is William Inglefield and I am representing the Mayor of Plainfield, Mayor O'Keefe.

Senator, we thank you for allowing us to make some comments at this hearing. We have heard so far both in direct testimony and through the Environmental Impact Statement some of the advantages and disadvantages of PATH, including service levels and frequency, capital and operating costs, reliability, energy and environment.

In brief summary form, we have discussed that the PATH plan would benefit the highest number of patrons - over 56 percent more than the maximum diesel alternative. It has significantly less operating expenses and it should have less deficits than other rail alternatives. The lower operating expenses for PATH offset higher initial capital costs. The alternative proposed by PATH also provides better frequency of service, travel-time savings, environmental benefits, and convenience factors.

Considering inflation, the advantages to a PATH alternative should increase with time. Another advantage is that it is an interstate system which provides no-transfer, high-speed service throughout the corridor to lower and midtown Manhattan. The commuting time is cut, which results in a benefit to PATH

riders. The riders on a round-trip basis between Plainfield to downtown Manhattan would save an average of 16 minutes a day.

It will link Plainfield, Elizabeth, Newark, Jersey City and Hoboken with this frequent service. It is especially important to Elizabeth which would not benefit from any of the plans to upgrade the CNJ.

The service characteristics of a PATH extension are significant improvements over the existing CNJ. Compared to the present waiting times between CNJ trains of about 20 minutes during the peak hours, PATH service would provide headways of 3 to 6 minutes.

Finally, the proposed project provides a closer link to Newark International Airport. Throughout the State, we have been discussing the use of Newark International Airport and wondering why it is not used as much as some of the other places. Substantially improved access to this airport has long been sought as a means of increasing that facility's use. It should also create opportunities for business growth in the surrounding communities.

In terms of environmental impacts, the PATH extension to Plainfield would result in fewer adverse impacts.

And, perhaps most importantly, the PATH plan provides the largest amount of directly generated employment and would significantly contribute to New Jersey's immediate economic recovery. That last quote is directly from the Environmental Impact Statement.

In the planning going on with the PATH extension, municipal officials have been involved more so than with any other alternative. For example, in the PATH Station Parking and Access Study, which was a requirement of UMTA to receive the funds, the committee, made up of mayors and other officials from the municipalities in the corridor, discussed community land areas, local control, encouraging transit access to stations, accommodating commuters at closest stations to residents, keeping travel time as low as possible, encouraging safe operations, and, perhaps most importantly, optimizing the use of available government funds. All of these were prime considerations throughout the study.

PATH construction, itself, is also a form of investment dollars, both directly and indirectly. On a direct scale, the \$347 million plus the additional costs that would be invested for station improvements, etc. represent a coordinated and tangible public investment in the continued well-being of the corridor, in relationship to jobs and the increased job opportunities through the PATH construction. As a rule of thumb, up to 75 percent of personal income is what we call disposable income. It is spendable in other places, other resources, other businesses.

PATH additionally would spur complementary development. I must emphasize "complementary" in this case. Many speakers have discussed and we have heard many statements about "Bronxification" of the corridor. Well, Plainfield, for example, has less than 4 percent of its land available for development. As municipal officials and as staff to those officials, the municipality retains control of development and density. We retain that control. It is in our best interest to utilize the investment dollars that would be put into the corridor by PATH.

Additionally, with the time span discussed for other alternatives - at least a two-year waiting or lead time to develop the impact statements and the paper

work necessary to file applications - we can't afford to wait. This is at our expense. It is at the expense of escalating costs for all of the alternatives, including PATH. In Plainfield, we feel that we have been planning for whatever alternative comes into Plainfield, particularly for the PATH alternative, which is our preferred; and we, ourselves, should not be penalized for the advance planning that we have done on this project.

Something on indirect benefits - although it is direct - that the project, itself, represents in the life of the corridor residents: It represents direct transportation benefits - time and connections. More importantly to us, on a local basis, it represents impact on two main programs we are working on in Plainfield. We have an economic develop program. We work with an Economic Development Committee which is made up of residents, businessmen, group leaders and municipal officials in the community. This Committee has endorsed the PATH extension. It should mean to us improved transportation for our labor sources. We have a pool of skilled and unskilled labor. This should represent improved transportation for those people. It will represent an improved connection to Plainfield. At this point, the main connection to Plainfield is through the CNJ rail service, which, as previously mentioned, has 20-minute headways, delays and other problems. This will improve that connection to Plainfield.

In some regards, it should help free the freight system. No longer will the same trackage be used for passenger and freight operations. This should remove some of the burden on the freight system.

We also have a downtown development program. We have been actively participating in upgrading our downtown area, which we consider somewhat of a hub in our regional area. We have a Downtown Policy Committee helping direct that development. That is made up again of community leaders, businessmen, our Chamber of Commerce representatives and government officials.

We would like to bring up the impact on reverse commuting that is possible through PATH. At this point, we anticipate that some commuters may wish to come back to Plainfield - that not all the flow will come from Plainfield to Manhattan. In any case, when a commuter is using the station in Plainfield, that is an indirect use of our downtown. The main station in Plainfield that would be utilized is two blocks from our downtown core.

We are talking here also of possible complementary development around the station - again, I emphasize "complementary" - in which we took an active role in planning for this development. PATH has not been forced upon us and we have not been forced to react at the last minute to it. Complementary development would include restaurants and such other amenities.

We also feel that the PATH extension will cut down on auto travel within the corridor. The Environmental Impact Statement agrees to that. In addition, at Plainfield, we have actively planned for the remainder of auto traffic that may be coming into the town to utilize PATH. So we have planned for the PATH extension.

Previous speakers have also mentioned the fact that PATH would not be extended into the Somerset County region. They have stated that Somerset, Hunterdon and Middlesex are among the fastest-growing population areas in the entire State, people are moving there from the cities and expansion is taking place at an unprecedented rate even in what we might call financially difficult times. I might note that the PATH extension has been endorsed by the Tri-State Regional Planning Commission,

which has jurisdiction over planning for the Tri-State Region. It has been endorsed by other county planning boards, but not those west of Plainfield. However, Tri-State in its endorsement must have considered, by law, the impact of a PATH extension upon development east, west, north and south of the corridor, not only within the corridor itself.

We also submit that further planning within the western area would alleviate some of the suspicion about not extending PATH to the western area. Additionally, this raises a conflict point if those who oppose PATH because it is not extended into Somerset County, oppose it because of development possibilities. Are not these the same people who are crying about the "Bronxification" of the corridor? And we wonder what impact they would consider PATH has if it were to be extended into the Somerset County area.

A final statement. We are long past the time of what you might call "go-go" growth, particularly in this corridor. The State and many municipalities are embarking on a program of what we might call urban conservation. The State's goals, for example, of revitalizing urban areas through economic development can be enhanced by the availability of efficient rail transit through the Newark-Plainfield corridor. Again, connections to Newark Airport and Elizabeth would provide the best economic stimulus for the region. In fact, new development projects have already been stimulated by the PATH extension project. They include a shopping-business-recreation center surrounding the McClellan Street Station, a transportation and commercial center improvement for Plainfield, a cultural center in Westfield, and commercial and public facility in Fanwood.

In regards to the urban conservation, we must consider the cities that would be touched by the PATH extension as resources in the corridor, not as problems. The PATH extension will help the State and the municipalities realize some of the resources in the corridor.

Finally, all we can do is urge implementation of the PATH extension at the earliest possible time. Thank you.

SENATOR BUEHLER: Mr. Inglefield is the representative of Mayor Paul O'Keefe of Plainfield. I don't want to take an unfair advantage of you as the representative of the Mayor. But all of those pluses that you mentioned that the PATH extension would bring to mass transit and, in particular, to Plainfield - how would you assess those benefits if we went to the improvement of the CNJ?

MR. INGLEFIELD: The first thought that comes to mind is the headway time and the commuting time. All of the alternatives here being discussed are to be done for one prime purpose and, that is, to improve transportation and access to Manhattan and throughout the corridor. At this stage, we feel that the PATH extension has benefits that are not reached by the other alternatives. In addition - one other point that may not have been brought up - the Environmental Impact Statement notes that of a 35-year write-off period for capital investments, no provisions were made to renew CNJ equipment - the maximum diesels, etc. Provisions were not made in the 35-year capital cost write-off to renew that equipment.

SENATOR BUEHLER: Well, notwithstanding the 15-minute commuter saving time, if that is valid, what are the economic benefits that would be lost if we followed the route of CNJ?

MR. INGLEFIELD: I think they would be difficult to detail to you right here. Suffice it to say that we feel at this point through our planning and

work-- and we have, in fact, reviewed the other alternatives. We have not just sat idly by and had PATH give us the information. We have reviewed the other alternatives. I would just say at this point that we feel PATH could bring the most stimulated economic development to the area, and especially to Plainfield.

One point would be the ridership. I don't recall the figures exactly. But PATH is estimated to have sufficiently higher ridership levels than the other alternatives.

SENATOR BUEHLER: It was represented by Mr. Gambaccini that it would go up from 7 to around 14 thousand.

MR. INGLEFIELD: Yes, I believe so. And I believe the EIS noted that the other alternatives would not be approaching that level of ridership.

SENATOR BUEHLER: Thank you very much, Mr. Inglefield.

MR. INGLEFIELD: Thank you.

SENATOR BUEHLER: Well, from here on, as I look at my score card, all the future speakers will be in the negative. I encourage those who have spoken to hear the arguments that are coming up. Also, in the interest of saving time, we are not going to break for lunch, we should try not to be repetitive with the remaining speakers who apparently are all opposed to the PATH proposal. We certainly want to hear from everyone. We want everything in the record for the Committee. We intend to get this material, the documents that are being recorded, for all members of the Senate Transportation Committee for a judgement as to what we will do with that report in terms of the Legislature. We certainly expect that there will be a statement made prior to the final hearing which will be held on April 19th by the Department.

Excuse me, Mr. Capalbo tells me there is someone here from the Department. We don't have you on the list. Are you strapped for time? State your name and office for the record, please.

W A L T E R G A R D I N E R: My name is Walter Gardiner. I am Traffic Engineer of Union County. I would just like to introduce into the record three resolutions supporting the PATH extension to Plainfield. One is from the Union County Transportation Advisory Committee. (See Appendix page 12x.)

Another is from the Union County Planning Board. (See Appendix page 15x.) And another is from the Union County Board of Chosen Freeholders. (See Appendix page 18x.) Thank you.

SENATOR BUEHLER: Thank you very much. Is the representative of the Plainfield-Central Jersey Chamber of Commerce present?

P A T E R S O N B O N D: I want to qualify myself as the representative of the Plainfield-Central Jersey Chamber of Commerce and also as someone who has had experience in commuting in this corridor which we are discussing. I started my commuting in 1938, from the outskirts of Flatbush, Brooklyn - that was quite an achievement - to Plainfield, New Jersey. For a brief time in 1967 I commuted from Plainfield, New Jersey, to Bound Brook, New Jersey, when I was living in Somerset County, and I can recall well the one good "train." At Bound Brook I had to stand up. You know, there is traffic beyond Plainfield. I am perfectly willing to accept that fact. The people in Somerset County - where I was a resident for a long time - deserve good commutation to New York.

I think that the long lag time of this project, getting consideration and acceptance, is a little bit horrifying, not only in terms of the millions of dollars

it has involved, but to dramatize it some, I was President of the Plainfield-Central Jersey Chamber of Commerce twice, and Chairman of the Board three times since this project was first introduced. And that is the reason why - although there is a new President and a new Chairman of the Board - they did select me to come here. I went with Mr. Hoban in the Port of New York Authority helicopter along the proposed route, and I think that trip must have been four years ago.

I think if the Committee last night had known of the performance of the State of New Jersey in this slow classical ballet, while looking a gift horse in the mouth, we surely would have won an Oscar. And my nomination for receiving the Oscar would have been Senator Case.

The worsening energy crisis makes it very difficult to understand why we are continuing to delay this. I realize that we require public hearings. I have attended meetings for four or five years on this proposal. We know from experience that the way that you travel best in mass transit anywhere around New York is on the PATH. The method that I now use, which is most efficient, is taking that terribly dangerous route that you have been told about, Route 22, and it is dangerous. But to bring that up as a reason not to have good mass transportation just doesn't make sense on the face of it. I use Route 22, as dangerous as it is, in order to get to Jersey City where I can park my car in a parking garage and take the PATH to downtown New York. That is the most efficient way to get to downtown New York, no question about it.

I am sure that many of the people in Somerset County, Middlesex County, and adjacent areas to the Plainfield area will probably, even with shuttle service into Plainfield, take their cars to Plainfield. This is a problem Plainfield has to deal with, and Plainfield is ready to deal with it.

The concept of upgrading the Central Railroad of New Jersey makes me have the greatest admiration for the proponents of that, because they have a vast imagination, to think of upgrading the Central Railroad of New Jersey to a point where it could comfortably and efficiently transport human beings into the City of New York. I am sure that some of the Chairmen of some of these Committees, if they were engineers and given the job of designing a bridge for the Mississippi, would elect to do it lengthwise. It is so vast a project that I can only congratulate the one who had the imagination to think of this. But as to taking it in exchange for a well-worked out plan by a competent operator of mass transport that we already have, I think is a speculative chance. It is the kind of speculation I wouldn't want to take.

The mayor's representative, Mayor O'Keefe's representative who spoke to you just a little while ago mentioned the advantages of the two-way commute. We tend to think, in this area of the corridor - those of us who have lived in it - in the direction of New York City. Sure, New York City is the big apple, but we now have a very substantial plant operation of Prudential which has come out, their eastern sales headquarters. They have worked out a very elaborate means of transporting their people there. They have a whole fleet of vans. They have done this with a great deal of creativity and imagination, and sure it is better than having hundreds of cars represented by those 70 or 80 vans. But to make use of the PATH, I am sure, would take a lot of those cars off that road. And taking the cars off of Route 22 will make it a lot less dangerous.

There are some problems that I see in cross-connecting the major highways, 287, 78, in such a way as not to create a traffic problem in the main part of Plainfield, with Plainfield as a terminus. I am sure that those will be taken into

consideration by the Transportation Department also. I have a formal statement here, which I am going to submit. I will just give you a highlight of it. The Plainfield-Central Jersey Chamber of Commerce, composed of nearly 400 member firms and serving 11 separate communities, including sections of three different counties - Union, Middlesex, and Somerset - wishes to go on record as reiterating and strongly emphasizing our continued support of the Newark-Plainfield PATH extension. As a State, New Jersey is decidedly in need of an updated rapid mass transit system and the PATH project provides us with that. PATH represents a "go" project, and should be acted on immediately, for to delay will most certainly set the State back many years in its continuing effort to improve our overall status. Regarding so-called alternatives to the PATH project, to the best of our knowledge, there currently exists no specific alternative for implementation.

The Newark-Plainfield PATH extension will insure a clean, rapid mode of transportation most appealing to commuters, will provide relief to overcrowded highways, and most essentially will have a positive effect on current energy and environmental problems confronting New Jersey. I will submit the rest of the prepared statement. (Prepared statement appears on page 20x in the appendix.)

I thank you for your time, Senators, and I will see you on PATH.

SENATOR BUEHLER: Just one question. This is basically the same question we asked the representative of Mayor O'Keefe of Plainfield. In light of the fact that you made the statement that you admire those CNJ proponents for their imagination, it doesn't appear to be imagination when I look at this chart that they have provided our Committee with. It seems as though it is an extension of a service. Do you think that service, which would be provided by CNJ, would be detrimental to Plainfield, and to those 400 members that you represent in the Chamber?

MR. BOND: Yes. Now, you are talking about the so-called upgrade of the Central Railroad.

SENATOR BUEHLER: Yes.

MR. BOND: Yes, I don't think--- Have you traveled on the Metroliner? That is the gem of ConRail, okay, Amtrak.

SENATOR BUEHLER: Yes, I have.

MR. BOND: Have you ever tried to carry a cup of coffee---

SENATOR BUEHLER: I have traveled on all of them.

MR. BOND: Did you ever try to carry a cup of coffee 20 feet on one? Have you ever tried to go through three cars without getting a bruise on each hip? That is the gem; that is the star. That is the best. And we have an economical upgrade plan that is being proposed. I don't go for it. I don't think it would be fast. I don't think it would be efficient, and I don't think it would be comfortable.

SENATOR BUEHLER: You don't see any economic losses to Plainfield and the surrounding communities, though, actually, in terms of either alternate proposal, do you?

MR. BOND: I don't think there would probably be direct loss. However, we are in the process of upgrading considerably in Plainfield, the downtown development committee, which will be unveiled on Thursday in a press conference. And very decidedly that is going to be assisted by the acceptance of PATH.

SENATOR BUEHLER: As part of your overall program in Plainfield.

MR. BOND: Yes.

SENATOR BUEHLER: Thank you very much. Our next witness is Mr. Frank Tilley, Executive Director, Bergen County Board of Transportation. Mr. Tilley, nice to see you again.

F R A N K T I L L E Y: Thank you, Senator.

SENATOR BUEHLER: It was through your efforts, Mr. Tilley, and many others in Somerset County, that the Committee decided that it was important that we should hold a Legislative Hearing prior to the final public hearing on this matter, which, as has been stated, will be held on April 19th. By that time, we hope to have our heads together as a Committee to make a statement. So we appreciate your coming to Trenton today.

MR. TILLEY: Senators, thank you. And through you I would thank the Committee for recognizing - as you have indicated - the need for giving the public an opportunity to be heard on this very important and very controversial question.

I had come here today primarily to introduce into the record a position paper, which, within recent weeks, has been prepared for adoption and endorsement by the Freeholders and the Freeholder-Directors of the Northeastern Counties. What I have here before me is the endorsement by Jeremiah F. O'Connor, the Freeholder-Director in Bergen County, relating to that position paper. I will hand these up to you.

As I say, Senator Buehler, it had been my primary intention to limit myself, considering the pressures of time, and the fact that there is a tendency to be repetitive, I am afraid, to simply turning in that position paper. But after listening to some of the things that have been said here today, I would like, if I may, to take just a few more minutes and comment informally, to rebut some of the things that Commissioner Sagner has said, and some of the other inferences that have been made.

The PATH extension is controversial. It is so controversial that even in Union County - which would be the primary beneficiary of the project - there is lack of agreement. There is a split in Union County at the municipal level for most of the commuters and so forth. And I might add, Senator, that there is no unanimity of opinion amongst the professional staff at the Tri-State Regional Planning Commission. If the truth could be obtained, it might be interesting - if there was some way to do it - to investigate what kind of support Commissioner Sagner's own professional staff provides him with on this project. It may be found that the staff of the DOT is anything but solidly behind the proposal.

Now, one may say, well, why does Bergen County - so far removed from the PATH corridor - get itself involved in this project? Are we just malcontents, not getting our share? Well, to an extent, the latter part of my comment is true, in that, as Mr. Gambaccini pointed out earlier today, the \$120 million that the Port Authority is going to provide will come from the increased tolls on the trans-Hudson crossings, tolls that were increased just approximately two years ago. Bergen County residents provide 40% to 41% of those increased tolls. That is more than is provided by every other county in the State together, with the exception of Hudson County, which provides 17%. And for that contribution to this fund, Bergen County's residents, out of this plan, get exactly zilch. We get nothing. We think we are entitled to something.

The PATH extension proposal is only one of three parts of the plan which the DOT has submitted for approval to UMTA. You don't find other counties and other municipalities objecting to the other two portions of the proposal. I

refer to the re-electrification of the Morris and Essex Division of the former Erie-Lackawanna, and to the improvements to the New York and Long Branch Railroad. It is interesting that everybody seems to have centered on this one proposal and found it controversial and objectionable. There must be good reason for this.

Among those good reasons I submit, Senator, is the fact that we are faced with a lessening of the importance of Newark and New York City as central business districts, as generators of employment opportunities. Certainly, New York and Newark are still the chief employment centers, but as anyone in the Regional Plan Association can tell you, in the Tri-State Regional Planning Commission, in any of the serious planning bodies, the decentralization of business and industry out of Newark and New York is not a problem that is going to be reversed simply by putting in a fancy rapid transit system. And anybody who doesn't recognize this is simply not living in the real world.

The creation of a PATH extension to Plainfield is not suddenly going to reverse that situation, nor is it going to attract huge numbers of shoppers to Elizabeth and Plainfield. While I can understand the position of those who have spoken in behalf of the project, these are the facts, and you don't need to run a study to see what's happening in urban centers all over this country of ours. Commissioner Sagner has indicated that it would cost \$211 million to provide a connection to Newark Airport, if the option were elected to rehabilitate the Jersey Central. I have heard him use that figure on other occasions. I have never heard him support the figure. I don't say that it cannot be supported, but I point out to you that \$211 million is approximately two-thirds of what we are talking about to run PATH all the way from Newark to Plainfield. And I find it incongruous, to say the least, that that amount of money could possibly be involved in a relatively short extension from Newark to Newark Airport, when the entire project would involve an expenditure of only one-third that cost.

Let's face it, gentlemen, PATH will not serve Newark Airport. What is proposed in the long-run is a people mover, but until the long-run has run its course, there will be a bus connection from Mc Clellan Street. Presently there is a bus connection from Pennsylvania Station in downtown Newark. The air link operated by the Port Authority, which is doing a reasonably good job, could just as well provide the connections from the rail's head to the airport, as the shuttle bus from Mc Clellan Street, at considerably less cost.

If the Jersey Central rehabilitation option were elected, air link could be retained to provide that link to the airport, and we don't have to talk about \$211 million. Commissioner Sagner has spoken today about the planning process. Well, the planning process, as envisioned by federal officials, involves not simply getting the public together and educating them and telling them what the Department wants to do. It involves, by federal directive, opportunity for public inputs, and a requirement that that public input be considered by the Administration. I suggest to you, Senator Buehler, that up until now the attitude of DOT has been: Father knows best; this is what we are going to do; we will let you in on it, but nothing you say is going to change our minds. If this is the planning process, I would suggest to you that there is another process that has been historically observed in this country, and that is the democratic process. Surely, if there is this level of controversy and this level of opposition to this project, it is incumbent upon the DOT and its Commissioner to listen to these

objections and to take heed accordingly.

I have just one final comment, and that relates to the reference made by Commissioner Sagner to the fact that other projects are not ready to move ahead, and hence, with the PATH project having been developed to the stage it stands today, we would be foolish not to progress that proposal. And my response to that, Senator, is to remind the Commissioner and to inform this honorable Committee that other projects have been proposed to DOT. In fact, they have been in DOT's possession long before the PATH project was presented to them. But for reasons of its own, the DOT has not seen fit to progress any of these other proposals, and so naturally there is nothing else to talk about today, simply because the Department has seen to it that there is no other project on the boards ready to go.

There are three such projects in Bergen County alone. We have had preliminary cost studies. They have been studied by the Port Authority, by DOT, and by other official bodies. That covers it, Senators, thank you.

SENATOR BUEHLER: Mr. Tilley, like your counterpart in my county, Judge Theodore Labrecque, you have had a reputation in the State of having labored long and hard in the vineyard of mass transit to improve mass transit service for the people of New Jersey, and we certainly appreciate all of the efforts that you have made in the past and will make in the present.

This Committee is acknowledging that. We thank you for your service in mass transit.

MR. TILLEY: Thank you. (Prepared statement appears on page 22x in the Appendix.)

SENATOR BUEHLER: What are the positive benefits that you think will accrue to the State of New Jersey if the decision were to go the route that you subscribe to.

MR. TILLEY: Which is, rehabilitation of the Jersey Central.

SENATOR BUEHLER: Right.

MR. TILLEY: This would free-up considerable amounts of federal funding, possibly as much as \$200 million or more for other needed and important projects all over the State. But here we are putting all our eggs in one basket, and the ultimate purchase price still isn't known. The \$347 million now we find, from statements made today by Mr. Gambaccini, does not include other capital expenditures that the Port Authority deems desirable or necessary. And so the amount may well be \$500 million. But let's deal with just the \$347 million. If we could rehabilitate the Jersey Central at a figure somewhere in the mid hundred millions of dollars, we would then have at our disposal for other projects, to benefit other portions of the state, \$200 million odd dollars.

SENATOR BUEHLER: That is the bottom line. Thank you, Mr. Tilley.

MR. TILLEY: Thank you.

SENATOR BUEHLER: Irving Hill Ittner. Will you state your name and affiliation.

I R V I N G H I L L I T T N E R: Senator, my name is Irving Hill Ittner. I am from Union County. I live in Clark. I rode the Central and the New York and Long Branch in 1904, and PATH in 1909. I think I know a little bit about them. I was terribly shocked in 1973 when I was given a brochure by PATH of their project to Plainfield. They wanted \$210 million back then to get to Plainfield. That is one dollar for every man, woman and child in the United States, and all the eskimos in Alaska. Why waste money that way? It wasn't for long. Three months later

they wanted \$405 million. Six months later they wanted \$450 million. That is the price of the Grand Coulee Dam. Then a joint task force down here with PATH and the Transportation Department got together a study, and they came up with \$592 million. I think you have a copy of that.

Now, Commissioner Sagner made a speech in Westfield in January - and I needn't go into it - and when he was through, the various councilmen around the dais were privileged to ask him questions. One of the councilmen who was familiar with these costs I have just given noticed there was a total electrification of the Central for \$414 million, which is \$178 million less than the \$592 million, so he suggested to the Commissioner that we run into the Pennsylvania Station, and he said, "Oh, no, we couldn't do that. The Pennsylvania Station is saturated." Well, I nearly squirmed out of my chair. I have a timetable here from the Pennsylvania Railroad from the good old days when they used to run twenty trains a day from Pittsburgh to New York. Also between 1917 and 1927 the B & O ran into Penn Station, five trains in and out. Lehigh Valley had at least five trains in and out. The Atlantic cities had three trains in and out. The Congressional, one of the most famous trains, used to run extra sections, one for parlor cars, and one for coaches. I could go on and on. The southern trains, Coast Line, and Atlantic Coast, and Seaboard had a total of eight trains, and now we have three. The Chesapeake and Ohio have three trains that don't run any more. Now, there is plenty of room in the inn.

What I have said so far, I said in Somerville. There was a hostile crowd out there. The meeting lasted until almost midnight, and as I left, the Commissioner wasn't on the stand then, I met him in the back of the room, and he said to me, "Oh, you misunderstood me." What I have said now, he heard me say that night. I began to ask him questions. I can't put words in his mouth, but I gather what he meant. He lives in Orange, and the Governor lives in Orange, and of course, the Lackawanna will go into Penn Station. He has taken care of his neighbors, and his friends. But your Central trains from Elberon couldn't go into Pennsylvania Station.

I have a letter here from the General Sales Manager of the Electro-Motor Division of General Motors. They build diesel locomotives, and also electric diesel locomotives, and I will only read a part of two sentences to save you time. "Locomotives which have the capability to operate either under their own power or from third rail power were delivered to the New Haven Railroad." And then further down, "These locomotives were used to provide direct service to Grand Central Station on the New Haven line without the need to change locomotives before entering New York City."

Now, if they had those things on your line down where you live, they wouldn't have to change at South Amboy. There are 60 of these total, and the way the New Haven runs their trains now, I think some of these are surplus. Now, these locomotives belong to Conrail. You and I are owners of Conrail - you and I and everybody in this room. Why can't we use a little pressure to direct these locomotives and put them to use? Now, we hear all these things about rehabilitating the Central. For Pete's sake, they have some of the best cars in the United States. They bought the best cars from the Santa Fe, the best cars from the Burlington Northern, and some of the best cars from the Rock Island. Of course, maybe they don't have the funds to clean them as they should, but they have better cars now than they used to have. So why don't we use some of our resources?

Now we have heard things today, and I have heard many statements today about the Pennsylvania Station. Mr. Hoban, at other meetings, not this one, mentioned that in the PATH Terminal in downtown New York they run on a ninety second headway. That is a minute and a half apart. If I can project that statement - and Mr. Hoban didn't say this - that could be 960 trains a day. Now he didn't mean it and I don't mean it, but you can put a lot more trains in the Pennsylvania Station than they do right now. Another figure I have is from the Japanese Imperial Railways. They published the fact that on double track they run 700 trains each way a day. That is 123.4 seconds apart. There are plenty of possibilities for running into Pennsylvania Station. We don't have to have all the people from the Oranges and Dover go into Penn Station. I mean, we should use these locomotives and put them to work, and if there is any money to spend, we should buy a few more.

I don't have any General Motors stock. General Electric makes them also. You can get competitive bids from both of them. If that is not enough, then you ought to go to Brown-Bovary in Switzerland or some place like that to get proper locomotives to pull these people into New York. I just can't see wasting all this money. What will the people get? This PATH will have standing room only. I don't use tobacco, but I think people ought to have smoking cars if they want them. You can smoke in the subways in Boston, and I have seen people smoke in the subways in London and Berlin, and I have ridden subways in Athens, Greece. You can smoke there too. But let the Central keep going. There is also the question of rest rooms. It is not practical to have rest rooms on these things, but when the Hudson-Manhattan was built they had rest rooms in all the stations. You could get off the train, and go into the rest room, and get on the next train. But now they have closed them all. The only one they have is at the World Trade Center, and the rest rooms in Newark and Hoboken along Conrail. And in Journal Square they closed one for about three years. Now you can go way up in the bus station, several flights up, and find a rest room up there in the bus waiting room. But that is not taking care of the people.

We hear about these automatic stations with no attendants. They won't be like the turnstiles you see now in Newark. They will be the squirrel-cage type where you get into it, and if you are not careful, you can soil your clothes. That is not meeting the public need. I think this whole business is a waste of money. Now, I didn't come here to slight PATH. I use it, and I will continue to use it, but some people don't know that the Susquehanna Railroad used to run passenger trains in and out of Pennsylvania Station and Jersey City before they moved over to Erie Station. There is a junction there just west of Journal Square. The reason I say this is, when they were after a fare increase some years ago, I had a lot of correspondence with their General Counsel, Leroy, Wynn, and Mormon in Washington, and part of their earning struggles were that their equipment is busy to maximum capacity only two out of twenty-four hours every day. That is the same with subways all over the world. How can we help them?

Here in New Jersey we guarantee those seven percent bonds in the Meadowlands, and there is no transportation out there. They can use trackage rights over the Susquehanna and Erie Mainline out to the Meadowlands, and without any excess amount of capital run those trains out there. But I think it will be a disaster to Union County, and a calamity to the people in Somerset County if this PATH is permitted to go. I urge that every effort be made to discontinue

this PATH project and to try and use those locomotives that exist that we own. Let's make the best of our resources.

SENATOR BUEHLER: Mr. Ittner, on behalf of the Committee, we thank you for your very comprehensive view of railroading in New Jersey. I would appreciate it if my aide could make a copy of that old timetable that you mentioned earlier.

MR. ITTNER: I have plenty of copies of this. One other thing is, this demonstration here of the fifteen minute delay in Newark. That is a lot of bunk.

SENATOR BUEHLER: I thought you were going to say something else.

MR. ITTNER: No, I use the English language. The waiting in time is just when the next train comes. Now, I have a timetable here some place, and the difference is three minutes, four minutes, or six minutes. Way back after midnight there is one train with an eighteen minute wait. But the public isn't being held up fifteen minutes for every train. I mean, it depends upon--- It is PATH's business to have a train there. When they have a train there, if there is a three minute connection once a day, and a four minute and five minute and seven minute, nine minute delay all through the day. Another thing, people listen to more service. Between Raritan and New York in the dull part of the day, say, nine to three in the morning, there are six trains, that is one every hour. But in Rahway, the State finances it from nine in the morning and three in the afternoon, and there are fifteen trains, almost three trains an hour. Now, the state subsidized those. What have they got against the people of Somerset County? I mean, maybe the fact is that is all the business warrants, but the state does subsidize all those trains that go through Rahway.

Oh, yes, another thing that is a big fake, this 14,000 passengers a day; now PATH published 7800 passengers on the present line. That is what they published three years ago, and they said 75% of them come from Plainfield and east. That is 5,950. And that leaves about 1,950 from Somerville. Well, they are throwing those people out in the cold. Now, who wants to give up the nice warm train in the winters and stand around on a platform waiting for a little PATH subway train? I don't think the people are getting a good deal.

SENATOR BUEHLER: Thank you very much, Mr. Ittner. Our next witness is Rodney Frelinghuysen, Freeholder from Morris County.

F R A N K R E I L L Y: Freeholder Frelinghuysen sends his apologies. He could not make it today. He asked me to present his statement. My name is Frank Reilly. I am the Executive Director of the Morris County Board of Public Transportation. Our statement is rather brief. I will pass copies of it up to you.

The Board of Chosen Freeholders of Morris County is strongly opposed to the PATH extension to Plainfield project, as is the Board of Public Transportation of Morris County and the Morris County Planning Board. This subject has come under very close scrutiny, and we are convinced this project is not in the best interest of the public or improving public transportation and mobility in New Jersey.

The PATH extension project is wasteful in the use of taxpayer's dollars, and has resulted in an adverse effect on many other important public transportation projects in New Jersey. Other projects announced at the time

the Port Authority of New York and New Jersey said they would commit \$120 million for public transportation in New Jersey include: The Kearny and Secaucus connections to permit direct train service into Pennsylvania Station in New York City from the Erie-Lackawanna lines serving northern New Jersey; restoration of passenger service on the West Shore Line in Bergen County; upgrading of service on the New York and Long Branch Railroad to Bay Head Junction; improving rail service in the Bayonne corridor, as well as other needed improvements. However, progress on most of these projects has been impeded, in the apparent effort to assure sufficient funds for the ill-conceived PATH extension project. There has been much said in favor of upgrading the CNJ Rail Service instead of coercing the PATH extension on the people and the taxpayers of New Jersey. The deteriorated passenger service on the Erie-Lackawanna lines serving Bergen, Morris and Passaic Counties was upgraded in 1969 with new diesel locomotives and passenger cars. During the same period the Penn Central main line service was upgraded with new electric cars. The New York and Long Branch Railroad service and Erie-Lackawanna electric lines are now being upgraded to modern, suburban railroad standards at about one-third the cost of the proposed PATH project and in approximately one-half the time.

We believe that Transportation Commissioner Sagner's determination to proceed with the construction of the PATH extension is inexplicable in view of the problems and strong and growing local and statewide opposition to this project. Several municipalities, counties, and statewide organizations have taken exception to the PATH project because it is such a wasteful use of public funds and is not consistent with good public transportation policy. We are concerned over the fact that the New Jersey Department of Transportation has never presented an upgraded CNJ as an alternative to the PATH project, but has presented the PATH project as though there were no alternatives. This is documented in every public hearing conducted on this subject, and is on file and available in the New Jersey Department of Transportation headquarters, as well as in the public libraries of Elizabeth, Newark, Plainfield, and Westfield.

Another point of significance is the interpretation of the Federal requirements concerning the use of federal funds for this project. Commissioner Sagner has stated at public meetings that he interprets the term "local" to mean state, in particular, his department. However, the Urban Mass Transportation Act specifically requires "local communities," "governing bodies of local communities" and the "public" to have their views considered. To highlight this misinterpretation, we cite a meeting held on June 28, 1976 of the Northeast New Jersey Transportation Coordinating Committee which is comprised of Freeholder Directors from the ten northeast New Jersey counties. Only two endorsed the PATH extension project, however, Commissioner Sagner responded that he would advance this project regardless what anyone said. Since that meeting, one of the two counties that voted in favor of the PATH project has withdrawn their support and has stated strong opposition to it.

The facts speak for themselves. The PATH extension project is not popular, is a wasteful use of taxpayers' money, and does not make efficient use of an existing system that is compatible with other suburban railroad service, and it neglects an important and rapidly developing portion of the Raritan-Newark corridor, and it has and will continue to adversely affect other important and needed public transportation projects in New Jersey.

Therefore, we call upon and urge you to exclude the PATH extension to Plainfield project from the State Capital Transit Program and to instruct the New Jersey Department of Transportation to immediately commence work on upgrading the CNJ mainline and to resume and expedite work on previously mentioned transit projects. Intercession on your part is essential to the future growth, improvement and well being of public transportation in New Jersey. That statement is made on behalf of the Board of Chosen Freeholders of Morris County.

SENATOR BUEHLER: We thank you very much. I have no questions.

MR. REILLY: I am also next on the agenda as Chairman of the New Jersey Association of County Transportation Representatives. I have a Resolution which shows strong opposition to the PATH extension project, which I will pass up, and in the essence of saving time will not read. (See appendix, page 25x .)

I would like to make a couple of comments on the testimony that was previously made. I think one extremely important point that has been neglected in all the figures that have been shown is that the state is only showing costs out to Plainfield, from Newark to Plainfield. In effect, we are talking about the Raritan to Plainfield corridor.

I think the other point that should have been made that hasn't been made, I have talked to several commuters on the CNJ corridor, and they are under the impression that they will be paying a 30¢ PATH fare from Plainfield, Westfield, and points in. The reason why there is some support in this particular area is because those people think they will be paying a 30¢ fare instead of the current rate structure that is in effect on the CNJ. As far as fare increases, it should be noted that the State of New Jersey forced fare increases through the Department of Transportation a year ago this past December on all rail lines and all bus lines in New Jersey, and in Morris County that meant up to a 56% increase in rail fares. So Commissioner Sagner's statement that they can better hold down fares if the Port Authority operates it is not valid. Basically that concludes my added statement, Senator.

SENATOR BUEHLER: Who are you representing next?

MR. REILLY: No one.

SENATOR BUEHLER: Thank you very much. The next witness I don't see in the Chamber, from my county, Peter Koelsch. Is there a representative here for Mr. Koelsch?

If not, we will go on to John J. Senesy, Chairman of the Planning Board, Somerset County.

J O H N J. S E N E S Y: My name is John J. Senesy, Chairman of the Planning Board of Somerset County. Honorable Senator Buehler, and members of the Committee, I would like to make a statement on the PATH project. I am happy to present the position of the Somerset County Planning Board to this Committee. There is considerable effort being made by Commissioner Sagner to sell the proposed PATH extension as a fete accompli. There is a growing resistance to the PATH extension both within the central New Jersey corridor and throughout the State of New Jersey. I would call to your attention the fact that the character of the PATH extension project has changed drastically since the Legislature considered this proposal some five years ago.

The cost of the project doubled over a period of some fifteen months from \$221 million at the initial public hearing to a cost in excess of \$450 million.

As a professional engineer well acquainted with construction costs, I contend that the argument of the Port Authority, that inflation is the culprit, is inaccurate. The fact is that we are dealing with a fundamentally different project than that which the State Legislature considered in 1972. The State Legislature was under the impression that they were dealing with a project that would provide direct rail access to Newark Airport. This is not true, and what we have is a passenger transfer at Mc Clellan Street in Newark to a bus to Newark Airport, which would represent a longer trip for most air passengers than the existing air link, which Commissioner Sagner has promoted so successfully.

The cost of extending PATH to Mc Clellan Street alone, as indicated by the Port Authority, would be \$214 million. This is to provide a passenger transfer bus service when a faster service is now provided by air link at a minimal cost. I would hope that the State Legislature would look beyond ballyhoo and public relation image salesmen and realize that they and their constituents are going to be responsible for footing the bill.

The Department of Transportation's first application for the PATH project was rejected by the Urban Mass Transportation Administration because it was "priced as costly as any other mass transit project in the country." It is still twice as costly, but the Urban Mass Transportation Administration is not now putting up 80% of the cost - only 45% of the cost. Subsequently, the Secretary of Transportation, in committing the \$157 million of federal transit funds, made this money available for either the PATH to Plainfield project or upgrading of the Central Railroad of New Jersey. The Urban Mass Transportation Administration has stated it will provide only partial funding for a PATH project, and will provide full funding, 80%, for a modernized, upgrade of the Central Railroad of New Jersey, which UMTA has estimated will cost \$124 million.

The recently released Draft Environmental Impact Statement is to be followed by a final environmental impact statement, which must take into account all of the statements and public response presented at the public hearing. Therefore, a decision has not been made favoring the PATH to Plainfield project. The draft environmental impact statement is no substitute for the in depth and objective study of the CNJ alternatives to the PATH to Plainfield proposal. A valid question to be asked is, who really evaluated the alternatives? The answer is, the Port Authority of New York and New Jersey, which will also be the project builders of their PATH system. In view of the extensive federal requirements for draft environmental impact statements and the additional requirements of the Secretary of Transportation, it is clear that the Urban Mass Transportation Administration has not approved the PATH to Plainfield project.

The Draft Environmental Impact Statement distributed by the Port Authority of New York and New Jersey does not address itself to the Newark-Plainfield, west of Plainfield, corridor as required by the Secretary of Transportation, but rather is restricted to the Newark-Plainfield segment.

The single public hearing scheduled to be held in Elizabeth on April 19 in terms of both location and time is most unfair in that it does not permit all interested parties to participate. The hearing is not even being held in the main line CNJ corridor.

The Draft Environmental Impact Statement is, rather, a study ratifying earlier political decisions which were not based on comprehensive

transportation planning.

We would finally question whether Governor Byrne and Commissioner Sagner realize that they are committing the taxpayers of New Jersey to pay to the Port Authority of New York and New Jersey, for the next 35 years, hundreds of millions of dollars of deficit financing in addition to the initial \$500 million capital cost of the Path to Plainfield project, as outlined for the first time in the Port Authority Draft Environmental Impact Statement.

The Port Authority has stated that they have an "understanding" with Commissioner Sagner concerning the rental fees to be paid by the Legislature to the Port Authority. Does the Legislature have a copy of this "understanding"? Are the people of New Jersey to be privileged to the details of this "understanding" which was unavailable prior to this hearing? I would like to restate our position that the PATH project was presented some five years ago to the Legislature as a "project" that would require no financing, no subsidy, a break-even operation. A contract for \$6.4 million rental, with an annual rental increase of 7% for every year is a different PATH project. The contract also provides an open-ended blank subsidy check obligating the State Legislature to provide funds, and I quote, "Expenses incurred by PATH under this contract would be fully reimbursable..." This is not the project the Legislature endorsed.

Gentlemen, this is a very serious decision, and I have copies here of my statement for the Committee's use. Thank you for the privilege of being here today.

SENATOR BUEHLER: I see where the Somerset County Transportation Committee held a meeting at the World Trade Center on December 21, 1976?

MR. SENESY: The Somerset County--- Would you repeat that?

SENATOR BUEHLER: The Somerset County Transportation Committee held a meeting on this subject at the World Trade Center on December 21.

MR. SENESY: That was the transportation coordinator, sir, not the committee.

SENATOR BUEHLER: What was the purpose of that meeting?

MR. ARTHUR REUBEN: The purpose of that meeting, Senator--- I was at that meeting. My name is Arthur Reuben. The purpose of the meeting was to get additional information from the Port Authority in respect to the PATH project and any alternatives.

SENATOR BUEHLER: I bring that up because you raise the question about the April 19 meeting being held in Elizabeth. Do you find that meeting is inconvenient for the people of Somerset County?

MR. SENESY: We don't think the location is a fair one for people to conveniently get to, neither the location geographically, nor the time.

SENATOR BUEHLER: Thank you very much. Our next witness is Arthur Collins, Chairman of the Citizens Transportation Coordinating Committee of Somerset. Mr. Collins.

MEMBER OF AUDIENCE: Mr. Collins is on the telephone at this moment.

SENATOR BUEHLER: All right, we will go on to Bill Beren, representing the League for Conservation Legislation.

B I L L B E R E N: Thank you, Mr. Chairman. As you know, the League for Conservation Legislation is very much concerned with the question of mass transit in the State of New Jersey, because of the impact that improved mass transit has on air quality and on energy conservation. The PATH project has been a most

complicated issue for us, and is something that we spent a lot of time investigating and debating among ourselves. We note that the benefits of an improved CNJ will mostly accrue to commuters traveling from New Jersey out of State into New York City, and that one of the very good attractions of the PATH system would be the improved mass transit possibilities for intra-state travel, and particularly as a result of the much more frequent headways and improved service that would accrue as a result of PATH, that we believe it would in fact attract much more intra-state passenger service between the cities to be served by the PATH system, and that the impact of PATH on rejuvenation of urban corridors such as Elizabeth and Plainfield cannot and should not be overlooked in evaluating the PATH versus CNJ problem.

However, we are very much concerned about some of the lack of information that has been distributed by the DOT in regard to the proposed costs of the PATH system. We are just now evaluating the Impact Statement, so our opinions are not fully formed at the moment, but just to highlight for the Committee a few of the problems we have: We feel it is absolutely essential before any decision is reached on PATH that we be presented with a final plan for service west of Plainfield. We have not seen any study at all on the impact that the PATH project will have on existing service east of Newark, and people now using PATH between Newark, Journal Square, Hoboken and New York. Will the new PATH service from Plainfield make it more difficult for people to use it? Will it mean more crowded conditions on that service?

We are not satisfied with the cost data for CNJ, as has been testified by many people today. We do not believe that the cost data established by DOT for CNJ includes the improvements that are possible through modernization of full rail service. For example, it is quite feasible that with an improved CNJ service, you can still have the same kind of automated fare collection that DOT and Port Authority project for the PATH system. So savings that DOT is saying would accrue from the PATH system would also be possible with the CNJ.

One thing that has not been mentioned up until now, I don't believe, has been the proposal for PATH to cut out a number of stations that are now currently being served by CNJ. Significantly, those stations that are being cut out are the stations where you have a large number of people walking to the station from their homes, as opposed to having to rely on cars or other forms of mass transit. We do not think it is a transit improvement when you are reducing service, as opposed to improving service. We would just like to enter these concerns on the record, and hope the Committee will look into some of them, and that by the April 19th hearings we will have the answers. Thank you.

MR. CAPALBO: Thank you very much. Mr. Arthur Collins.

A R T H U R C O L L I N S: Good afternoon. I would like to thank the members of the Transportation Committee for the opportunity to testify here. I would like to express my appreciation for this time to give you the opinions of the citizens and local officials with regard to their opposition to the PATH extension. Besides acting as Chairman of the Citizens Transportation Committee in Somerset County, I am also a committeeman of Branch Brook Township, and besides that, and perhaps most importantly, a daily commuter of the Central Railroad of New Jersey.

I think too few people have realized that approximately one-third of the passengers on the Central Railroad of New Jersey have an origin west of

Plainfield. The exact percentage by the railroad passenger records of May 12, 1976, is 32.21% of the eastbound passengers. In addition, with PATH, there will be a dislocation of Meadow Wood passengers where the station will be closed. This represents 5% of the passengers of the CNJ. Also closed will be the Roselle Park station, where 8% of the passengers will no longer find trains at their station. Thus, 45% of the existing passengers will be dislocated by the PATH extension. Is this any way to encourage rail transportation? As a matter of fact, is this any way to run a railroad?

We are now being asked to evaluate the PATH extension without even a proposal as to the nature or quality of service being provided west of Plainfield. Instead of a comprehensive plan for a railroad transit for Central New Jersey, which was endorsed by the electorate in a 1968 bond referendum, we are now presented with a fragmented, inordinately expensive proposal for only a portion of the central New Jersey corridor. Suggestions have been made that there be feeder buses for rail shuttle into Plainfield from Raritan to Plainfield. I suggest that if these proposals are implemented, they would merely serve as a crutch, which, in the final analysis, will be rail transit service for two-thirds of the geographical extent for the central Jersey corridor, from Phillipsburgh and West Trenton into Plainfield.

I would also like to emphasize the question of future development of central New Jersey. We know that the Supreme Court decisions have indicated that the built-up communities, those that are east of Plainfield, need not accept growths since they have almost no vacant land to develop. I as a Committeeman in Branch Brook Township know that we are growing at a rapid pace. Doesn't it make more sense to try to serve developments with mass transit rather than insist that people be dependent upon their cars? You might well wonder why the commuters of the Central Railroad of New Jersey are so heavily in favor of upgrading this railroad, which so often has provided poor service. We know the comparisons have been made between the antiquated CNJ and the modernized PATH operation, but we also are well aware that the PATH cars are subway cars which are poorly designed for commuter service even when they are brand new. The use of a PATH cars for a long distance rail trip is like using a golf cart on a major highway. A golf cart is fine in its place, but it is not a good vehicle for expressway transportation.

The PATH cars and trains are too small, slow, and uncomfortable, and therefore cannot effectively or efficiently compete with the rail passenger cars. I would suggest that if the PATH extension is built, the admonitions of the State Office of Fiscal Affairs will prove true, and I quote, "One significant matter omitted from consideration is that modern commuter rail cars provide greater passenger comfort. Because of PATH subway car configurations, the seats are small, and temperature changes are great from the four large door openings per car, it is doubtful passengers will be attracted to such a system." Under these circumstances, I would hope that we choose the reality of the more efficient and less expensive solution to this rail corridor, a solution supported by the majority of the rail passengers to be served - the upgrading of the Central Railroad of New Jersey.

That about covers the technical points and general points that I wanted to get into the record. But I have some comments that I would like to make aside from the prepared text. At the Bridgewater meeting with

Commissioner Sagner, which was well over a month ago, a great number of commuters took time out of their evening to go down to express their opinions about the PATH extension. Some very, very good points were made. Some fundamental questions were raised, such as, what will the fare be, and no one could answer that question. A gentleman earlier suggested that rest room facilities were not available on PATH cars. That is true. That had not been thought of. Totally, the whole procedure lacks any consideration to the traveling public. Really, what the Commissioner told me after the meeting was that we can no longer afford to spend energy to transport people those great distances. If he intends to make a record on conservation of energy, then please let him do that. If he intends to make a record on efficient transportation, he certainly has not done it thus far.

I believe he operates in an area of personal conflict and professional conflict.

MR. CAPALBO: In light of what you have said, have the riders on the CNJ west of Plainfield been able to express their opinions, do you feel, on the options involved?

MR. COLLINS: They have in small groups. For example, one of our concerns at the meeting in Bridgewater - which was sponsored by the county - was that the early part of the evening not be taken up with great amounts of presentations by PATH engineering people, or the Department of Transportation, so that we would have more time available for the public to speak. Our fears were realized. The first two hours were taken up with that kind of presentation.

A gentleman earlier expressed some opinions about a hostile crowd. Yes, it was a hostile crowd, and we did not finish up until twelve o'clock. That is perfectly accurate. When you get down to fundamentals with this situation, really, what the Commissioner is telling us is that he wants to have an influence on the citizen's ability to determine where he wants to live. By shutting off rail transportation, mass transportation west of Plainfield, that is exactly what he does. I think that is something that people should have more guarantees in and more protection in than the opinion of one man controlling his own Department at a state level. I think that also he will force industry out of the State. West of Plainfield what will happen will be ultimately that your freight transport will become second rate. Your makeup of cars will have to go west and then move east in order to serve those industries out in that area.

We have an industrial group in Branch Brook, appropriately known as the Branch Brook Industrial Group, that are so concerned about this that they have signed statements opposing PATH and also seeking legal advice as to what their grounds would be for suit, because they believe that their business may be influenced by this decision.

I think that as our past experience with the Port Authority will indicate, the only group that really benefits is New York. New Jersey very seldom, if ever, benefits. If the Executive Branch believes that they have developed a coup in getting the Port Authority to pay for portions of this project, I think they are sadly mistaken. The last time we dealt with the Port Authority in New Jersey was when we gave up the ferry service. In exchange

for that, the Port Authority built up the PATH system through Newark. They did a fine job revitalizing that line. They did not do it out of the goodness of their heart. At the same time, while we gained that, the Jersey City-Bayonne corridor lost rail service. The Port Authority also gained a direct and much improved access to Port Newark. As a result, New Jersey came out second rate.

To sum it up again, to get off the point, when the Executive blunders, I think it becomes the Legislative's responsibility to bring some order and common sense to their approach. Therefore, I hope that the Legislative Branch will support the opposition to PATH. Thank you.

MR. CAPALBO: Has Peter Koelsch arrived? (No response.)
Then the next speaker will be Patricia McKiernan. (Not present.)
Is Raymond Whalen here? Would you step forward, please.

RAYMOND WHALEN: Thank you very much. My name is Whalen. I am a resident of Plainfield, New Jersey, and I represent myself.

There doesn't seem to be much left to be said. I look at the costs of the Jersey Central, oh, going back ten years, and they were running in a deficit of up to \$5 million and there was considerable public concern. I notice that the deficits now have approached \$20 million and there is less concern now. This is one of the frailties of the government taking over transportation. There is very little incentive to pursue the costs. Take, as an example, costs out of our town to New York. You have a commuter line with the commuters using it having an average salary of maybe \$20,000 and costing \$2 a ride, of which there is \$2 paid by the rest of the public to subsidize this cost. With this present arrangement, I suspect, there will be another \$3 or \$4 in actual costs.

You can justify some of this as necessary to accommodate mass transportation. But I feel that the State has to take a stand against endless subsidy of transportation as a necessary commodity to offer people who really have the means to pay for their own transportation. I think you are taking away from other people who really need a subsidy and can't afford it. That would be the young and the old.

Then you hear these other comments made by people west of us. I sort of picture myself as voting for something like the Teton Dam projects where I live. Upstream of the dam, I take a different outlook than people downstream.

Then to admire the operations of an authority -- well, just a pompous name sometimes gets antagonism. So I can see how you get some rebuttal to some of their dogmatic positions. But there is some truth to that. When you are obligated and it is possible to operate at a loss, you can do things a little fancier and probably a little more effectively. But I think what you are doing is shutting out free enterprise in a lot of this work. An example would be AMTRAK going to Washington. That has been in operation for quite some time and each year they anticipate much larger amounts of traffic on this line. But it really has not happened. It still attracts a very small amount of traffic. Say you pay a fare to use AMTRAK of \$25 to \$30. The public picks up another cost of \$25 or \$30 and this doesn't count the replacement of trains. So it doesn't necessarily follow because you make a transportation system available with a large subsidy that you can anticipate great use of it by the public.

If you are going to encourage mass transportation, you really have to regulate the use of the automobile which would be by unwanted rationing of some sort.

I think you people who represent us should at some time take a stand on this real cost of transportation. I don't see that it is a State function to endlessly subsidize this in such a manner. I think you want to look where the subsidy is really needed. I think this would be a better purpose.

The arguments here that it is too late and we have spent a lot of engineering time are sort of like the fellow who came up to the designers of the Hindenburg and suggested helium at a late date. You see you feel obligated to keep going.

That is just an engineering prerogative, to keep going. So there are good arguments by people west of my town. I know if I lived there, I would take the hostile stance they have. If they imagine this apparent hostility by regulation and government, it is understandable because rail transportation is something that you would instinctively want.

There are court moves now to make this land more available to the people. To eliminate rail, which is a necessary part of their existence, I think is unfair to these people. I think that should be considered also. Thank you.

MR. CAPALBO: Thank you very much.

SENATOR BUEHLER: Peter Koelsch, Chairman, Rail Subcommittee, Monmouth County Transportation Coordinating Committee - and a good friend. Peter, it is good to see you. Will you state your name and position for the record, please.

P E T E R J . K O E L S C H: My name is Peter J. Koelsch of Matawan Borough. I have been a member of the Borough's Transportation Committee since it was organized in February, 1965. I was subsequently appointed to the Monmouth County Transportation Coordinating Committee, which was organized late in 1973. At the present time, I am Chairman of the Rail Subcommittee. I have also served on several ad hoc transportation committees as the need arose. I have been a regular commuter to New York for about 40 years, starting in 1938 from Jersey City and then from Matawan since 1957.

I am most appreciative for the opportunity to voice my thoughts on PATH-Plainfield. This is something the New Jersey DOT seems to be extremely loathe to do - to permit the people of this State some good, comprehensive hearings on the subject. Of course, there is to be an Environmental Impact Hearing on April 19th in Elizabeth, but have you considered the difficulties surrounding it? First, it will be held on a business day when most of the people who will be affected will all be at their places of employment. Secondly, although it will run until 9:00 P.M., that does not give the commuter enough time. He must get out of work, commute either to home or to Elizabeth, and perhaps even pass by his dinner. Considering that the maximum time allowed will be five minutes per speaker, not too many people could possibly go before the hearing in the three-hour period from six to nine. I would urge that more than one such hearing be held in various locations throughout the northern part of the State. More people than just those in the Plainfield corridor will be affected. The statement itself is not too readily accessible, being located in four libraries in the corridor, as well as several spots in downtown New York, while it is the uptown commuter and those who live west of Plainfield who will be injured the most. The statement, itself, runs hundreds of pages, and it is ridiculous to think that the average commuter will be able to find the time to sit down and study it, then be able to prepare an intelligent summary of what he approves or disapproves of in that statement.

Ever since the present PATH-Plainfield proposal was unveiled in January, 1975, with the release of the Task Force Report, it has been receiving more and more criticism of an adverse nature. It has, in turn, engendered on the part of the State Department of Transportation, aided by the Port Authority, a series of reactions which, at the best, can be characterized as half-truths, contradictions, and more changes of mind than have ever been attributed to that proverbial woman.

I would like to start with that Task Force Report. To say that it was biased in favor of the PATH proposal and tried to put any facet of CNJ upgrading or

electrification in a bad light is putting it mildly. When you consider who prepared it and what their end purpose was, what else could be expected?

If we take Table I of that report, Enclosure 1 attached, we can see that the two CNJ columns listing either a maximum upgrading or electrification have been bloated by some \$50 million for a third track. Of course, anything that could be used to puff up either of these columns was to the advantage of the PATH system. However, it wasn't long before this \$50 million overstatement was negated by Conrail who verified that they did not have to construct a third track. See Enclosure 2, the New York Times of November 2, 1975.

Despite the opponents of the PATH-Plainfield project pointing out the discrepancies in the CNJ figures versus PATH, the Task Force went back to work to make the CNJ numbers even higher, and, of course, they succeeded, by ultimately almost matching the cost of CNJ electrification to that of the entire PATH proposal - \$336 million to \$347 million, although that \$347 million is highly suspect, as we shall see. You can find this in Enclosure 4, an article from the Newark Star Ledger of July 20, 1975. This article states that they had used figures supplied by the CNJ, that the \$174 million to upgrade the line was too low, and that it had to be raised so as not to make PATH look too bad. The words they used for that \$174 million were "grossly inaccurate." I asked both Mr. Gordon Fuller, former Vice President of Passenger Traffic, and Mr. Charles Allen, former Vice President of Engineering for the CNJ and now Chief Engineer for Conrail's Atlantic Division, on more than one occasion whether they had ever contributed anything to the Task Force Report. They both replied in every instance, "no." Where did the Task Force get those CNJ figures then?

To show you the obvious reluctance of the State to bring in the experienced railroader's advice, which might not agree with the results the Task Force was seeking, I have enclosed two sheets, Enclosures 5 and 6, the first a letter from the DOT, dated March 20, 1975, proposing a study of the several transportation corridors in New Jersey. The latter relates only to the PATH-Plainfield corridor and lists the objectives and the people and organizations that were to participate. Although rail transit was one subject to be studied, not one railroad representative was included from either the CNJ or Conrail. Apparently they did not have enough experience, having been in the transportation business in this corridor only since 1841.

As to the actual figures shown in the Task Force Report's Table I, Enclosure 1, and then broken down on a "per mile" basis as I have done in Enclosure 3, one wonders how it costs a mere \$10 million per mile to construct a fifteen-mile electrified New York and Long Branch from South Amboy to Red Bank while it jumps to \$17.5 million per mile for the sixteen and two-tenths miles from Newark to Plainfield. This difference is even more revealing when you consider the two stretches of track. The Newark-Plainfield mileage is devoid of grade crossing and over-water bridges while the New York and Long Branch project has to contend with fourteen grade crossings, some of them major problems, and two over-water bridges.

Then look at Enclosure 9, an excerpt from the presentation of the DOT at a public hearing in Matawan on November 15, 1976, for the New York and Long Branch electrification. It is a breakdown of the costs of the various aspects of the work and equipment that would be required, and it actually lowers the "per mile" figure to \$9.1 million, or almost a 10 percent decrease in the estimate shown in the Task Force Report of January, 1975. But let's not stop here. There is still more

of this numerical legerdemain involved. According to the Newark Star Ledger of January 13, 1977, Enclosure 8, the cost of the CNJ electrification had increased to \$336 million, or just \$11 million less than the figure advertised for PATH. This now made the cost per mile for the CNJ \$20.74 million, or more than twice that of the New York and Long Branch project. While the New York and Long Branch decreased almost ten percent, the CNJ went up eighteen and a half percent. In fact, the Commissioner was so pleased with this saving, he saw fit to recommend a special clause in the fiscal 1976 Appropriation Bill reducing the 1968 Bond Funds available for the New York and Long Branch by approximately \$7 million. I guess we must live less expensively down at the Jersey shore.

What makes Enclosure 8 even more interesting is that the cost of the PATH extension in the same article was listed as \$347 million, or just \$11 million more than the CNJ electrification. This seems to be at odds with the Port Authority's formal application for the project dated way back on May 23, 1975, which stated that the total cost of PATH-Plainfield would be about \$450 million. This did not include service for the people beyond Plainfield, or any type of connection between the McClellan Avenue station and Newark Airport. See Enclosure 7, the New York Times of May 29, 1975. Now we are advised of a \$103 million decrease so far as PATH is concerned. Just how did this come about?

I suppose the costs of electrifying the CNJ had risen so rapidly that it was the reason why the DOT and the Port Authority, at their presentation on February 3, 1977 at the Somerset County Vo-Tech School, never mentioned the words "electrification" or "electrified" once, preferring to "upgrade" only. Even the limited statistics that were distributed by the Port Authority never listed "electrification." Enclosure 10 is an example.

Enclosure 10 would be as good a way as any to pass into the realm of half-truths. In this instance, the enclosure outlines the alleged time that would be saved by using PATH. At that meeting on February 3rd, one of the audience accused the officials of padding the figures in favor of PATH. Enclosure 10 shows that it would take the CNJ 65 minutes to transport a passenger from Raritan to Penn Station in New York. The gentleman told them that he had been making the trip for some years and he figured his average time at 58 minutes, or 7 less than the Task Force claim. Mind you, this was 7 minutes less now than the biased estimate, and on an admittedly decrepit railroad at that. What would it be with an upgraded or fully-electrified line?

This "time saved" argument which is being used to such a great extent by the Task Force is another example of the half-truths. At the Somerville meeting, the officials gave out the figure of 1,861 as the passenger count beyond Plainfield. They glossed over with but a very slighting reference to the Reading Railroad passengers who numbered 327 on May 12, 1976. Apparently, 1984 is already here, as the Reading Railroad passengers are now officially "non persons." At no time did they mention the passenger count from Plainfield into Newark, which on May 12, 1976, Enclosure 11, was 4,605, or slightly twice the number of passengers who would be abandoned beyond Plainfield.

Take a closer look at this "time saved" ploy. The Task Force has stated that 60 percent of the present CNJ passengers go to the World Trade Center, although I have never seen any substantiation for this percentage. Therefore, it is this 60 percent who will save time by not having to change at Newark. It means that 40

percent of those who board from Plainfield on in will still have to change, or 1,843. However, we also have to count the 2,188 who customarily board beyond Plainfield and, without exception, all these passengers who formerly went directly to Newark will have to change at Plainfield. Further, they still don't know how they are going to be carried to Plainfield.

Would you call it a half-truth, or maybe it was merely an oversight, that for more than two years or until we saw the Environmental Impact Report, we were never told of the "sweetheart contract" between the New Jersey DOT and the Port Authority, committing New Jersey to approximately \$700 million in lease costs over 35 years, or a \$20 million per year average. (See Enclosure 38.) This is in addition to operating expenses of PATH beyond Plainfield. Incidentally, who will audit the operating expenses of PATH? Considering the relationship between the New Jersey DOT and the Port Authority in this entire affair, as well as the revelations on the bus audits, I'm afraid of the results.

It is in the area of contradictions that a student of this subject could really revel. It has been proposed that either a people-mover or a bus connection be established between the proposed McClellan Avenue station and Newark Airport. At the February 3rd meeting, the bus connection was not mentioned once, the people-mover was stressed. The efficacy or cost of either method has not been made public yet; it is still being "studied." For that matter, neither has the opinion of Dr. Ronan of the Port Authority ever been made public in any New Jersey newspaper that I know of. Not one of them had an article similar to that in the New York Times of September 22, 1975, Enclosure 14, wherein Dr. Ronan was quoted as stating that the Kennedy Airport connector was in limbo because a people-mover at the airport was much too expensive, while the people would not care to ride a train to within a mile of the airport and then finish their journey on a bus. New Yorkers and Jerseyites must have different travelling tastes.

The Kennedy Airport connector was apparently resurrected, according to the New York Daily News of November 5, 1975, Enclosure 15, again quoting Dr. Ronan. However, he put it back in the grave again with the statement, "it is not feasible at this time." That is Enclosure 16, the Asbury Park Press of April 28, 1976. That connector climbs in and out of its grave like Dracula. Lest you wonder why I emphasize this part of the project, bear in mind that it was the partner project to PATH-Plainfield, but it was to be financed with Federal Aviation Administration funds, no UMTA dollars whatsoever; yet it was still too expensive with a people-mover, and therefore had to be put away. Yet we can spend all kinds of UMTA funds on a similar project that is just as expensive. With FAA funds, New York State wouldn't feel a thing in so far as its mass transit goes. The same does not hold true in New Jersey.

Study Enclosure 17, the Fanwood-Scotch Plains Times of January 6, 1977, reporting on a meeting Mr. John Hoban of the Port Authority had with officials of those two towns on January 3rd. He told them in discussing the PATH equipment, "today there is duplication. Crews, car barns, maintenance crews, etc. are necessary for the Conrail cars, and there is considerable waste, as employees are needed only at peak hours. Then there is a completely different. . .," going on to extol the virtues of the PATH equipment versus the Conrail equipment. Compare this version of the Conrail car with that included with Enclosures 18 and 19, which accompanied Assistant Commissioner Stangl's letter of January 28, 1977, transmitting

a "Second Revision to the Application for Federal Funds" for the New York and Long Branch electrification project." Note that the multiple unit cars have baggage racks (PATH has none, nor have they ever said they would include them) and lavatories (PATH has none).

However, the first paragraph on Enclosure 19 is the major contradiction when compared to Mr. Hoban's statement as found in Enclosure 17. It says, "The similar characteristics of these cars (MU equipment) to those of the cars now being delivered have been specified in order to afford the State optimum flexibility for meeting various future service requirements and to provide for optimum maintenance efficiency through standardization." How standard is the PATH car when compared to what is being used on the Penn Central now, and will be used on the Erie-Lackawanna and the New York and Long Branch? Also recall the promises of "compatible" equipment during the 1968 Bond Issue campaign.

Go back again to Enclosure 8, the Newark Star Ledger of January 13, 1977. Commissioner Sagner was asked why the CNJ alternatives were not being pursued, and he replied, "That while there are pluses and minuses to both proposals, there was not sufficient evidence to change a decision that was well on its way and which had millions of dollars invested in it." Who weighed that so-called evidence? Also, take another look at Enclosure 14, the New York Times of September 22, 1975. See where Dr. Ronan admitted spending \$8.2 million on the Kennedy Airport connector, yet was still hatling work on it. Or go back to New Jersey and read another New York Times article dated February 20, 1977, Enclosure 20. It deals with the rejection of the Toms River Expressway by Governor Byrne, a decision supported by Commissioner Sagner. This project was rejected, even though \$19.5 million had been spent, or six percent of the original estimated cost. We are all aware of the billion dollars that was expended on the SST before Congress killed that program.

A series of really classic contradictions can be demonstrated if you will read the Port Authority's response to Governor Hughes' request for a study for a direct connection of PATH from the Newark Station to the Airport, dated January 23, 1969, Enclosures 21 through 30. The Port Authority gave ten reasons why they could not go just 3.2 miles. Plainfield was unheard of at that time.

Enclosure 30 says, "With the completion of the major arterial highway developments in the area, together with the completion of the redevelopment of Newark Airport, itself, access to and from the airport by bus and limousine will provide a far more attractive service than any fixed rail link with its built-in limitations of traffic potential, inconvenience and excessive costs." Then look at the handout distributed at the February 3rd meeting, Enclosures 32 through 36. This is a series of pat questions and answers prepared by the Task Force. One question asks, "Why provide access from the CNJ corridor to Newark International Airport when interstate Highway I-78 will do the same thing?" The prepared answer is, ". . . Moreover, I-78 will not provide access for those who have no cars, . . ." Pick up a copy of the Wilbur Smith study entitled, "New Jersey Public Transportation Study, Phase 8, PATH-Plainfield Corridor, Final Report, June, 1976." It is about 170 pages long, so I haven't enclosed it. On page 4-8 you will find a heading, "No-car families." This section states, "The number of no-car families, as a measure of transit needed, does not appear to be a serious problem in the structure of both inter- and intrastate routes in this corridor. There are few families within the service area who do not own an automobile."

Enclosure No. 29, or reason No. 8, the Port Authority's taking into consideration the impact of the 1968 Bond Issue, advises: "In the face of priorities and urgent need for major improvements to New Jersey's commuter railroads, for which these transportation bond proceeds are earmarked, any diversion of these funds to a PATH extension would be self-defeating, particularly for a facility that would be unnecessary and unwarranted." Has anything changed?

One last comment on that 1969 report - the Port Authority claimed that an extension to the Airport was much too expensive as it would cost \$15,000 per passenger in so far as capital expense was concerned. Nothing is even whispered today about a per passenger outlay of either \$24,600 or \$31,900, depending on whether you use the \$347 million or \$450 million figure. Why isn't that "too expensive"?

On June 3, 1975, the Newark Star Ledger, Enclosure 37, headlined the fact that the "Port Authority rejected two alternatives to PATH spur." The use of an exclusive busway had been discussed, but not with the public, and the very last sentence of the article, referring to the implementation of such a mode, stated, "The key question involved is the acceptability of the bus solution to the residents of the (Plainfield) corridor." You would think that before the Task Force made any such decision they would have asked the people. But, of course, they never have asked the people if they even wanted PATH in the first place. Perhaps if you gentlemen ask them why they haven't made a survey of the corridor patrons, you might get the same reply as the questioner at Somerville on February 3rd when he asked if the people had ever been surveyed. The reply was "no." When he persisted and asked "why?", the reply was, "we don't have the funds!" Mind you, this was the answer after the Commissioner had told the audience millions had already been spent on the project, and one of the handouts stated that this meeting was part of a \$240,000 study of the alternatives beyond Plainfield. I should add that this last reply met with prolonged, loud laughter from the audience.

Like most advocates of mass transit, I strongly support mass transit over highways. However, in this instance the switch of funds from I-495 is extremely short-sighted as more commuters use I-495 in one day right now than will use PATH in a week in 1985 if they ever did reach that outlandish figure of 14,100 passengers. Back in 1973, the exclusive bus lane was carrying 43,000 people in just two hours. Add what goes through that cut during the other 22 hours and you have well over 100,000 each way. The Port Authority right now is expanding the midtown bus terminal by 50 percent, and the majority of the anticipated increase in users will be coming right through I-495 leading to the Lincoln Tunnel. Yet the Commissioner in his short-sighted wisdom would deprive that artery of much needed improvements to handle not only today's increasing volumes, but those that can be expected in 1985. He is trading off \$39 million for \$17 million, and the ratio goes from nine-to-one for interstates to four-to-one for mass transit. Is it a good deal for New Jersey?

The proposed plan would duplicate an already-existing facility between Elizabeth, Newark and New York. It will cut short at Plainfield another operating through service. When considered in the light of the total funds available, it will consume an excessive portion of such funds to the detriment of all other transportation projects. In my own area, it would prevent perhaps the extension of the New York and Long Branch down even as far as Long Branch because they say they don't have sufficient funds.

I could go on with this litany for quite some time, but there are others who also want to express their opinions of this plan, and I am very sure they will be

just as vehement and specific as I have been in demonstrating why this project is one of the most outrageous and wasteful that has ever been foisted on a knowing public. Excuse the pun, but the Commissioner is railroading it through despite the opposition of a vast majority of the people, including not only the Boards of Freeholders of ten counties, but even communities such as Westfield, which today puts approximately 25 percent of the people on the CNJ every day. What happened to the statement of Mr. Patricelli in his letter of September 23, 1976, and reiterated by Acting Administrator Jerome Premo in his letter to me dated March 7, 1977, Enclosure 31, to the effect that the decision as to whether we get PATH or the CNJ, "was up to the people and public officials of New Jersey"? Who are the people and public officials?

Once again, thank you for this opportunity to express my views and for your patience in hearing me out. (See pages 26X to 6X for exhibits.)

SENATOR BUEHLER: Mr. Koelsch, once again the Committee thanks you and I, personally, thank you for one of the best-documented reports we have had today. The Committee, hopefully, will review everything you said. Thank you very much, Mr. Koelsch.

Now it is a real privilege to bring before the Committee our first woman witness, Mayor of Hillsborough Township, Mayor Patricia McKiernan. (Not present.)

Is Albert L. Papp, Jr., Citizens Committee to Stop PATH, here? (Not present.)

Ed Blaufuss, Branchburg Industrial Commission. (Not present.)

Russell Miles, Planning Director of Warren County.

ARTHUR L. REUBEN: Russell Miles is not here. If I may, I would like to submit his statement for him. I will not read it. I just would like to make a comment.

Russ Miles is also Vice President of the New Jersey County Planners Association. My name is Arthur L. Reuben and I am Chairman of the Transportation Committee of the County Planners Association. I would just like to submit this statement for the record of this Committee.

I might mention that the professional groups on the county level in the State of New Jersey - the County Planners, the County Engineers and the County Transportation Officials - all have passed resolutions in opposition to the PATH project and favoring the upgrading of the Central Railroad of New Jersey.

Just one other comment I might make in reference to costs, in regard to the Central Railroad of New Jersey versus PATH; and, that is, that many of the costs of the PATH project are based upon passenger patronage and the passenger patronage has never been very well defined in any of the reports of the Port Authority. In one area where it is well defined, they indicate that there will be 1450 passengers that will be taken out of the Penn Central corridor. Now that may be fine for the PATH situation, but in regard to the State Legislature, all they are doing is taking passengers off the Penn Central and putting them on PATH.

At the Somerville hearing, John Hoban of the Port Authority indicated that they are seriously considering closing the Elizabeth Station to Conrail trains from the south, whereby they would then divert these passenger on to PATH. This again may just help to justify the PATH proposal. But, in fact, all it does is shift the passengers from one rail system to another. It will be up to those passengers to decide whether they benefit more from riding on the PATH or riding on the Penn Central. Thank you.

SENATOR BUEHLER: Thank you very much.

The Committee accepts the statement of Russell Miles, Planning Director of Warren County.

(Russell Miles' statement can be found beginning on page 63X.)

Our next witness will be George Engeman, Chairman of the Hunterdon County Planning Board.

G E O R G E E N G E M A N: Thank you for providing me with this occasion to come and speak.

SENATOR BUEHLER: Will you state your name and position.

DR. ENGEMAN: Yes. I am Dr. George Engeman. I am the Mayor of Flemington Borough. I am the Chairman of the Hunterdon County Planning Board and I am the Vice Chairman of the Northwest Regional New Jersey Association of Planning Officials, which includes Hunterdon, Warren and Sussex Counties. I have come here at the request of the Hunterdon County Planning Board by unanimous vote at a meeting held yesterday asking me to come here and tell you that we oppose the proposed PATH extension and why we do so. I might say that present and voting at that unanimous vote were two of the three members of the Board of Chosen Freeholders, including Freeholder-Director Muller. They requested also that I convey directly to you, in the event you have not received it, the resolution which that Board had passed opposing the proposed PATH extension.

(Resolution of the Hunterdon County Board of Freeholders can be found on page 66X.)

SENATOR BUEHLER: Thank you very much.

DR. ENGEMAN: Specifically, it is our feeling that the proposed extension of the PATH line is a disservice to the present populations and is poor planning with regard to the future of our three-county area, particularly of the Hunterdon County area.

We had a hearing held in one of our buildings last month -- I am not going to cite a lot of detail or read anything much into the record here -- I can leave some of this material with you -- held by Mr. Sagner's representatives, at which we had about 50 people, mostly from our county, some from Warren and a few from Sussex, who expressed very grave concerns with regard to this proposed extension, in that in their opinion they did not feel that it would provide them with any better access to their jobs, scattered all over the metropolitan area. They didn't think they would be able to use it. The taking of a bus or car to Plainfield and then changing and considering where it took them to -- it didn't seem it was going to help most of them. They spoke rather strongly in favor of upgrading railroad lines as seeming to be the logical alternative to help them. This is with regard to the present commuter population and any future commuter population which would be of the same general character as they are; that is, dispersed throughout our area and dispersed as far as the other end of the pipe as to where they are going in the metropolitan area. Most of them did not feel that the proposed PATH line would serve them.

We feel very strongly in Hunterdon County that this particular project represents a threat to the basic premise of our county master plan and to our entire feeling about what kind of a county we want to be. It is stated in our master plan it is the policy of our Planning Board and of our Board of Chosen Freeholders that we wish to retain the essentially rural character of our county. That does not mean

we are backward people. What it does mean is that we want to be able to develop in a sensible, planned way and not have great impacts of population pushed on us faster than we can plan for them.

We feel that this particular project was not planned either by or for the people of the State of New Jersey. It is my personal opinion that Commissioner Sagner and his staff, if indeed they did not abdicate their responsibility to do the proper planning for this, at least showed very poor judgment in allowing PATH people to do the studies, which were supposedly to give them an objective answer to the questions which were posed. As recently as last December, Commissioner Sagner and his representatives told us they could not give us the answers to some very basic questions because the work was still being done by the Port Authority staff who were doing this. These people might have been quite capable of doing an objective study, but they were doing it from the wrong end of the pipe. They were looking from where they were sitting out at us and saying, "What can be done to bring these people in?" They weren't looking out where we are and saying, "What do we need?"

This proposed project also - and this is my greatest personal feeling about it - is not responsive to the long-term needs of the State of New Jersey. A short 50 years or so ago - maybe 60 or 70 when my grandparents moved to Flemington, and my grandfather was one of the first commuters into New York City - there were 80 or 100 trains a day from Flemington into New York and other directions, an unbelievable figure - it was just as unbelievable to my grandfather and the other people in Flemington at that time if you had told them that within a half a century motor trucks would have destroyed the railroads. It wasn't something they could think about. We now know - everybody tells us - that in 30 or 40 years there will be no more motor trucks. There will be no more fuel for them. You can't use atomic power, electric power or any alternative source of energy for motor trucks on highways. There is not going to be any break-through. You are not going to do it with coal. If we are going to be transporting, it is going to be with railroads.

The proposed PATH extension is a people-mover. It is only a people-mover. It is not compatible with freight moving. It is not compatible with bringing any of the supplies and things that might be needed for the people that it would deposit out at the end of its line.

I believe that the situation simply hasn't been looked at properly enough for a huge capital expenditure. This is 1950's thinking, this kind of project. This is the kind of thinking that gave us the World Trade Center and probably gave Egypt the pyramids. I think these things are all of equal value as far as their potential value for the future of the people of our area, particularly the people of our counties.

Rather than read a lot of correspondence, a lot of resolutions, and that sort of thing into the record, I think I will just close with that, sir.

SENATOR BUEHLER: Mayor, thank you very much. Do you have a copy of your county master plan?

DR. ENGEMAN: No, I don't have a copy of the county master plan.

SENATOR BUEHLER: Could you send the Committee a copy of that document?

DR. ENGEMAN: I certainly will. I do have the Freeholders' resolution, which I was asked specifically to hand in here.

SENATOR BUEHLER: Now, while you as a mayor and representative of the Hunterdon County Planning Board have suggested you are opposed to the PATH project,

do you have an alternate proposal to make?

DR. ENGEMAN: It would appear evident to me that more study is needed. But, my own personal opinion is that an upgrading of the CNJ and an improving of bus transportation for feeding into it, for the present, might be the alternative which would seem to me most attractive. My whole concern is that all of the studies regarding the need were not done by and for the people of New Jersey, as I said earlier, but by Port Authority people who were looking down the other end of a long, long pipe.

SENATOR BUEHLER: You made a point of bringing to the Committee's attention the fact that the PATH proposal does not include freight service.

DR. ENGEMAN: Yes, sir.

SENATOR BUEHLER: Do you want to elaborate on that?

DR. ENGEMAN: It is simply that this whole PATH thing is a people-moving operation. It is not compatible with railroads. You can't carry freight cars. It is not designed for that kind of heavy load. It is strictly a people-moving plan. It is not a freight-moving plan. And it is going to bring people out into an area where freight will have to be brought out to bring them food and to bring them almost anything else.

I could bring up in this connection an article in the July 1976 issue of Smithsonian Magazine, an article entitled, "So You Think TV is Hot Stuff, Just You Wait," by Eric Barnouw. I can't really see too well because I broke my bifocals. This particular article, looking in long-term planning terms, is putting the case that people moving will not be the thing by the turn of the century in any case, that we are going to be using electronic communication for people to be sitting in their homes doing their jobs and doing all sorts of things. A quotation from it: "In the already large and growing literature of the wired world of tomorrow, a persistent theme relates to transportation. For it is expected that 'message movement' will eventually replace much people movement, thus relieving our glutted transportation system, easing problems of the use of energy and improving the quality of our air. Again and again we are told that the symbolic interchange offered by telecommunications can and must replace a large percentage of the physical encounters now serviced through physical travel. We will become telecommuters, teleshoppers and televoters." I won't quote any further from it.

The tendency is going to be away from moving people to their jobs over great distances; and where those people are, their jobs will be by wire. I don't want to get too wild and far out. But the whole view of putting this horrendously expensive - what is it - about a 17-mile block of people moving in this corridor in New Jersey seems to me at this time to be a very questionable use of the public money. And it doesn't matter, of course, whether it be federal or State money. It is a bad use of money in my opinion.

SENATOR BUEHLER: And you are suggesting that in the absence of the freight service plan that CNJ would accomplish all of those things, including freight service?

DR. ENGEMAN: I am suggesting that we must look at freight service as part of the picture and that the PATH plan does not do this.

SENATOR BUEHLER: Thank you very much, Mayor.

The last name that I have on the list is Mr. MacFarland of the United Transportation Union and I am advised he is not here. So we have Harold Kendler, who will give you his credentials. Will you state your name and credentials for the

Committee.

H A R O L D K E N D L E R: I am Harold Kendler. I reside at 159 Manor Crescent, New Brunswick, 08901. I am the legislative representative and Local Chairman for Local 1370 and my members are essentially passenger conductors and passenger trainmen who man the AMTRAK service through New Jersey between New York, Philadelphia and Washington and the commuter services over the New York and Long Branch Railroad, formerly the Pennsylvania Railroad, as well as through New Jersey and parts of the State of Pennsylvania.

I speak in opposition, Senator Buehler, to the proposal to extend the PATH operations to Plainfield. I might say that the reasons that we speak in opposition are of a more practical nature than those things to which many of the speakers have directed themselves earlier. I do not mean that their statements are less important than mine, but mine is less statistical and less logistical, dealing more with the realities and practicalities of an operation.

In the first place, I heard an earlier speaker, speaking for PATH, say that the headways operating between Plainfield and Newark were 15 or 20 minutes apart, suggesting by his remarks and his tone that there were physical restraints and the railroad could not operate more frequent scheduling. Of course, that is absurd. We can operate trains with a 3- or 4-minute headway with the present equipment.

There have been remarks that there is limited capacity at Penn Station, New York, and there could not be additional services, which have been suggested, by Central Railroad of New Jersey trains as well as Erie-Lackawanna trains directly to Penn Station, New York, and it would not be physically possible. That, sir, I submit is not a true statement. Presently, during the peak hour on one track through the Trans-Hudson tunnel of the Pennsylvania Railroad, 16 trains can be accommodated. We submit, sir, that that capacity can be more than doubled with no cost to the present systems. All we would have to do is resurrect the operational identity of Sunnyside Yard, which is in Queens, New York, and is an adjunct to Pennsylvania Station, New York, and is essentially a storage yard and a yard where cars are maintained and repaired, for which it was originally designed. Resurrect those 77 tracks, sir, and you will find that you can have a 90-second headway between trains going through the tunnel and you will more than double the present capacity with no outlandish increase in cost.

So if those are representations by the proponents of the PATH extension to Plainfield and that is the type of evidence, then I submit, sir, we should look at it with some serious question as to its propriety.

Let us talk for a moment about the so-called airport relationship of the PATH proposal. I think we should have some physical demonstration. We should have some manifestation for people to judge as a practical experience rather than the theories and the so-called think-tank presentations being made by the supporters of the PATH project. I submit, sir, that if you took the present Elizabeth Station of the Pennsylvania Railroad and had moving stairs - it is not necessary, but it would be a convenience to the public - and established, if you please, an air-link service right from Elizabeth Station, that location is nearer to Newark International Airport than the present Newark Station. And if, instead of the Port Authority devoting the kind of funding that they are to studies that are nothing less than repetitious, they would finance the construction of air line receiving terminals or stations at Pennsylvania Station, New York, so that passengers who desire to use

Newark International Airport would check in their tickets and their baggage and then take any of the numerous trains that are currently operating to Elizabeth and, thereafter, divested of their luggage at New York because that would be handled separately, they could go directly to the airport terminal location of their desire. This is nothing more than a transition of the old Eastside Airline Terminal and the Westside Airline Terminal that we used to have in New York City, except in this instance we would be using trains.

We state further, Senator, that another practical demonstration of better utilization of the Central Railroad of New Jersey would be to use a hybrid type of locomotive which was operational on the former New Haven Railroad, called an FL-9 type locomotive. Strangely enough, after Conrail came into being, these same locomotives were refurbished and then leased to the MTA, the Metropolitan Transit Authority, who continues to use them, but not in the same number. There are, I am advised, 12 locomotives that could be made available for a demonstration project in New Jersey and they could be used over the New York and Long Branch Railroad and also the Central Railroad of New Jersey between Plainfield and New York City, as well as certain locations of the Erie-Lackawanna. The point I am making, Senator, is that these hybrid locomotives which would operate in non-electrified territory under diesel power and in electrified territory under electric power, which would be self-contained in the same locomotive, which would mean no locomotive change would be required, would amply demonstrate the feasibility of serving Penn Station, New York, from the present sites and locations of the Central Railroad of New Jersey as well as the New York and Long Branch Railroad; and it would soon be evident as to whether, by upgrading the Central Railroad of New Jersey, that program of PATH would be feasible or not. The facts would be the element that would make it acceptable or one to be rejected. I suggest, sir, that some action be taken with respect to that proposal so that we can demonstrate the feasibility of using these hybrid locomotives.

Some other legislative action is necessary, sir, because presently the New Jersey DOT, I am advised, has been trying to consummate a contract with Conrail and that covers the territory of the former Penn Central as well as the Central Railroad of New Jersey - and there seems to be some difficulty. I would suggest that there be some additional attention to determine the reasons why that contract cannot be settled. The reason I submit that to you for your consideration is because of other phases of the operation, such as 20 Erie-Lackawanna, multiple-unit cars which are lying inoperative at Hudson, just outside of Newark, New Jersey, because Conrail will not assign crews to have those cars tested.

I would make one other suggestion. The Department of Transportation people have led me to believe that there are certain areas in which they seem to be without clout with respect to Conrail, in order to preserve or secure levels of service that the contract under which they are operating would indicate was an obligation of Conrail. I submit, sir, that there either should be some additional legislation or some additional legal impact that would allow the Department of Transportation the clout that they really need - and they need it now.

Now, sir, in closing my remarks, I would like to remind the Transportation Committee of some things that the Port of New York Authority stood behind and recommended with the greatest energy some few years ago. They told one and all - they told the Legislatures in New Jersey and New York - they told the Governors of

both states - they told it in the newspapers and on the radio and every means possible that New Jersey needed a fourth jet port. And they had all kinds of substantive evidence, as they called it, as to why it was needed. The search was on. We went from New York State up at Kingston to Barefoot Mountain in Morristown, etc., and finally it came upon disastrous days and the project finally was defeated. Instead there was the proposal that they were going to improve Newark Airport. It became Newark International Airport and things looked great for New Jersey, except somewhere along the line Newark was underutilized - and by whom? By the Port of New York and New Jersey Authority. That's by whom. It wasn't underutilized by the people. We didn't get the airlines in there and we didn't get their services in there. As a result, people had to go elsewhere if they wanted to travel to certain destinations. This is a travesty. This is an injustice to New Jersey. I submit, sir, if this is the type of recommendations and projections that the Port Authority makes, speaking now of the fourth jetport and the fact that it wasn't needed, perhaps we should look upon it in the light that they are doing the same thing with respect to the PATH extension to Plainfield.

Previous speakers have stated much of what I have in mind and I shall not be redundant and take up additional time. I wish to thank you for the opportunity of permitting me to express these few remarks in this regard. Thank you.

SENATOR BUEHLER: The Committee thanks you, Mr. Kendler. How long have you been in railroading?

MR. KENDLER: I have been in the industry 36 years. I have been a union representative for 27 or 28 years. I am a former Assistant Director of the former New Jersey Highway Department, Division of Railroad Transportation, which is now the Department of Transportation, and I was there when the subsidy program started. I served your predecessor committee, the New Jersey Senate Transportation Committee, as a consultant.

SENATOR BUEHLER: How many members do you represent in your affiliation with the union?

MR. KENDLER: Three hundred and fifty passenger conductors and passenger trainmen.

SENATOR BUEHLER: The Committee thanks you.

Before I conclude this hearing, I would like all of the witnesses to be advised that I will instruct our Legislative Aide, Mr. Capalbo, to analyze as quickly as possible all of the statements that have been entered in the record here on this 29th day of March, 1977, in order that I might provide the members of the New Jersey Senate legislative body, upon their return to Trenton to reopen our current session on April 18th, a document summarizing all of the remarks that have been made here, so that they might have that information prior to the final meeting or hearing that the Department of Transportation will hold in Elizabeth on April 19th.

This Committee feels that, in the spirit of openness and cooperation with those who requested that we have this hearing, the Senate should be advised as to the outcome of this hearing today.

We thank all of the participants, both for and opposed to the PATH extension project, and we will await the report that results from this hearing and submit it to the members of the Senate, as well as to the Governor and all those officials connected with this matter.

This concludes our meeting and we thank you all very much.

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SUBMITTED BY COMMISSIONER ALAN SAGNER

list of meetings with public officials and community groups which have been held on this project since December 1976.

New Jersey Department of Transportation and Port Authority Trans-Hudson Corporation
Meetings with Public Officials and Community Groups on the Proposed PATH
Extension to Plainfield, December 1976 - February 1977

Organization

Union County Transportation Advisory Committee	Westfield	Dec. 2, Dec. 13, 1976
Essex County Transportation Planning Council	Fairfield	Dec. 7, '76, Feb. 1, '77
Plainfield Central Jersey Chamber of Commerce	Plainfield	Dec. 13, 1976
Somerset County Transportation Committee	World Trade Center	Dec. 21, 1976
Hunterdon County Committee on Public Transportation		
Fanwood/Scotch Plains Councils	Fanwood	Jan. 3, 1977
Newark Transportation Council-Urban System Task Force and Coordinating Sub-regional Transportation Planning Committee	Newark	Jan. 12, 1977
Westfield Area Chamber of Commerce	Westfield	Jan. 12, 1977
Westfield Town Council	Westfield	Jan. 12, 1977
Somerset County Public Meeting	Bridgewater	Feb. 3, 1977
Elizabeth City Council Meeting	Elizabeth	Feb. 9, 1977
Cranford Public Meeting	Cranford	Feb. 10, 1977



State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS

ATRICIA G. SHEEHAN
COMMISSIONER

363 WEST STATE STREET
POST OFFICE BOX 2768
TRENTON, N.J. 08625

May 14, 1975

1.18.11

The Honorable Alan Sagner, Commissioner
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Dear Commissioner Sagner:

At your request, we have reviewed the proposed extension of the PATH line from Newark to Plainfield, on the basis of the State's overall land use needs and the State's growth and development plan. We would offer the following comments.

While New Jersey, like most other states, has delegated planning and zoning responsibilities to local units of government, it does retain the right to provide overall planning and policy guidance. This guidance is particularly appropriate for investments made by the State for the benefit of more than one municipality, and which can have lasting developmental effects. Under the legislative mandate granted to it, the Department of Community Affairs has overall responsibility for providing a growth and development plan for New Jersey.

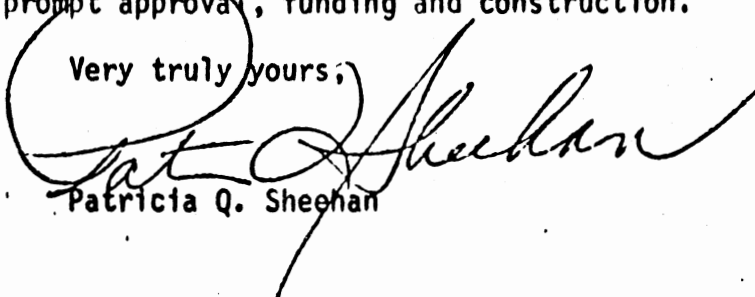
The work of the planning staff is going forward, and by the end of the next fiscal year, a draft of the comprehensive development plan will be published. After thorough discussions with municipalities and counties, with other State Departments, and with land use, energy, and other resource experts, two things appear certain to be incorporated in the comprehensive development plan. First, there will be a commitment to the revitalization of our older urban areas; and secondly, there will be a commitment to preserve, as much as possible, New Jersey's currently undeveloped farmland and open space.

In light of this consensus and other considerations related to the future development of the State, it is our judgment that the PATH extension is most consistent with the evolving overall growth and development strategy. First, it would provide a needed boost to the redevelopment of Plainfield, as well as assisting the rehabilitation of other urban areas along the route

of the PATH extension. Secondly, it would make the whole corridor between Plainfield and Newark more attractive for development and redevelopment and attract growth into that area. This redevelopment would replace the pattern of dispersal which is so wasteful of land and energy resources. This, we think, will help preserve other areas of the State as productive farmland or as open space. Finally, there are other important positive benefits in providing linkages between residences and work places, and in providing additional employment opportunities at a time when they are so badly needed.

For these reasons, we are happy to join with you in endorsing the PATH extension and urging its prompt approval, funding and construction.

Very truly yours,



Patricia Q. Sheehan

REGIONAL DEVELOPMENT GUIDE
Technical Perspectives
 Tri-State Transportation Commission
 November 1969

b. analysis

A characteristic of the facts observable in the Tri-State Region is their great variety. This variety is partly the result of the Region's geographical site itself, partly the result of the history of human activities that it has contained, and partly the simple result of its very great size.

The Region's varied natural characteristics require diversity of land development patterns. Harnessing natural forces most effectively in the Region requires the right use or pattern of development for each different natural feature or characteristic.

Most human societies are composed of many different kinds of people. They include a full range of age groups, family sizes, income and educational levels, talents, skills, jobs, interests and activities. Each type of person has his own special requirements of environment and facilities. American society is also culturally "pluralistic" due to the multiplicity of its people's national origins. Cultural pluralism is especially significant in the Tri-State Region, because New York has been historically the major port of entry for European immigrants. Each cultural group has different tastes and habits. Since social and economic diversity is likely to increase with a region's size, and since the Tri-State Region is the largest urban region in the world, its diversity is therefore greater than that found in most other urban regions, and is probably its greatest economic and social asset. To preserve and foster this diversity may be essential to the Region's continued economic prosperity and social well-being. Organizing an equitable society and maintaining it in the Tri-State Region requires satisfaction of the many diverse needs and wants of

this diverse people, while making sure that everyone has the common essentials.

In many places in the Region the people have created or preserved its diverse man-made characteristics, and will wish to continue doing so to satisfy their needs and wants. Building with skill and purpose in each part of the Region therefore requires recognition of and respect for these diverse characteristics, and the fostering of continued opportunities to create them wherever they are suitable for the people who use them.

The man-made variety probably reflects, to some extent, the natural variety and satisfies the needs of the diversified society. When humans operate with some degree of freedom, they tend to establish their many activities and build their many environments in appropriate locations to suit themselves. Furthermore, the natural characteristics of the Region's vacant land are as varied as the people who will need to settle there. A suitable place probably exists within the Tri-State Region for the appropriate development to accommodate every type of person and every kind of activity. Effective use of the Region's natural assets, to build it skillfully for the greatest benefit of the society it contains, requires finding for each activity its right location and for each person his preferred environment.

Every member of the society will seek, somewhere in the Region, within the limits of his economic capabilities, the environment he wants, accessible to the people and things he needs: high density, low density, middle density, highly skilled or semiskilled job markets, education, entertainment, recreation, crowds, solitude, the companionship of other people with similar tastes and needs. But no group can exist in isolation, especially in over-large segregated areas, neither young families, nor the elderly, nor the very poor, nor the very rich, nor even

the middle aged and the middle classes, nor any ethnic "minority." To insure for every person sufficiently wide opportunities for full participation in the benefits of the urban Region, communities should exist where each individual can find the lifestyle that he would choose and can afford, yet remain accessible to most other kinds of places, ranging from high concentrations to wide open spaces, with no artificial bars preventing him from moving to another community if he should so decide.

For the arrangement of the Region's land uses to perform satisfactorily, all its different kinds of people and activities must collaborate with reasonable convenience. All must therefore be accessible to one another and to all the facilities they need. Except for special functions such as those in Manhattan, more than an hour's time is too far to go for daily requirements. Yet any place within one quarter to one half hour's travel time is close enough. Before the advent, first, of motor mass-transit, and, more recently, the automobile, a full range of environments, facilities and activities therefore could not be more than one or two miles apart, in order to function adequately as parts of an urban agglomeration. Today, thanks to the automobile and motor mass-transit, these components need not be closer to each other than ten to twenty miles, but cannot be any farther apart. The diameter of the Tri-State Region is close to 150 miles, but for smooth performance of the urban machine within it, the separation of its "everyday" parts cannot exceed ten to twenty miles. A "grain" of urban development exceeding this dimension would not be compatible with the patterns of normal and convenient daily living. This ten-to-twenty-mile grain of urbanization within the Region means that from any given point, most if not all types of environments, facilities, activities and people should lie within such a distance.

At the regional scale, three categories of

environment will classify all conceivable types. A place is predominantly open if nature dominates the environment. Predominantly urban areas are places where human activities dominate the environment. A concentration accommodates larger quantities and varieties of activity at higher densities than the urban areas that surround it. In concentrations, the artifacts of man cover most of the land: usually they occur at central locations, within easy reach of many, and are predominantly nonresidential. In predominantly urban areas, the artifacts of man are in evidence but not exclusively; such areas usually surround and are within easy reach of one or more concentrations. Predominantly open lands lie beyond the edges of the urban areas; some people may live or work there, but the artifacts of man, if present, are unobtrusive components of the environment. Maps 6 to 9 have shown the present locations of these three types of areas in the Tri-State Region. A rich environment for urban life requires all three types of areas in locations reasonably accessible to one another. A ten-mile trip from any point in the Region in at least one direction should cross each of these three types of areas.

The line separating predominantly open from predominantly urban areas will define the basic outline of the Region's pattern of development. It will determine where most of the people should be, in contrast to where the fewest people should be. The location of this boundary line should establish the desired ten-to-twenty-mile grain of the Region's future urban form. The urban parts containing the people should also contain most of the concentrations and transportation arteries. Finding this line makes possible the design of a transportation system that responds to the requirements of an optimum arrangement of land development, rather than requiring the design of the transport system before land development can be defined.



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May 22, 1975

Hon. Alan Sagner
Commissioner
State of New Jersey
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Dear Alan:

In response to your inquiry, Regional Plan Association favors the extension of PATH to Plainfield as proposed by the Port of New York and New Jersey Authority. As you know, we also still have several reservations about the project, which were spelled out in the accompanying issue of Regional Plan News, Two Rail Issues, June 1974, pp 11-14.

The essence of our statement on the Plainfield Corridor/Newark Airport Project indicated the following benefits:

1. The project will further objectives of RPA's Second Regional Plan--i.e., provide better public transit to urban centers, namely Lower Manhattan, Jersey City, Newark and Elizabeth, and provide some incentive for the clustering of residences and commercial activities in the Elizabeth-Plainfield corridor.
2. It will greatly increase the frequency of service to the area between Elizabeth and Plainfield, significantly reduce travel time, and eliminate a change of trains at Newark for travellers to Lower Manhattan. It does capitalize on the advantage of good existing rights-of-way. However, a light transit car may offer a very low standard of comfort for a 25-mile trip compared to commuter-rail equipment.

We recognize that in some ways electrification of the Central of New Jersey to and beyond Plainfield is a potential alternative, but it would require a new rail tunnel under the Hudson River in order to provide direct service because the Pennsylvania tunnel does not have the necessary capacity. One day such a new rail tunnel may be provided for through rail access to Long Island and Connecticut, primarily for freight. Because of funding limitations, it is our judgment that this major river crossing is not possible in the foreseeable future without a turnabout of priorities. The PATH extension, therefore, represents a lower-cost alternative immediately available.

As our year-old statement enclosed states, Regional Plan can only support the PATH extension if (1) the State of New Jersey assures adequate access by bus and auto to the new PATH rail stops, including decked parking, (2) there is better service to Newark Airport from north and south than initially conceived, (3) that the State takes responsibility for land use in the corridor so it relates to the transportation and yet retains the quality of the corridor communities, and (4) public transportation service be provided along the Lehigh Valley or CNJ corridor west of Plainfield. We understand that you contemplate a study on this subject, and we will look forward to cooperating in the study and receiving the results.

In sum, with the recommended modifications, the PATH extension proposal can be used to buttress existing communities and as an instrument to slow the spread of development across the remaining undeveloped land of that sector of New Jersey.

Sincerely,

John P. Keith
President

JPK:wf
Enclosure
cc: Louis J. Gambaccini

STATEMENT SUBMITTED BY ASSEMBLYMAN JOSEPH PATERO

At the outset, I would like to thank you for the opportunity of inviting me to voice my opinion concerning the proposed extension of PATH to the City of Plainfield.

I am having some difficulty in understanding why, in this time and age when the emphasis seems to be so strongly placed upon the conservation of energy, and the protection of the environment, that we have before us a proposal which would, in effect, be a half-way measure if the PATH extension would stop at Plainfield. In reviewing the New Jersey Department of Transportation Port Authority Trans Hudson Corporation Joint Task Force report, I noticed that it states, "Additionally, this plan results in the termination of through rail services in the corridor at Plainfield."

Further, the report carries on with the interesting comment, "Other transportation service would have to be developed to serve commuters between their point of origin and the ^{PLAINFIELD} ~~Plainfield~~ terminus."

If my understanding of these two pertinent statements are correct, then due to the fact that there would be no services west of Plainfield, people would be required to travel by either Routes #22 or #28 from the Somerset County area to the Plainfield Station. This definitely would cause added pollution and traffic problems from the automobiles that would daily be making these trips.

I find the report, itself, somewhat incredible in the fact that ^{when} it seems to me ~~that~~ it is a well known fact that Middlesex, Somerset and Hunterdon Counties are the fastest growing population areas in the entire State of New

Jersey. It is to these areas that people are moving from the cities and it is, likewise, in these areas that expansion is taking place, almost at an unprecedented rate, even in these financial and difficult times. The mass influx of residents to these areas should definitely be taken into account by agreeing to the extension of PATH from Newark to, for example, the Borough of Raritan in Somerset County. It is only this way that the State of New Jersey is going to be able to cope with the problem that will consistently become worse and worse every day unless immediate measures are undertaken to do something now.

I am of the opinion that supporters of the PATH extension only to the Plainfield area, are taking a very short term view of a long term problem. An alternative that is available, that I would like to mention in my comments here before you, is of course, the electrification of the Central Railroad of New Jersey. This would enable us to give continued service to Middlesex and Somerset Counties and have potential to be extended to Hunterdon, if in fact, the need arose. This, also, would serve to create a rail network that can be tied into the already electrified Erie-Lackawanna and as well as the Penn Central.

In closing, I think that you can see from my comments that I sit here today with mixed emotions, as well as a proposal that on the surface may appear

to be self-contradictory. In essence, I am on the one-hand opposing a plan to extend a PATH line only to the City of Plainfield. That extension granted can reduce the unemployment rate in this State which, at this point, is a very critical factor.

However, at the same time, it is my distinct fear that if the State should not change its position on the matter and allow the realistic approach of the extension to Somerville to take place, then in that event, no Federal Funds will be released because of the unpracticality of this program, as well as the high costs.

In conclusion, I would like to state that I firmly believe that it is to the best interests of the State to extend the line to the Borough of Raritan. I encourage them to do this, I encourage them to be realistic and to take a good hard look at the advantages that such an extension would offer.

I do hope that from this meeting the State will see that a Plainfield extension is not the solution that is to our best interests and that something more is needed and should be done at this time.

ENCLOSURE TO LETTER READ FROM CONGRESSMAN MILLICENT FENWICK

SIX ALTERNATIVES

1. Extension of PATH from Plainfield to Raritan
Cost: \$197 million
2. Suburban Railroad service from Raritan to PATH terminal in Plainfield.
Cost: \$8.7--\$24.2 million.
3. Feeder bus service to Plainfield. Cost: \$3.8 million
4. Exclusive bus service on paved CNJ right-of-way from Bridgewater to Plainfield. Cost: \$96.1 million
5. A light-rail trolly-like train on the CNJ right-of-way from Raritan to Plainfield. Cost: \$68.8 million
6. Direct bus service to Newark and New York. Cost: \$4.4 million

January 5, 1977

Walt

UNION COUNTY PLANNING DEPARTMENT
SUBREGIONAL TRANSPORTATION PLANNING PROGRAM
TRANSPORTATION ADVISORY COMMITTEE

RESOLUTION

WHEREAS, a special meeting of the Transportation Advisory Committee was held December 13, 1976 to address itself to the proposed PATH extension from Newark through Elizabeth and onto Plainfield; and

WHEREAS, by resolutions unanimously adopted on September 19, 1973, December 18, 1974, February 12, 1975, and June 9, 1976, and in its Transportation Master Plan adopted December 10, 1975, the Union County Planning Board gave full support to the extension of the PATH rail mass transit system from Newark to Plainfield by the Port Authority of New York and New Jersey; and

WHEREAS, by resolutions adopted August 9, 1973 and November 10, 1976 the Union County Board of Chosen Freeholders also gave support to the PATH extension; and

WHEREAS, the PATH extension has been endorsed by the New Jersey Department of Transportation and the Tri-State Regional Planning Commission; and

WHEREAS, the limited amount of energy resources mandates improvement of mass transportation within Union County which the proposed PATH extension would provide in the form of fast, frequent, safe, and comfortable rail service; and

WHEREAS, the Port Authority of New York and New Jersey has an extensive proven record of operating PATH and other endeavors in a most efficient manner; and

WHEREAS, improved access will be provided to Newark International Airport as an important element of the proposed PATH extension; and

WHEREAS, Union County should directly benefit economically and improved employment opportunity; and

WHEREAS, consideration has been given to alternatives of the PATH extension, including the upgrading and electrification of the existing ConRail CNJ "Mainline" at a lesser capital cost; but

WHEREAS, despite a higher capital outlay, the potential exists for a lower operating expenditure which should result in a lower net cost; and

WHEREAS, the necessary preparations including the application and approval procedures involving the multitude of state, regional, and national agencies required in initiating a project of this scope, have been accomplished, with the project virtually ready for implementation; and

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee of Union County Planning Department does hereby express its support of the PATH extension from Newark to Plainfield in accordance with the Urban Mass Transit Administration requirements and does hereby strongly urge the New Jersey Department of Transportation, the Tri-State Regional

Planning Commission, and the Urban Mass Transit Administration to effect final approval and implementation of this project at the earliest possible opportunity;

BE IT FURTHER RESOLVED, that attested copies of this resolution be forwarded to Governor Brendan T. Byrne of the State of New Jersey, the legislative representatives of Union County, the New Jersey Department of Transportation, the Tri-State Regional Planning Commission, the Urban Mass Transit Administration, the Port Authority of New York and New Jersey, the Union County Board of Chosen Freeholders, the Union County Planning Board, and the Mayors and Governing Bodies of Union County municipalities along this transportation corridor.

I, THOMAS D. JONES, Chairman of the Transportation Advisory Committee for Union County, do hereby certify that the above is a true copy of the Resolution passed at a regular meeting of the Transportation Advisory Committee for Union County held on the 5th day of January, 1977.

By Thomas D. Jones
THOMAS D. JONES, Chairman

Attest Walter W. Gardiner
WALTER W. GARDINER, Traffic Engineer

UNION COUNTY PLANNING BOARD

Union County, New Jersey

RESOLUTION

WHEREAS, the newly formed Union County Planning Board wishes to address itself to the proposed PATH extension from Newark, through Elizabeth and onto Plainfield; and

WHEREAS, by resolutions unanimously adopted on September 19, 1973, December 18, 1974, February 12, 1975, and June 9, 1976, and in its Transportation Master Plan adopted December 10, 1975, the former Union County Planning Board gave full support to the extension of the PATH rail mass transit system from Newark to Plainfield by the Port Authority of New York and New Jersey; and

WHEREAS, by resolutions adopted August 9, 1973 and November 10, 1976, the Union County Board of Chosen Freeholders gave support to the extension of the PATH system from Newark to Plainfield; and

WHEREAS, by a resolution adopted January 5, 1977, the Transportation Advisory Committee of the Union County Planning Department also expressed support of the PATH extension; and

WHEREAS, the PATH extension has been endorsed by the New Jersey Department of Transportation and the Tri-State Regional Planning Commission; and

WHEREAS, while the total capital cost of the PATH extension to Plainfield may be more costly than the capital cost of upgrading the existing Central Railroad of New Jersey-Lehigh Valley ConRail System;

WHEREAS, the PATH extension will represent no more total costs over the life cycle of the project when the lower operating costs are taken into account; and

WHEREAS, the PATH extension would provide a more dependable operation with higher frequency service and faster running time which is the goal of good mass transit; and

WHEREAS, a full capital grant application has been developed for the PATH extension project, and requisite planning and engineering work is now under way to meet the conditions necessary for UMTA to make a formal grant commitment for final engineering and construction of the project;

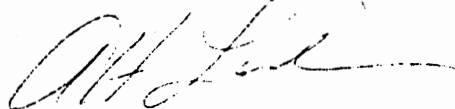
NOW, THEREFORE, BE IT RESOLVED, that the Union County Planning Board does hereby continue its support and preference for the PATH extension to Plainfield in accordance with Urban Mass Transit Administration requirements and does hereby strongly urge the New Jersey Department of Transportation, the Tri-State Regional Planning Commission, and the Urban Mass Transit Administration to effect final approval and implementation of this project at the earliest possible opportunity;

BE IT FURTHER RESOLVED, that attested copies of this resolution be forwarded to Governor Brendan T. Byrne of the State of New Jersey, the legislative representatives of Union County, the New Jersey Department of Transportation, the Tri-State Regional Planning Commission, the Urban Mass Transit Administration, the Port Authority of New York and New Jersey, the Union County Board of Chosen Freeholders, and the Mayors

and Governing Bodies of Union County municipalities along this transportation corridor.

I, GEORGE CANNON, Secretary of the Union County Planning Board, do hereby certify that the above is a true copy of the Resolution passed at a regular meeting of the Union County Planning Board held on the 12th day of January, 1977.

By 
GEORGE CANNON, Secretary


Attest ALFRED H. LINDEN, Planning Director

12

RESOLUTION

UNION COUNTY BOARD OF CHOSEN FREEHOLDERS

RES. 117-683

No. 683

Date of Adoption Nov. 10, 1976

RESOLUTION BY FREEHOLDER CHAIRMAN SEYMOUR

Approved as to Form

County Attorney

Moved by Freeholder

Seconded by

WHEREAS, the Board of Chosen Freeholders of the County of Union has long supported the improvement of public rapid transit systems; and

WHEREAS, there is a current proposal to extend the Port Authority Trans Hudson Rapid Transit System from the City of Newark, Essex County, New Jersey to the City of Plainfield, Union County, New Jersey; and

WHEREAS, the Federal Regulations in Part 450 and Titles 23 and 49 United States Code make possible the use of Federal Highway Administration Federal Aid Urban System fund; for the design and construction of public transportation systems; and

WHEREAS, the same Federal regulations and statutes require that such projects be initiated by the appropriate local officials through the metropolitan planning organization in urbanized areas; and

WHEREAS, the Tri-State Regional Planning Commission is the metropolitan planning organization for the northeast New Jersey - New York urbanized area:

NOW, THEREFORE, BE IT RESOLVED, that the Union County Board of Chosen Freeholders amend the Union County portion of the Tri-State Regional Planning Commission Transportation Improvement Program Fiscal Years 1977 through 1981 to include a total transfer

RECORD OF VOTE

(Continued)

of \$12,900,000.00 Federal Aid Urban System funds (Federal Share) from the previously adopted State area-wide program to the Union County Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the Union County Board of Chosen Freeholders hereby initiate a public transportation project described as the Port Authority Trans Hudson Rapid Transit Line Extension from Newark to Plainfield, engineering, preliminary utility work and construction; and

BE IT FURTHER RESOLVED, that the Fiscal Year 1977 Annual Element of the Tri-State Regional Planning Commission Transportation Improvement Program be amended so as to indicate that the Federal Aid Urban System funding portion of the PATH project on page 001 of attachment C (\$10.3 million Federal share) is considered to be a portion of the Union County Transportation Improvement Program Fiscal Year 1977 Annual Element; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to Mr. Paul Baker of the New Jersey Department of Transportation, Mr. Robert Engle, of the New Jersey Department of Transportation, Mr. Richard J. Amann, of the Tri-State Regional Planning Commission, and the Union County Planning Department.



Plainfield - Central Jersey Chamber of Commerce

119 WATCHUNG AVENUE • PLAINFIELD, NEW JERSEY • TELEPHONE (201) 754-7250

LEONARD M. MENHART
EXECUTIVE VICE-PRESIDENT

March 29, 1977

The Plainfield-Central Jersey Chamber of Commerce, composed of nearly 400 member firms and serving eleven separate communities, including sections of three different counties (Union, Middlesex and Somerset) wishes to go on record as reiterating and strongly emphasizing our continued support of the Newark-Plainfield PATH extension. As a state, New Jersey is decidedly in need of an updated rapid mass transit system and the PATH project provides us with that. PATH represents a "go" project and should be acted on immediately, for to delay will most certainly set the state back many years in its continuing effort to improve our over-all status. Regarding so-called alternatives to the PATH project - to the best of our knowledge there currently exists no specific alternative for implementation.

The Newark-Plainfield PATH extension will insure a clean, rapid mode of transportation most appealing to commuters, will provide relief to overcrowded highways, and most essentially, will have a positive effect on current energy and environmental problems confronting New Jersey. Further, it has been documented that the PATH project will operate at far less the deficit figures currently being shown by the Central New Jersey Railroad (Con Rail), thereby insuring lower long-term costs.

In closing, we note that already millions of Federal dollars have been poured into urban mass transit projects throughout the country, including

Page Two

New York City and San Francisco. During 1973-1975, 66 million dollars in grant money was released by the Urban Mass Transportation Authority to the Bay Area Rapid Transit System. Since its inception in 1966, the BART Line has received some 300 million dollars from the Federal Government in the form of an on-going grant program. We in New Jersey now have the opportunity, and approval, to avail ourselves of such assistance and provide our citizens with a first-class rapid mass transportation system. It is time to put aside regional differences and to act as a state, for if PATH is not extended to Plainfield, it can never be extended any further. We urge positive action on the part of all to insure the PATH project becomes a reality.



BOARD OF CHOSEN FREEHOLDERS

Administrative Building, Hackensack, NJ 07601 201 / 646-2500

Jeremiah F. O'Connor
Director
Doris Mahalick
Deputy Director
Gerald A. Calabrese
Joseph Carucci, Jr.
Harry J. Gerecke
Joan Lesemann
D. Bennett Mazur
Charles E. Reid
Joan Steinacker
Stephen J. Cuccio
County Administrator
Loretta Weinberg
Clerk of the Board

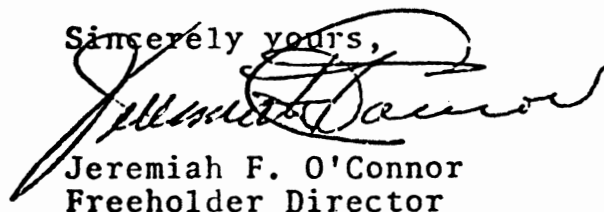
March 15, 1977

TO: Freeholders of All Northeast Counties
SUBJECT: PATH Proposal - FAUS Funds

The Bergen County Board of Chosen Freeholders supports and endorses the statement enclosed concerning the proposal to divert Federal Aid Urban Systems (FAUS) funds for the extension of PATH rapid transit service to Plainfield.

We commend this statement to you, believing that it deserves your consideration and endorsement.

Sincerely yours,


Jeremiah F. O'Connor
Freeholder Director

POSITION STATEMENT ON THE PATH EXTENSION
AND EXPENDITURE OF STATE AND FEDERAL FUNDS

The Governor's Commission on Capital Needs and The State Office of Fiscal Affairs have stated that the PATH Extension Proposal does not warrant endorsement and that the building of an improved Central Railroad of New Jersey (Conrail) deserves our consideration.

The question is whether to Upgrade the Central Railroad at \$124 million or to endorse the PATH Extension Proposal at \$347 million for the initial project and \$450 million for the total project (please see copy of the PATH Application cover letter).

Utilizing the Port Authority's \$120 million commitment for the PATH Proposal generates only \$157 million in UMTA Funds, because the Urban Mass Transportation Administration has found that the PATH Proposal is not cost effective and they, therefore, refused to commit UMTA to 80% of the project.

In fact, the \$120 million Port Authority commitment would provide \$600 million if matched with \$480 million in UMTA funds which Senator H. Williams' Bill S-208 would make available. Even with the present commitment of UMTA funds of \$157 million (\$196 million when matched), the CNJ could be upgraded for \$124 million, which on an immediate basis would provide \$72 million for other transit projects.

Thus, there would be no need to utilize FAUS funds for upgrading the CNJ. With the PATH Proposal, the diversion of Federal Aid Urban System Funds is already taking place. FAUS funds are a primary source of county road funds.

The Counties and the State in Northeast New Jersey (10 Counties and 2 Cities) have designated FAUS projects amounting to \$383.6 million (1977-1981), the funding allocation available is only \$132 million. This gap in funds is about \$250 million.

Following is a list of projects to which FAUS funds are to be diverted:

- 1) Out of the \$132 million FAUS funds available, there is already a proposed diversion of \$18.4 million for the initial PATH Project.
- 2) Approximately \$13-\$18 million for the Newark Subway improvement may now utilize FAUS funds rather than UMTA funds.

- 3) Commissioner Sagner has also endorsed the use of \$2 million of FAUS funds for the Ocean County Bus Proposal.
- 4) In addition, the Commissioner has indicated that parking facilities along the PATH Extension will be funded from FAUS. These costs could range from \$10 to \$20 million. At this time there is no other available funding for a proposed \$24 million rail shuttle system from Plainfield to Raritan. *A transit service from Plainfield to Raritan is an UMTA requirement for the PATH extension to Plainfield.*
- 5) The Tri-State's "Maintaining Mobility" Priority Proposals (1977-1981) states there is a need for \$171 million capital funds for the North Jersey Bus System.

Please note that bus subsidies in the State of New Jersey are approaching \$40 million a year and that the State Department of Transportation is billing the counties for 25% of intrastate service (\$6 million), with a threat to curtail bus service if counties do not contribute. Yet there is no State Bus Program to improve efficiency of operations or promote increased patronage. A State Bus Program will require capital funds in order to achieve operational efficiencies.

Commissioner Sagner has announced he will propose legislation for implementation of a Statewide Bus Program and the Commissioner has indicated to UMTA Administrator Patricelli he will utilize FAUS funds for bus program acquisition purposes.

While there are FAUS funds available now, all the demands being made on these funds will inevitably leave many essential projects unfunded. The PATH Proposal by utilizing all UMTA funds is shortchanging all other transit projects and at the same time diverting FAUS funds from essential county road projects.

These expenditures directly affect every County in New Jersey and, in particular, the ten Northeast Counties, Jersey City, and Newark. As you can see from the Urban Mass Transportation Administration document, the choice of PATH or CNJ is a decision that is yours to make.

New Jersey Association of County Transportation Representatives

RESOLUTION

Frank T. Reilly, Chairman
County of Morris
Courthouse
Morristown, N.J., 07960
(201) 285-6145

James Wheatley, Vice Chairman
County of Salem
90 Market Street
Salem, N.J., 08079
(609) 935-7337

Gary W. Verhoorn, Secretary
County of Essex
169 Passaic Avenue
Fairfield, N.J., 07006
(201) 575-0952

WHEREAS, the New Jersey Association of County Transportation Representatives has thoroughly evaluated the option of a PATH Extension versus an upgraded Conrail-CNJ; and

WHEREAS, the PATH Extension as proposed would not provide direct access to Newark International Airport; and

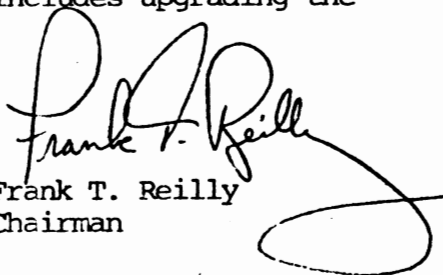
WHEREAS, the people of the State of New Jersey did approve of the electrification of the Erie-Lackawanna Railway, the New York and Long Branch Railroad, and the Central Railroad Company of New Jersey (CNJ) at the Transportation Bond Referendum of 1968; and

WHEREAS, the capital costs of the PATH Extension proposal are at least twice as costly as the Conrail-CNJ proposal; and


WHEREAS, the PATH Extension commits the Legislature of the State of New Jersey to operating expenditures and capital expenditures for the coming decades;

NOW, THEREFORE, be it resolved that the New Jersey Association of County Transportation Representatives does hereby call upon the State Legislature of New Jersey to mandate that the State Department of Transportation present a Capital Transit Program which includes upgrading the Conrail-CNJ.

December 16, 1976


Frank T. Reilly
Chairman

Attest:


Gary W. Verhoorn
Secretary

CNJ CORRIDOR ALTERNATIVES TO PLAINFIELD

TABLE 1

PATH EXTENSION ⁽¹⁾	CNJ RAIL ALTERNATES			BUSWAY CNJ Corridor
	Minimum Diesel Excluding Third Track	Maximum Diesel Including Third Track	Electric Including Third Track	

I. Capital

A. Construction Project Costs

Total Project	\$ 402M ⁽²⁾	\$ 347M ⁽²⁾	\$ 60M	\$ 174M	\$ 336M	\$ 164M
Per Passenger	28,500	24,600	7,100	20,600	39,300	15,600
Local Resources	80M	69M	12M	35M	67M	33M
Per Passenger	5,700	4,900	1,400	4,100	7,800	3,100
Federal Grant	322M	278M	48M	139M	269M	131M

B. Debt Service

Total Project	\$ 33.5M	\$ 28.3M	\$ 4.9M	\$ 14.2M	\$ 27.4M	\$ 13.4M
Local Resources	7.3M	6.4M	1.0M	2.9M	5.5M	2.7M

II. Operating Results (assumes no fare increases)

A. Operating Deficit (1985) Excl. Capital

Total Project	\$ 6.4M ⁽³⁾	\$ 6.4M ⁽³⁾	\$ 14.8M	\$ 15.0M	\$ 14.9M	\$ 6.2M
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B. Operating Deficit (1985) Incl. Capital

Total Project (Incl. Fed. Cap. Grant)	\$ 39.9M	\$ 34.7M	\$ 19.7M	\$ 29.2M	\$ 42.3M	\$ 19.6M
Per Passenger Trip	4.87	4.23	4.48	6.58	9.42	3.44
Local Resources (Excl. Fed. Cap. Grant)	13.7M	12.8M	15.8M	17.9M	20.4M	8.9M
Per Passenger Trip	1.67	1.56	3.59	4.03	4.53	1.55

Total Passengers (1985)

Annual	\$ 8.2M	\$ 8.2M	\$ 4.4M	\$ 4.4M	\$ 4.5M	\$ 5.7M
Daily One Way	14,100	14,100	8,500	8,500	8,600	10,500

1) Includes Airport station but excludes connecting service from Airport station to airline terminals.

2) Column one includes (Column two excludes) an estimated capital investment of \$55 million for basic PATH system improvements east of Newark resulting from the PATH Plainfield Extension Project.

3) Assumes revenues from Airport connecting services would cover operating expenses.

M = Million

1/15/75

PREPARED BY
PETER J. KOELSCH

26X

1

<u>Project</u>	<u>Total Mileage</u>	<u>Total Cost</u>	<u>Grade Crossings</u>	<u>Over-Water Bridges</u>	<u>Cost Per Mile</u>
CNJ - Newark-Plainfield - Maximum Diesel	16.3	\$124,000,000	0	0	\$ 7,607,362
CNJ - Newark-Plainfield - Maximum Electrified	16.3	286,000,000	0	0	17,546,012
CNJ - Newark-Raritan - Maximum Diesel	29.1	170,000,000	8	0	5,841,924
CNJ - Newark-Raritan - Maximum Electrified	29.1	364,000,000	8	0	12,508,591
NY&LB - South Amboy to Red Bank - Electrified	15.0	150,000,000	14	2	10,000,000
NY&LB - Phase II					
A. Matawan-Lakewood - Elec- trified:					
1. At 75% of \$157,000,000	26.2	117,750,000	32	0	4,494,275
2. At 66.6% of \$157,000,000	26.2	104,562,000	32	0	3,995,115
B. Red Bank - Bayhead - Im- proved Service					
1. At 25% of \$157,000,000	21.6	39,250,000	78	2	1,817,130
2. At 33.3% of \$157,000,000	21.6	52,281,000	78	2	2,420 41

CNJ Projects do not include the estimate of \$50,000,000 to construct a third track on the
LV Aldene connection.

State of New Jersey

DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE
TRENTON, NEW JERSEY 08625ALAN SAGNER
COMMISSIONERRECEIVED
BY K

MAR 24 1975

MONMOUTH COUNTY PLANNING BOARD

March 20, 1975

Mr. Robert Halsey, Director
Monmouth County Planning Board
Court Street & Lafayette Place
Freehold, New Jersey 07723

Dear Mr. Halsey:

The New Jersey Department of Transportation has recently been authorized by the Urban Mass Transportation Administration to execute the second phase of the New Jersey Public Transportation Study, a study designed to develop a comprehensive program for preserving and extending the State's bus service.

As a logical extension of Phase "A" of this study, which concentrated effort on assembling a data base and making recommendations for a transit improvement program, Phase "B" will investigate five transit corridors throughout New Jersey. A more detailed explanation of this second phase is attached.

Since the study will focus attention on the particular transit service configuration of each area, a knowledge of the region, its transit problems and possible solutions is inherent to this endeavor. For this reason, a technical committee for each corridor is being formed and the Department wishes to extend to you, or a designated alternate, an invitation to participate on such a committee. We anticipate that where possible, your technical participation will be channeled through the county transportation coordinating committee.

I would appreciate receiving your reply in this matter at your earliest convenience. You may contact Mr. James Gallagher or his staff at (609) 292-5404.

Very truly yours,

*Douglas R. Webb*Douglas R. Webb
DirectorDivision of Transportation
Systems Planning*C. S. 11-2*JTG:am
Enclosure

30X

B. New Program (continued)

4. TASK IV. (continued)

g) (continued)

5) The development of recommended standards for "levels of service", both rail and bus, in the corridor.

6) The expressed needs and/or plans of county planning departments.

7) The land use plans of the Department of Community Affairs.

8) The plans and program for industrial development of the Department of Labor and Industry.

9) The findings and recommendations of local technical planning studies, including TOPICS.

10) The plans and programs of the Tri-State Regional Planning Commission.

11) The plans and programs of the Department of Environmental Protection.

12) The New Jersey Transit Development Program, 1974-1979, and the New Jersey Transit Development Program 1975-1980, as available.

h) A Technical Advisory Committee will be created for this corridor. Membership will include, but not necessarily be limited to representatives of the following agencies or groups:

Union County Planning Board
Plainfield Planning Board
Elizabeth Planning Board
Middlesex County Planning Board
Middlesex County Transportation Board
Somerset County Planning Board
Port Authority Trans-Hudson Corporation
Somerset Bus Company
Plainfield Transit Co.
Transport of New Jersey

New York and Long Branch
PROJECT COST BUDGET
(cost in thousand)

Matawan, N.J., November 7
15, 1976.

	Phase I S. Amboy to Matawan	South Amboy to Red Bank Based on UNTA Funding of \$110,000
50 MU Cars	\$44,720	\$ 44,720
2% in House Costs	894	894
5% Contingency	<u>2,236</u>	<u>2,236</u>
Sub Total	\$47,850	\$ 47,850
Traction Pwr. Supply	60	7,193
Catenary Sys. S. Amboy-Matawan	3,960	3,960
Cat. Sys. Matawan-Red Bank		7,333
Sig. Sys. S. Amboy-Matawan	3,300	3,300
Sig. Sys. S. Amboy-Beach Tower	840	840
Sig. Sys. Matawan-Red Bank		6,333
Communication S. Amboy-Matawan	1,500	1,500
Communication S. Amboy-Beach	120	120
Communication Matawan-Red Bank		1,547
Grade Cross Improvement		6,000
Station Improvements		5,960
Track Improvement S. Amboy-Matawan	1,560	1,560
Track Improvement S. Amboy-Beach	840	840
Track Improvement Matawan-Red Bank		8,387
Navesink Bridge		4,850
Morgan Draw	552	552
Rehab. Other Bridges	120	508
New Freight Yard		1,427
MU Storage Yard		1,028
Land Acquisition		5,000
Right of Way Acquisition	2,000	2,000
Engr. & Mgmt. E&K	2,120	6,831
Engr. & Mgmt. Klauder	125	125
Temp. Term. Matawan	<u>1,104</u>	<u>1,104</u>
Sub. Total (Excl. cars)	18,201	78,298
In House (2% Excl. cars)	364	1,566
Cont. (12 1/2% Excl. cars)	<u>2,275</u>	<u>9,787</u>
Project Total	\$68,690	\$137,501

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PLAINFIELD RARITAN CORRIDOR

SUMMARY OF TRAVEL TIME ESTIMATES

	<u>RARITAN TO PLAINFIELD</u>	<u>RARITAN TO PENN STA. NEWARK</u>	<u>RARITAN TO WORLD TRADE CENTER</u>	<u>RARITAN TO MIDTOWN MANHATTAN</u>
PATH Extension	18 minutes	46 minutes	65 minutes	65 minutes
Commuter Rail				
Minimum	23	53	72	72
Maximum	21	50	69	69
Feeder Bus	32	62	81	81
Exclusive Busway	24	54	73	73
Light Rail	22	51	70	70
Direct Bus to Newark & N.Y.C.	not applicable	49	72	69

STATION	Nov. 15, 1972		Nov. 14, 1973		Nov. 13, 1974		Nov. 12, 1975		May 12, 1976							
	On	Off	On	Off	On	Off	On	Off	On	Off						
Phillipsburg					21	23	25	28	23	26						
Hampton	26	25	15	18	15	19	18	18	11	18						
Allen Gardner	3	4	5	6	11	16	8	13	6	5						
High Bridge	20	19	18	23	24	25	26	42	27	44						
Annandale	45	50	28	33	27	38	37	56	31	22						
Lebanon	10	15	11	12	9	19	19	27	10	14						
White House	50	56	37	36	52	54	56	81	46	51						
North Branch	22	22	14	23	23	24	22	39	18	18						
Paritan	384	308	329	308	281	326	348	317	343	336						
Somerville	389	338	343	332	494	332	372	363	406	332						
Manville	10	18	4	3	4	3	11	4	5	59						
Reading Company	317	284	297	283	333	308	315	171	327	278						
Calco	20	22	12	18	28	18	20	12	6	22						
Round Brook	393	355	336	307	372	373	388	507	331	386						
Dunellen	545	446	507	616	664	418	490	360	573	419						
Grant Avenue	66	54	72	41	41	29	31	32	25	28						
TOTAL	2306	2016	2016	2059	2399	2025	2186	2070	2188	2058						
% of Line Total	28.06	25.16	27.09	26.7	32.04	26.79	28.35	30.37	32.21	31.72						
Plainfield	917	872	808	824	837	1108	783	606	626	565						
Wetherwood	423	614	461	459	373	215	516	227	315	279						
Manwood	713	898	632	842	496	648	645	573	547	569						
Westfield	2041	1921	1816	2160	1893	2273	2085	2228	1736	1988						
Barwood	63	65	62	57	35	51	59	128	64	61						
Cranford	1007	1021	1055	808	865	738	774	553	737	547						
Roselle Park	749	605	593	503	590	501	664	430	580	422						
TOTAL	5913	5996	5427	5653	5089	5534	5526	4745	4605	4431						
% of Line Total	71.94	74.84	72.91	73.3	67.96	73.21	71.65	69.63	67.79	68.28						
LINE TOTAL	8219	8012	7443	7712	7488	7559	7712	6815	6793	6489						
Bayonne-Cranford	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB						
Passengers "Scoot"	368	495	354	487	478	558	272	361	367	445						
Pass Riders	197	238	131	182	145	209	110	128	134	171						
TOTAL ON "SCOOT"	565	733	485	669	623	767	382	489	501	616						

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PASSENGER COUNTS - PENNSYLVANIA CENTRAL MAIN LINE

STATION	1972		1973		1974		1975		1976		1977		1978		1979		1980	
	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY	To NY	Ex NY
Trenton	2,048	1,939	3,163	3,205	4,973	4,823	1,418	956	1,231	857								
Princeton Junction	1,919	1,746	2,170	2,375	1,340	495	1,351	744	1,398	574								
Jersey Avenue	569	614	655	657	497	599	513	519	589	659								
New Brunswick	2,119	2,031	2,030	2,361	1,324	1,577	1,530	1,352	1,593	1,701								
Edison	329	402	392	342	438	407	398	291	280	204								
Metuchen	1,694	1,890	1,567	1,952	1,719	1,933	1,580	1,767	1,497	1,429								
Metro Park	1,274	1,152	1,687	1,419	1,646	1,472	1,716	1,625	2,065	1,915								
Colonia	51	60	22	25	24	27	18	17	-	-								
Rahway	1,875	1,874	2,167	1,963	1,746	1,788	1,618	1,789	1,880	1,956								
North Rahway	167	166	60	111	64	154	119	77	117	91								
Linden	1,077	1,074	1,011	1,141	827	892	824	911	1,050	907								
South Elizabeth	14	-	6	10	16	5	-	-	-	-								
Elizabeth	2,317	2,361	2,404	1,890	2,039	2,131	2,215	2,122	2,145	1,746								
North Elizabeth	363	205	333	433	308	388	438	309	483	333								
TOTALS	15,816	15,514	17,667	17,884	16,961	16,691	13,753	12,479	14,328	12,372								

The following is a description of the components of the project, budget as presented in Part

From the New Jersey Dept. of Transportation
January 28, 1977 application to the Urban
Mass Transportation Administration. (enclosure to
letter from Peter Stangl to Jerome Premo)
for UMTA funding for the NY&LB electrifica-
tion project, South Amboy to Red Bank/Long
Branch. Note advantages of MU cars!

The items set forth first are those for which funding is sought in Phase I. Please note that in those cases in which funds are to be expended for an activity in both Phase I and II (e.g. Catenary System) the description of both items is consolidated hereunder.

1. 50 MU Cars
2. Administrative Costs
3. Contingency

These elements consist of the purchase of 50 high-speed electric multiple-unit railroad commuter cars for operation between New York (Pennsylvania Station) and Red Bank and associated ancillary costs. This equipment will enable the provision of a higher level of service and a faster schedule than can now be provided by existing locomotive-powered trains.

Based upon current cost data, it is estimated that each car will cost \$894,400. It is, therefore, estimated that the 50 cars included in this item will cost a total of \$44,720,000.

This portion of the project is all-inclusive with respect to these cars, and includes engineering design and the supervision of the manufacture of the cars; the construction of the cars and provision for capital spares, such as trucks, couplers, etc.; personnel training for both operating and maintenance employees; provision of testing facilities; and testing of the new cars. These efforts will include State, consultant, manufacturer, and railroad personnel.

These new cars will be similar to 180 cars now in the process of delivery for the former Morristown & Erie rail commuter service of the Erie Lackawanna, under project NJ-03-0014. Listed below are some of their characteristics:

- a. Maximum width of 10.5 feet to permit efficient reversible three and two seating, with a width at floor level of 10.0 feet.

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- b. Controlled temperatures with air conditioning and electric heating.
 - c. Passenger conveniences such as baggage racks, modern lavatories, and public address systems for station announcements.
 - d. Attractive interior and exterior appearance.
 - e. Modern technological features such as remote-controlled doors with sensitive receptors to prevent closure on passengers using the portals.
 - f. Capability of use with high-level station platforms.
 - g. Capacity of up to 119 passengers per car.
 - h. Operating speeds of 80 mph.
 - i. Wide center door openings of 50" and end door openings of 34" to facilitate access by handicapped persons in high-level platform areas.

The similar characteristics of these cars to those of the cars now being delivered have been specified in order to afford the State optimum flexibility for meeting various future service requirements and to provide for optimum maintenance efficiency through standardization.

Administrative and contingency costs of 2% and 5% as noted as line items 2 and 3 of the budget are the State's best estimate of those Departmental costs incidental to the accomplishment of the equipment purchase and contract management and of those unforeseen costs which may occur.

4. Engineering and Management: Klauder

Phase I engineering related to the new MU cars has been assigned under contract to the firm of Louis T. Klauder and Associates of Philadelphia.

5. Traction Power Supply

Within Phase I, this line item entails the work required to connect the new catenary system between South Amboy and Matawan to the existing electrified system terminating in South Amboy. No new power source will be required since Phase I implementation will be accomplished using

Note: This study covered the extension of the present PATH system from its present Newark terminus on to Newark Airport. It was not a study of what we now know as the PATH Extension to Plainfield. It was not until the early 1970s that this Extension idea came into being. However, many of the observations in this report are extremely pertinent today and show just how much conclusions can be adjusted and re-adjusted to bring about a final decision in favor of whatever the Port Authority is in favor of!

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Peter J. Kelso

Report to Governor Richard J. Hughes
on Restudy of
Proposal for PATH Extension to Newark Airport

The Port of New York Authority
January 23, 1969

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Table 1

Passengers Traveling to and from Newark Airport
by Ground Transportation
on an Average Day

<u>Origin or Destination</u>	<u>1967 Survey</u>		<u>1963 Survey</u>	
	Number of Passengers (Average Day-1968)	<u>Per Cent</u>		<u>Per Cent</u>
<u>West of Hudson River</u>				
Newark	316	2%		4%
Other Essex County	1106	7		6
Hudson County	474	3		3
Morris County	948	6		4
Bergen County	1422	9		8
Passaic County	316	2		3
Union County	1422	9		8
Middlesex County	790	5		3
Monmouth County	632	4		4
Other Areas	632	4		5
	8058	51%		48%
<u>East of Hudson River</u>				
Manhattan	4898	31%		33%
Uptown (no. of 59th St.)	790	5%		4%
Midtown (Houston-59th St.)	3792	24%		26%
Downtown (so. of Houston St.)	316	2%		3%
Other Areas East of Hudson River	948	6%		8%
	5846	37%		41%
<u>Outside Metropolitan Area</u>	<u>1896</u>	<u>12%</u>		<u>11%</u>
TOTAL	15800	100%		100%

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cost of operating the service and meeting the \$4 million annual carrying charges on the capital investment.

Impact of Airport Service on Existing PATH System

The PATH system is fundamentally a shuttle subway between Newark, Jersey City, Hoboken and Manhattan. Its basic purpose is to provide mass transportation, largely for the journey to and from work.

If an airport-rail service were to be imposed on this system, it would be necessary to provide specialized equipment, baggage handling facilities and other special airport services in order to serve even the limited market potential for air passengers and employees previously identified. It is extremely doubtful as to whether such specialized facilities could be added to the PATH system which is already at capacity during the peak hours when air travel and airport employee volumes are also at the highest levels. In the absence of special airport service, a standard PATH service designed to serve the daily commuter would be an unattractive and inconvenient service for the air passenger. Most air travelers would reject the crowding and general inconvenience of a peak hour subway service.

The operation of a special airport service on the PATH system, while still maintaining PATH service during full normal peak hours, would present the most difficult problems. The downtown PATH tunnels under the Hudson River and into Hudson Terminal, Manhattan, are operating at

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capacity during the peak period in terms of the number of trains which can be physically accommodated in those tunnels. As a result, special airport trains could not be moved through the tunnels in peak hours without removing some scheduled trains in commuter service. This, of course, would be undesirable since it would cause more crowding and less frequent service, thereby inconveniencing and delaying thousands of daily New Jersey commuters on PATH for the very questionable benefit of a few airport-destined passengers.

In order to avoid such a disruption of PATH's normal operation, it would be necessary to add special airport cars to trains from the new expanded Hudson Terminal being built as part of the World Trade Center. These cars would have to be detached from the remainder of the train in Newark and operated as a separate train from there to the airport. Fare collection and baggage handling would have to be done in these cars, separately from the remainder of the system. While this method of operation is physically possible, it would be difficult and obviously would cause some lost time. It would, in addition, be costly and would create an entirely new set of operating and scheduling problems for the regular PATH commuters.

At the present time, PATH is incurring a deficit of approximately \$10,000,000 per year, which is expected to increase to \$12,000,000 in 1969. The deficit would be increased by at least \$4,000,000, representing the debt service on the capital investment of \$60 million, plus whatever net loss was experienced in operating costs.

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extension to Kennedy, using the standard sized Long Island Rail Road system, would have modern, comfortable, suburban-type railroad coaches as against the subway-type operation inherent in the PATH system. These coaches for Kennedy airport service would have all of the conveniences and comforts necessary to attract the air passenger, including the opportunity to introduce a through baggage checking system.

There is another important difference in the ground access situation at Kennedy Airport. As indicated previously in this report, when the highway construction is completed in the vicinity of Newark Airport, together with the completion of the major routes such as Interstate 78 and the Turnpike expansion, highway access in this area will be unexcelled. On the contrary, the only new major highway construction in the vicinity of Kennedy Airport is the Nassau Expressway, which has little or no impact on access to the airport from the heavy traffic-generating areas. The present major feeder highway to Kennedy is the congested Van Wyck Expressway for which no significant improvements are planned and which simply does not have the capability of handling any significant increases in traffic volume, whether generated by the airport or elsewhere. There are plans for an extension of the Clearview Expressway and for the development of a Cross-Brooklyn Expressway which should help the highway access in the future, but these major facilities appear to be eight to ten years away from completion at the earliest. They both present very formidable problems in planning, design and construction which have not yet been solved.

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Road. Beyond the interference with existing services, an airport extension would compete for capacity with the high-speed Northeast Corridor service and through commuter services for the Erie Lackawanna and Jersey Central as proposed by the New Jersey Department of Transportation.

Summary and Conclusions

At the request of Governor Hughes, the Port Authority has undertaken an intensive restudy of the feasibility of extending PATH to Newark Airport. The restudy has been based on an entirely new look at the proposal, taking into account all present and foreseeable future developments which might have an effect upon its feasibility. Based on this detailed analysis, there just is no justification for a PATH extension to Newark Airport, even under the most generous assumptions possible.

The specific conclusions of this report are as follows:

- 1) Of fundamental importance is the question of whether there is a need for rail access to Newark Airport. The evidence is that there is not. With the large-scale highway program well along in construction by the New Jersey Turnpike Authority and the New Jersey Department of Transportation, together with the

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redevelopment program at Newark Airport itself, the airport will be served by the finest highway system of any airport in the nation. This will permit the public to be served entirely adequately by bus, limousine and automobile.

- 2) The estimates of maximum traffic potential, including both air passengers and airport employees that would be attracted to a PATH extension both now and as projected for 1980, are so small that a costly fixed rail link between Penn Station, Newark and the airport simply cannot be justified from the standpoint of investment of public funds.
- 3) A restudy of the capital costs involved in constructing such an airport link indicates that there is no hope that a PATH extension, including a full passenger distribution system within the airport itself, can be built for less than \$60 million and would serve a future maximum of 4000 passengers a day. This figure can be translated into an investment of \$15,000 per passenger served daily in 1980. By comparison, the complete modernization and improvement of the PATH system will, when completed, represent a total capital investment of

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about \$175 million to handle some 125,000 present passengers per day. This equates to a capital investment of about \$1400 per passenger served daily. Clearly, as a matter of priority and economic justification, a PATH extension to Newark Airport becomes wholly unrealistic.

- 4) If the PATH extension to Newark Airport were to result in substantial improvements in travel time, convenience and comfort to the air passenger and airport employee, it is possible that the heavy capital investment required could be viewed in a more favorable light. However, all evidence indicates that as a practical matter, the service via a PATH extension would be far less attractive than those services by bus and limousine which exist at the present time.
- 5) A PATH extension to Newark Airport would have a severe impact on PATH's ability to function as a commuter subway line handling over 1.5,000 persons daily, most of them traveling to and from their places of employment.

- 6) An extensive analysis of the rail extension to Hopkins International Airport in Cleveland was undertaken to compare that facility with the situation at Newark. The study reveals a number of distinct dissimilarities between Cleveland and Newark so that the comparison has no real validity insofar as rail service to Newark Airport is concerned.
- 7) The impact of the potential development of the New Jersey Meadowlands on the need for and feasibility of rail service to Newark Airport has been carefully considered. As important as the Meadowlands development will be to the State of New Jersey and this metropolitan area, we see little or no significant effect of Meadowlands development on the matter of rail access to the airport.
- 8) The impact of the New Jersey Transportation Bond Issue on the proposal to extend PATH to Newark Airport has been considered in this study. In the face of the priorities and urgent need for major improvements to New Jersey's commuter railroads, for which these transportation bond proceeds are earmarked, any diversion of these funds to

a PATH extension would be self defeating, particularly
for a facility that would be unnecessary and unwarranted.

- 9) It should be emphasized that while a PATH extension to Newark Airport is neither necessary nor can be justified, it would theoretically be possible from the physical standpoint at any time in the future to construct such a link since it is most unlikely that any other developments along the right of way of the extension would foreclose its construction.
- 10) It is the Port Authority's view that efforts should be made to improve and expand, if necessary, the existing Public Service bus lines and limousine services between downtown Newark, the suburban communities surrounding the airport and the airport itself. With the completion of the major arterial highway improvements in the area, together with the completion of the redevelopment of Newark Airport itself, access to and from the airport by bus and limousine will provide a far more attractive service than any fixed rail link with its built-in limitations of traffic potential, inconvenience and excessive costs.



DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

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MAR 7 1977

Mr. Peter J. Koelsch
Chairman, Rail Subcommittee
Monmouth County Transportation
Coordinating Committee
1 Lafayette Place
Freehold, New Jersey 07728

Dear Mr. Koelsch:

This is in response to your letter of February 15, 1977 to the Acting Administrator concerning the proposed PATH extension to Plainfield.

We appreciate receiving your account of a recent meeting on the subject of transit west of Plainfield held in Somerville. Without commenting on the points you raise relative to the PATH extension, I would like to summarize where the project stands from our perspective.

Our September 23 letter to Commissioner Sagner offered up to \$157 million for the Newark-Plainfield-Raritan Corridor and stated that the decision as to which improvement to make -- PATH or commuter rail -- was up to the people and public officials of New Jersey. We have indicated that this decision should be reflected in two processes normally required for projects using transit or highway funds. Those are the programming of the project in region's Transportation Improvement Program (TIP) and, if the PATH project is chosen, the transfer of funds currently allocated for highway construction purposes to transit. The Tri-State Regional Planning Commission has a major role in both these processes and since the subregional Northeast New Jersey Transportation Coordinating Committee has been involved in Tri-State planning and programming actions in New Jersey in the past, we would expect their continued participation in this case.

In addition, an Environmental Impact Statement (EIS) on the PATH extension is being prepared for the review of interested agencies and citizens and a public hearing will be held on the project to allow additional opportunity for public comment.

*/s/ JEROME PREMO
ASSOCIATE ADMINISTRATOR
FOR TRANSIT ASSISTANCE*

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QUESTIONS AND ANSWERS
ON THE
PATH PLAINFIELD CORRIDOR SERVICE PROJECT

1. Q. What service will be provided on the Plainfield Corridor Service Project?

A. Headway: During the peak hours, the headways on the extension to Plainfield will range between 3 minutes and 6 minutes, depending on traffic demand and operational requirements. The present eight trains during peak hours will be increased to 15. During the off-peak periods, plans call for 20-to 30-minute headways (except 12:30 AM - 5:30 AM) to Plainfield-compared to 1-1½ hours currently - and 10 to 15 minutes on the airport service.

Communities Served: In addition to the McClellan/Newark International Airport station, service will be provided to Elizabeth, Roselle/Roselle Park, Cranford, Westfield/Garwood, Fanwood/Scotch Plains, and Plainfield.

AT THE EXPENSE OF CONRAIL
AND CONSEQUENT LOSS OF
REVENUE - CHANGE WOULD
BE REQUIRED BY MAJORITY
ELIZ. PASSENGERS WHO
HAVE DIRECT SERVICE
OF TOWNS WHO GET
OFF AT ELIZ.

2. Q. Will the travel times on the new PATH extension be any shorter than the existing travel times?

A. Passenger travel time between Plainfield and the World Trade Center will improve by up to 10 minutes. This results from the faster running times, and the elimination of the transfer at Newark. This time saving is possible because of the better performance characteristics of the PATH cars, particularly their acceleration capability and faster loading as compared to the equipment now used by ConRail's Central Railroad of New Jersey Mainline division (CNJ).

(NOTE: NO MENTION OF
UPGRADED OR ELECTRIFIED SERVICE)
(KEY WORD IS "NOW")

3. Q. Will the existing PATH cars be used on the Plainfield project?

A. A total of 62 new PATH cars will be purchased specifically for the service between Penn Station - Newark and Plainfield. Seating will be revised in a 2 x 2 configuration, with upholstered seats for greater comfort, and other passenger amenities. In addition, some 142 existing PATH cars will undergo a substantial conversion to meet the new requirements of the Plainfield service. The equipment to be used will be of the same overall dimensions as the existing PATH cars.

NO LAVATORIES
NO BAGGAGE RACKS

4. Q. What will the precise track alignment on the PATH extension beyond Newark International Airport?

A. The track alignment beyond Newark International Airport will parallel the existing Penn Central (Amtrak) mainline to Elizabeth where it will proceed onto a new structure joining it with the CNJ mainline.

5. How much will the fare be for the PATH extension to Plainfield?

A. The PATH fare structure for an extension to Plainfield will closely follow the present fare structure on the CNJ, with adjustments consistent with those which may occur on other commuter lines. 56X

WHICH AGENCIES?
HOW ABOUT THE GOVERNOR'S
COMMISSION ON CANTON
NEEDS?

6. Q. Does the PATH system represent the most effective use of State, Federal and Port Authority resources?

A. After a careful economic analysis and a review by several state agencies, the State of New Jersey has determined that it does. The Port Authority was also involved in the analysis and concurs in that determination. The PATH project does carry a relatively high capital cost, as compared with the other alternatives which have been studied for the CNJ corridor. However, the revised capital grant application to the Urban Mass Transportation Administration calls for a federal grant of \$157 million for the Plainfield Corridor Service Project, a contribution by the Port Authority of \$120 million, transfer of some \$54 million in Federal highway funds to the project, and allocation by the State of New Jersey of about \$16 million in 1968 Transportation Bond Issue monies to the project. Thus, the \$16 million appropriation by the State, approximately equivalent to the current annual CNJ subsidy, will result in more than \$330 million from other sources to fund the Plainfield project.

There will be savings in operating costs to the State: the annual CNJ UP FROM 1975 subsidy required for the PATH extension to Plainfield is estimated TASK FORCE REPORT to be about \$6.4 million in 1985 while the CNJ subsidy would be NO CHANGE IN PATH, about \$17 million, under the provisions of the existing contract.

7. Q. Wouldn't this Plainfield project entail excessive capital expenditures per passenger? \$15,000 IN 1969 WAS TOO HIGH. \$24,610 OR \$31,910 IS NOT "EXCESSIVE"

A. No. While the project requires substantial capital investment, IT IS THE GREATEST the level of operating costs must be taken into consideration. EXPENDITURE OF FEDERAL This consideration was a principal factor in the State of New JERSEY'S decision to proceed with the PATH extension project. The FUNDS FOR THE FUTURE State and the New Jersey taxpayer will save over \$10 million per PEOPLE EVER SUB- year by 1985 in reduced operating subsidies. MITTED TO UMTA

8. Q. Why is the State diverting needed Federal highway funds to PATH?

MORE BUS COMMUTERS USE I-495 IN ONE DAY THAN WOULD USE PATH / PLAINFIELD IN A WEEK EVEN AT THE INFLATED 1985 FIGURE OF 14,000 DAILY.

A. The State has determined that diversion of these funds will best serve the long term interests of New Jersey citizens by providing BEING TAKEN FROM an efficient, high-speed rapid transit service for this busy corridor. I-495.

9. Q. Is it appropriate to utilize the entire \$120 million promised by the Port Authority of New York and New Jersey for transit projects to partially fund the Plainfield application? THE PEOPLE WHOSE TOLLS ARE PAYING FOR THIS LINE ESSENTIALLY

A. The Port Authority has agreed to contribute \$120 million to mass IN BERGEN AND HUDSON transit projects identified as appropriate by the State of New JERSEY. The State has reviewed its priorities and decided to allocate the entire \$120 million to the Plainfield project. SEVERAL PROJECTS, BUT WILL GET NOTHING!

10. Q. Does the Joint Task Force Report of January 1975 greatly inflate the cost of electrification of existing CNJ service particularly when compared to the estimated electrification cost of the New York and Long Branch Railroad between Red Bank and South Amboy, New Jersey? *4.3 MILLION (NYLBR) TO ORIGINALLY \$17.5 MILLION IN 1975 AND NOW JUST \$20.74 MILLION*
- A. The estimated costs in the Joint Task Force Report were carefully constructed and widely reviewed by local, state and federal officials.

"CAREFULLY CONSTRUCTED" BY RT AND PATH AUTHORITY.

11. Q. What happens to the Aldene Plan trackage? Why not use the Aldene trackage for the PATH extension?

- A. The Aldene trackage between Cranford and Hunter Tower will remain in use for freight service. This section of track is now used for both freight and passenger activity. While it would be theoretically possible to continue passenger service on this section of the Lehigh Valley Railroad, the increased frequency of passenger train service planned for the extension, both peak and off-peak, makes a mixed use for passenger and freight service virtually impossible. Additionally, use of the Aldene route between Cranford and Newark would not permit as good a service to the airport as currently contemplated. If in addition to the Aldene routing a separate spur to Newark International Airport were required, capital costs would be duplicated and operating costs would be normally increased. Also, the Aldene trackage could not provide direct access to Newark International Airport and downtown Manhattan from the City of Elizabeth. Under the proposed PATH routing, the airport will be just a few minutes away from Elizabeth's business district, and Lower Manhattan will be directly accessible.

NOT ACCORDING TO CONRAIL

12. Q. Won't the PATH project kill any chance of implementing DRAP?

- A. No. Secretary Coleman indicated that the State could not receive more than four hundred million dollars from the existing Section III Capital Fund Authorization which runs through 1980. However, the Secretary recently announced that UMTA will seek additional funds from the Congress for fiscal year 1978 (beginning October 1, 1977) and beyond. Furthermore, Senator Williams is now preparing legislation to this same end. It is very likely, therefore, that additional UMTA funds will be available to New Jersey. In anticipation of this, New Jersey will very shortly send a Letter of Intent and Preliminary Application to UMTA for DRAP I.

13. Q. Has the projected PATH operating subsidy for the Plainfield extension been adequately explained to the public? *BALONEY*

- A. Yes. The projected PATH deficit for the Plainfield extension was fully detailed in the Joint Task Force Report, which is a public document. The Task Force went to considerable effort to publicize and distribute its findings.

14. Q. How will the PATH deficit for the extension be shared?

- A. The State will be responsible for the difference between revenues and direct costs attributable to the extension. No existing or additional overhead attributable to PATH will be paid by the State. These costs as well as the existing PATH operating shortfall will be borne by PATH.

WHERE WILL PRECISE BREAK TAKE PLACE? WHO WILL AUDIT "DIFFERENCE BETWEEN REVENUES AND DIRECT COSTS"? IF SUBSIDY AUDITS AND EXT REACTION IS ANY CRITERION, THE STATE TAXPAYER WILL BE PAYING FOR PATH NEWARK-NEW YORK.

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15. Q. Does the PATH extension plan commit the State of New Jersey to closing down the CNJ, particularly between Bayonne and Union County?

A. A PATH extension to Plainfield does not commit the State of New Jersey to closing down the CNJ between Bayonne and Union County. The plan would permit continued freight and passenger service on the two southerly tracks of the CNJ as PATH trains would run on the two northerly tracks. *AGAIN BALONEY. THE PORT AUTHORITY, THE COAST GUARD AND REAR SAGNER HAVE ALL STATED THE NEWARK BAY BRIDGE MUST GO. ONLY GOV BYRNE (IN AN ELECTION YEAR) SUDDENLY FAVORED ITS RETENTION.*

16. Q. What are the provisions of the Labor Protective Agreement developed for affected CNJ employees?

A. The agreement is a complex and technical document. However, it is available for public inspection and has been submitted to the Federal Government. It follows the accepted norm for such agreements in the transportation industry. *ASK THE UNIONS - THEY'LL GIVE YOU THE TRUE STORY.*

17. Q. Have public hearings been held?

A. Yes. A public record of them can be made available for inspection. *MORE BALONEY HEARINGS WERE HELD IN JANUARY, 1974 INVOLVING PATH DIRECTLY INTO NEWARK AIRPORT, THENCE TO PLAINFIELD - NOT THE REVISED PLAN NOW UNDER DISCUSSION.*

18. Q. Wasn't the original bi-state legislation designed to provide a direct link between Penn Station-Newark and Newark International Airport?

A. The original bi-state legislation essentially authorized PATH to extend service as far west as Plainfield, including a link to Newark International Airport. -
The present plan provides the best available balance of service and cost, and as such represents the most responsible use of the public's money. *NOTE THE WEASELING OUT OF "A LINK TO NEWARK INTERNATIONAL AIRPORT"*

19. Q. What passenger volumes on the PATH extension to Plainfield do you expect compared to present traffic levels?

A. Currently, the CNJ carries approximately 7,000 average weekday passengers from Mainline points to Newark. With the PATH extension, which will provide service to additional stations as well as the airport, it is expected that by 1985 this volume will nearly double to approximately 14,000 average weekday passengers. Further growth and traffic development is expected in subsequent years as a result of improved service levels. *1. OVERESTIMATES AIRPORT PASSENGERS*

2. MUST TAKE OVER 2,600 FROM CONRAIL AT ELIZABETH NORTH ELIZABETH

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20. Q. Why provide rail access from the CNJ corridor to Newark International Airport when Interstate Highway 1-78 will do the same thing?

A. ^{A MINORITY AT THAT} The principal objective of the Plainfield Corridor Service Project is to provide improved rail mass transit to Manhattan for current CNJ commuters. Access to Newark Airport is another beneficial goal. Moreover, I-78 will not provide access for those who have no cars, while PATH will provide superior service to Corridor residents who work at the airport. ^{WILBUR SMITH STUDY OF JUNE, 1976 (PAID FOR BY PATH) STATED ON PAGE 48 THAT "VERY FEW" FAMILIES ARE WITHOUT CARS IN THE CORRIDOR.}

21. Q. Doesn't the PATH extension contradict previous studies which indicated that it would not be feasible to extend PATH as far as Newark International Airport?

A. It was and is impractical to extend PATH only to Newark International Airport, but extension of PATH to Plainfield serves a sufficient number of people to justify service to the airport. ^{SEE THE JANUARY, 1969 STUDY AND GO OVER THE 10 REASONS WHY PATH TO NEW AIRPORT WAS IMPRACTICAL. SEE HOW MOST OF THEM STILL APPLY.}

22. Q. What will be the estimated traffic from Plainfield and Intermediate stops to Newark International Airport?

A. Based on forecasts of passenger traffic in 1985 about 400 passengers a day will be traveling between the airport and points west of the airport.

^{400 TO AIRPORT}
2600 FROM ELIZABETH & N. ELIZ.
6000 " PLAINFIELD. SOME LOSS OF BEYOND PLFD. PEOPLE
9000 - WHERE WILL OTHER 5,000 COME FROM IN AN AREA PRESENTLY LOSING POPULATION?

23. Q. Why is the Port Authority proposing a mass transit link to Newark International Airport while indicating that a similar connection to Kennedy Airport is not viable?

A. The Kennedy Rail Access Project and the McClellan Street/Newark International Airport station for the PATH extension are based on ^{NO COSTS INCLUDED FOR AIRPORT CONNECTION AT NEW} substantially different premises. The Kennedy project, as planned, is almost exclusively dedicated to midtown Manhattan and Kennedy Airport and as such depends very heavily on Kennedy-bound passengers ^{STATION. HOW MUCH AND WHO} originating in downtown New York. On the other hand, the McClellan Street/Newark International Airport station plan for the PATH extension ^{PAYS.} is part of a larger rail mass transit system and therefore depends much less heavily on airport-bound traffic.

24. Q. What will happen to the CNJ west of Plainfield? ^① ^{RAIL IMPRACTICAL AS PROJECTED PATH} ^{PLAINFIELD STATION SHOWS NO PROVISION FOR INTERCHANGE WITH RAIL. ALSO, HOW ABOUT THAT "HIGH" SUBSIDY DOT SAYS WILL BE NEEDED IN 1985?}

A. Service west of Plainfield is currently the subject of an intensive study being carried out under the auspices of the Tri-State Regional Planning Commission. Cooperating in the study are Tri-State, the Port Authority and the New Jersey Department of Transportation.

② WHEN DOT-PA REJECTED IDEA OF EXCLUSIVE BUSWAY BACK IN 1975 THEY GAVE AS REASON, "THE PEOPLE HAD NOT EVEN ASKED ABOUT IT." WILL THEY BE ASKED NOW?

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March 29, 1977

The recently released Environmental Impact Statement reveals that there is a proposed agreement between the New Jersey DOT and the Port Authority wherein the former will pay to the latter an annual lease commencing with actual operation of the PATH line amounting to \$6,400,000 for the first year and escalating 7% per annum thereafter. Below are the figures covering this 31 year lease payment record if PATH becomes a reality. Figuring 4 years for construction, or 35 years for the total term, it would amount to an average of \$20,000,000 per year plus whatever operating expenses would be incurred, all to be paid by New Jersey to the Port Authority.

			Total Cost for 31 Years of Operation
	0.00000000 *	17 18.89369318 *	
		20.21625170 *	
	1.07000000 *	20.21625170 *	6.84800000 +
1	6.40000000 *	18 21.63138931 *	7.32736000 +
	6.84800000 *		7.84021100 +
		21.63138931 *	8.38902577 +
2	6.84800000 *	19 23.14558656 *	8.97625757 +
	7.32736000 *		9.60459559 +
		23.14558656 *	10.27691728 +
3	7.32736000 *	20 24.76577761 *	10.99630148 +
	7.84021100 *		11.76604258 +
		24.76577761 *	12.58966556 +
4	7.84021100 *	21 26.49938204 *	13.47094214 +
	8.38902577 *		14.41390808 +
		26.49938204 *	15.42288164 +
5	8.38902577 *	22 28.35433876 *	16.50248335 +
	8.97625757 *		17.65765716 +
		28.35433876 *	18.89369318 +
6	8.97625757 *	23 30.33914249 *	20.21625170 +
	9.60459559 *		21.63138931 +
		30.33914249 *	23.14558656 +
7	9.60459559 *	24 32.46268246 *	24.76577761 +
	10.27691728 *		26.49938204 +
		32.46268246 *	28.35433876 +
8	10.27691728 *	25 34.73528423 *	30.33914249 +
	10.99630148 *		32.46268246 +
		34.73528423 *	34.73528423 +
9	10.99630148 *	26 37.16675412 *	37.16675412 +
	11.76604258 *		39.76642690 +
		37.16675412 *	42.55221678 +
10	11.76604258 *	27 39.76642690 *	45.53087195 +
	12.58966556 *		48.71803298 +
		39.76642690 *	52.12329528 +
11	12.58966556 *	28 42.55221678 *	<u>69.99057559 *</u>
	13.47094214 *		
		42.55221678 *	
12	13.47094214 *	29 45.53087195 *	
	14.41390808 *		
		45.53087195 *	
13	14.41390808 *	30 48.71803298 *	
	15.42288164 *		
		48.71803298 *	
14	15.42288164 *	31 52.12329528 *	
	16.50248335 *		

STATEMENT OF THE NEW JERSEY COUNTY PLANNERS ASSOCIATION TO THE PUBLIC
HEARING OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES ON THE
PATH EXTENSION - MARCH 29, 1977

I am Russell Miles, Vice President of the New Jersey County Planners Association, and I wish to present this statement on behalf of the Association and its President, Joseph Paterno, of Camden County. I also act as the Planning Director for the Warren County Planning Board.

I wish to place in evidence with this Statement a Resolution of the New Jersey County Planners Association which was passed in opposition to the proposed PATH Extension. This resolution was unanimously passed at a regular meeting of the New Jersey County Planners Association in January of this year.

The first point of this Resolution indicates that the Urban Mass Transportation funds would be obligated over the next five years. This information is specified by Urban Mass Transportation Administration Administrator Patricelli on September 23, 1976. UMTA funds are also committed to upgrading the Erie Lackawanna and New York and Long Branch. We County planners are not opposed to these two projects, but there is widespread opposition to the costly PATH Extension. Ten County Planning Boards in New Jersey have now passed resolutions in opposition to the PATH Project.

The fact is that through the fiscal year 1980, all existing Urban Mass Transportation funds are committed and there is no possibility for additional rail or bus project funding utilizing UMTA funds. The Commissioner of the Department of Transportation has proposed that the Federal Aid Urban Systems' funds throughout the State be allocated for transit projects because the UMTA funds are now committed. Therefore, such projects as the purchase of buses on a Statewide basis, the Newark Subway System, funds

for the PATH Extension Project and for parking facilities along the PATH Project will all have to be met from the FAUS funds.

The FAUS funds are basically funding for County Arterial Road Systems in the major cities and counties in the State of New Jersey. While the PATH Extension initially would only result in a \$70 million diversion of highway funds, there would be a continual drain of funding for major regional transit systems, which we find unacceptable.

It should be understood that the New Jersey County Planners Association favors the improvement of our rail and bus transit systems in the State of New Jersey. However, the PATH Extension to Plainfield is more than twice as costly as any rail transit project in the United States and, therefore, the system utilizes funding that should be available for other transit and road projects.

We also have stated that it is our opinion that the improvement of the Central Railroad of New Jersey would be the least costly answer to the need for rail transit in the Central Area of New Jersey and would provide rail service to all communities from Phillipsburg to New York. I would like to read into the record the final paragraph of the New Jersey County Planners Association Resolution:

"NOW, THEREFORE, BE IT RESOLVED that the New Jersey County Planners Association does hereby call upon the State Legislature of New Jersey to mandate that the State Department of Transportation present a Capital Transit Program which includes upgrading the Conrail-CNJ Railroad of New Jersey."

Moreover, we feel that the State Legislature of New Jersey must resolve the question of a rational capital transit program for the State. We,

therefore, welcome this hearing on the PATH Extension and wish to thank the Senate Transportation Committee and its Chairman, Senator Buehler, for this opportunity to present our views.

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NJCPA

MAR 11 1977

HUNTERDON COUNTY
PLANNING BOARD

R E S O L U T I O N

WHEREAS, the Hunterdon County Planning Board and the Hunterdon County Transportation Committee have offered resolutions opposing the extension of PATH to Plainfield, and

WHEREAS, both of these advisory bodies composed of distinguished and informed citizens of Hunterdon County have requested that the Board of Chosen Freeholders of the said County of Hunterdon offer a similar resolution, and

WHEREAS, it appears that too many capital funds would be expended on the proposed PATH Project to the detriment of all other capital projects for transportation in New Jersey, and

WHEREAS, it appears that the PATH Project encompasses insufficient consideration to the expected future growth of the area West of Plainfield, and

WHEREAS, it appears that insufficient consideration has been given to expected future shortages of energy on a nation-wide basis which the proposed PATH Extension would do little to alleviate, and

WHEREAS, the proposed PATH Extension would appear to offer negligible aid and comfort to the citizens of Hunterdon County, and

WHEREAS, it is expected that this resolution will bring the number of counties opposing the PATH Extension by Resolution to a majority of the counties of the State,

NOW, THEREFORE, BE IT RESOLVED, that the Hunterdon County Board of Chosen Freeholders does hereby oppose the proposed extension of PATH to Plainfield, and

BE IT FURTHER RESOLVED, that this Board respectfully requests the Governor of the State of New Jersey, the Legislature of the State of New Jersey, and the Commissioner of Transportation of the said State to carefully consider the wishes of a majority of the counties of the said State with special reference to the expressed wish of the Secretary of Transportation of the United States of America for local concurrence in the expenditure of four hundred million dollars of UMTA funds, and

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to Senator Clifford P. Case, Senator Harrison A. Williams, Representative Helen S. Meyner, State Senator Anne Martindell, State Senator Raymond Bateman, Assemblyman Walter E. Foran, Assemblyman Karl Weidel, Assemblyman John H. Ewing, and Assemblyman Walter J. Cavanaugh, to the Boards of Chosen Freeholders of all the Counties of the State of New Jersey, as well as to the Association of Counties of the State of New Jersey.

OFFERED BY Benjamin B. Kirkland

ADOPTED March 8, 1977

I HEREBY CERTIFY THIS TO BE A TRUE
COPY OF THE ORIGINAL

Dolores F. Gimson CLERK
HUNTERDON COUNTY BOARD OF FREEHOLDERS

Dolores F. Gimson
Dolores F. Gimson, Clerk of the Board

For Release: PM Newspapers, Tuesday, March 29, 1977

**SENATOR CLIFFORD P. CASE CALLS PATH
"PARTICULARLY WASTEFUL" USE OF ALL FUNDS**

Senator Clifford P. Case told a New Jersey Senate Transportation Committee today that he views the proposed PATH extension to Plainfield as a particularly wasteful use of funds. PATH is estimated to cost \$347 million, while the other project under serious consideration, substantial upgrading of the Central Railroad of New Jersey, will cost between \$124 million and \$174 million.

The full text of Senator Case's statement follows:

Mr. Chairman, I appreciate the opportunity to submit a statement on this matter. My interest in the PATH Extension project goes back some years and in my mind is identified with my responsibility as a United States Senator as well as a citizen of the State of New Jersey.

Two projects are under serious consideration for the Plainfield-Newark corridor in New Jersey. One is the PATH Extension, a proposal to run a ground-level subway 17 miles from Newark to Plainfield. This would cost \$347 million. The other project is to upgrade the Central Railroad of New Jersey, estimated to cost between \$124 million and \$174 million.

The PATH Extension would be a new system, extending out from the present Newark terminus. But the present CNJ rail service already extends beyond Plainfield on an established right of way — waiting to be upgraded.

The largest single source of funds for either of the two corridor improvement projects is the Urban Mass Transportation Administration. But funds are not unlimited and those of us on Transportation committees must be sure that available money is put to good use — whether it comes from the Urban Mass Transportation Administration or from the State or from the Port Authority of New York and New Jersey.

To put \$347 million into a ground-level subway is, I submit, a particularly wasteful use of all funds.

After reviewing the Draft Environmental Impact Statement, I have several preliminary observations.

First, the estimates presented in the Draft Environmental Impact Statement show that when all capital and operating costs are considered, the yearly costs attributed to the substantially upgraded Central Railroad of New Jersey are substantially less than on PATH. That is, on the basis of the anticipated life of the system, the CNJ alternative is a more cost effective use of funds.

Additionally, the cost projections assume that the current PATH and CNJ labor agreements will continue in effect through the life of the system, a dubious assumption at best.

Further, the labor costs given for PATH do not include management and administrative personnel and overhead expenses for which we will have to pay, one way or the other.

ginally while that of the PATH system shows a substantial increase over current CNJ ridership.

The ridership assumption is to a large degree predicated on the fact that work related trips to Manhattan will greatly increase over the time frame considered in the study. Yet this increase is only reflected in the consideration of the PATH alternative. Additional ridership would be realized if the CNJ was rerouted over the proposed PATH alignment through Elizabeth, an alternative that was not seriously considered.

Therefore, I believe that the assumptions made in the Draft Environmental Impact Statement about ridership and operating costs are highly questionable.

The public should also be aware that the \$347 million in capital cost ~~PATH does not include the millions required for parking facilities and the yearly operating deficit that would be incurred in providing service west of Plainfield.~~

In sum, neither the capital nor the operating expenses presented in the Draft Environmental Impact Statement accurately reflect the costs that we as taxpayers must ultimately bear.

Two additional issues were, in my opinion, given inadequate attention in the Draft EIS. The first concerns passenger comfort. The Study acknowledges that PATH will result in a much rougher ride than the heavier CNJ cars. This means that some riders will be subjected to jolting for almost one hour -- PATH cars were never intended for this kind of service.

The second issue has to do with passenger security. The additional employees working on the CNJ afford the traveling public the protection so necessary for the operation of a successful transit system. This is especially true if, as the Draft EIS contends, off-peak ridership is expected to increase.

Another problem that I think is bound to arise with the PATH Extension project is the issue of land use control. I do not believe that extending PATH the 17 miles to Plainfield can fail to stimulate development along the service corridor. Growth follows transportation systems and without land-use planning, there can be no assurance that the pleasant neighborhoods which we now know along the CNJ will not be replaced by urban sprawl and inevitable land speculation.

Beyond these failings, I think, is the broad question of what funneling so much into the PATH project does to the rest of the State's transportation needs, which have received little attention and little money during the past several years.

Some examples of this are mass transit service from Bayonne to Jersey City; rehabilitation of the Pascack Valley line of the Erie-Lackawanna; mass transit access for Newark Airport, a badly under-utilized facility; an intermodal terminal for Camden. All of the above projects could be completed with money that would be saved from upgrading the CNJ rather than building PATH.

This brings us to the question of adequate public hearings. One of the reasons I believe that we have come to this juncture on the corridor improvement project is that there has been inadequate involvement of the public in the decision-making process, particularly at certain critical stages.

I will gladly support \$400 million or twice that for worthy New Jersey transportation projects and I look forward to the day when the State will have a mass transit plan that benefits all regions to the detriment of none.

Certainly, I look forward to working with the New Jersey legislature and with the State administration in any way that I can to help bring this about.

Statement for the Senate Transportation and Communications
Committee Public Hearing

As Mayor of Hillsborough Township, I am glad to have the opportunity to appear before you and to be heard on the proposed PATH extension project from Newark to Plainfield.

Although Hillsborough is not directly located in the Newark - Plainfield - Raritan corridor, we are, nonetheless, affected by the decisions regarding PATH. As one of the fastest growing communities in Somerset County, we have many commuters who use either the CNJ from Somerville or the Reading Railway from Belle Mead. Each of these systems will, of course, be adversely affected by any decision to move forward with PATH. While at the same time, our commuters will face the additional burden of using a yet to be determined alternate method to reach Plainfield and the PATH system.

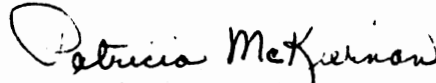
The projected costs of the PATH extension are exorbitant -- estimated at this time to exceed \$450 million, while the projected cost of upgrading the Conrail-Central Railroad of New Jersey is \$124 million. Supporters of PATH claim that given the high operating costs of the CNJ, these differences will balance each other out. Are they comparing the present costs of operating the CNJ or the cost of operating the CNJ once it has been upgraded? Are the figures being presented to us being used solely to substantiate Commission Sagner's position on PATH? We do not seem to be getting all the answers. As local officials we are constantly being called upon to justify government spending. What is the justification for such a large expenditure of the taxpayers' money? Surely, there should be obvious

advantages, but we have yet to hear them.

Of equal, if not more concern to Hillsborough, is the fact that \$70 million in highway funds are scheduled to be diverted to the PATH extension. Route 206, the only major North-South highway in Central Jersey, one which has become increasingly more inadequate year after year, is slated for improvement with federal highway funds. Route 206 is a problem which can no longer be ignored. At the same time, we have lived with the promise of a completed Interstate 95 for many years now. As a matter of fact, it has been shown on Hillsborough's Master Plan for the past twelve years. Only within the past year has the State Department of Transportation started the Environmental Impact Study required for this highway. One might ask what kind of concerted effort and planning has gone into the improvement and completion of these roads. Are we now going to face additional delays? Are we going to be told at the end of all these studies that the funds are no longer available for construction, but have been diverted to PATH? The State Department of Transportation has long ignored the needs of New Jersey's highways. We must, therefore, be absolutely sure that Commissioner Sagner not be allowed to divert highway funds to the PATH extension. To allow such a diversion would be a disservice to the entire State.

I do not wish to reiterate all that has or will be spoken here today, but to simply remind you in closing that it is incumbent upon those who govern to give full consideration to the impact of their decisions on all levels of the community.

When you review the exorbitant cost, the inconvenience to commuters west of Plainfield, the impairment of freight service, and the diversion of badly needed highway funds, you must realize that the PATH extension does not fully serve the best interests of all the people. I, therefore, call upon you to do all in your power to see that the CNJ is upgraded and that the PATH to Plainfield project is abandoned.


Patricia McKiernan
Mayor
Hillsborough Township

March 29, 1977

STATEMENT OF
ALBERT L. PAPP, JR.
AT A HEARING OF THE NEW JERSEY SENATE
TRANSPORTATION AND COMMUNICATIONS COMMITTEE
MARCH 29, 1977

INTRODUCTION

My name is Albert L. Papp, Jr. I reside in Maplewood, New Jersey and am testifying at these hearings as Co-Chairman of the CITIZENS COMMITTEE TO STOP PATH (the COMMITTEE). My formal education consists of a Bachelor of Science degree in Electrical Engineering from Newark College of Engineering, Newark, New Jersey and a Master of Science degree in Engineering Management from Rensselaer Polytechnic Institute, Troy, New York. From 1966 to 1970, I served on active duty in the United States Air Force, stationed at Sacramento, California as an Electronics Officer in the Ground Electronics Engineering Installation Agency. From 1970 to 1975, I was employed by the Public Service Electric and Gas Company, Newark, New Jersey on the staff of the Corporate Economist assigned to the area of financial economics. I am currently employed by the Argus Research Corporation, New York City, as a public utility securities analyst specializing in state regulatory affairs.

Before voicing the COMMITTEE'S objections to the plan whereby the Port Authority Trans-Hudson (PATH) Corporation would extend its rapid transit system 17 miles west from its present Newark, New Jersey terminus to Plainfield, New Jersey, a brief history of our organization is in order. The CITIZENS COMMITTEE TO STOP PATH was organized on the evening of January 31, 1974, when, at hearings held by PATH, at Westfield, New Jersey approximately half a dozen citizens and Central Railroad of New Jersey (CNJ)...now Conrail...riders vigorously opposed the project. Please note that no organized group existed at that time, rather individuals expressed their own reasons as to why they believed that the existing railroad property, while in need of sizeable infusions of cash and technology, would be a better, cheaper and more palatable alternative than the proposed PATH subway extension. After discussing the evening's events, the parties agreed that their goals were quite similar and decided to become actively involved in opposing the PATH proposal and promoting a CNJ upgrade through a unified organization.

During the next several months, members of the COMMITTEE solicited the opinions of the riders of the CNJ by requesting they send in coupons (See attachment 1) to the Federal Urban Mass Transportation Administration (UMTA), urging

that body's director to more fully examine an alternative plan centering around the electrification of the CNJ and coincident re-equipping of that railroad's present passenger stock. Over 500 of the line's passengers responded, which, when added to the evergrowing opposition by elected officials and representatives, presented sufficient justification for UMTA to hold meetings in August and September 1974 between that federal agency, the State of New Jersey and PATH. The outcome of these talks resulted in a request by UMTA for a re-evaluation of the PATH extension proposal. This report was subsequently issued on January 15, 1975 and will be discussed critically later in this statement.

Simultaneous with the above actions, and throughout the past three years during which the COMMITTEE has been in existence we have contacted, either personally or through written correspondence, various local and municipal officials, elected representatives on all levels of government, county planning boards and concerned citizens in order to inform them that they do have a choice in determining the future shape of mass transportation in the Central New Jersey Corridor. Funds for the COMMITTEE were obtained through donations from the individual members and we, therefore feel our organization qualifies itself as "grass roots" in origin and represents the voice of several hundred commuters, whose pleadings have been singularly ignored by the appointed officials in the New Jersey Department of Transportation. It is their comments and their preferences which we will attempt to amplify in the following discussion.

REASONS FOR OPPOSING PATH PLAINFIELD EXTENSION

The COMMITTEE is most definitely opposed to the extension of the PATH from its Newark, New Jersey terminus to Plainfield due to the following arguments:

- (1) Cost considerations (PATH versus alternatives)
- (2) Technical considerations
 - (a) equipment
 - (b) electrification
 - (c) lack of use of existing infrastructure
- (3) Future requirement of the area and the State

We will now examine each of these individual areas:

COST

To appreciate the current cost of extending PATH to Plainfield, it might be interesting to briefly review the history of the project.

The Tri-State Transportation Commission published in May of 1966 their interim plan for transportation improvements for 1985 which they thought was a realistic

assessment of needs and was readily attainable. They adopted the then current thinking of the New Jersey Highway Department's Division of Railroad Transportation which was to electrify and re-equip the CNJ service into Newark via the now completed Aldene Plan. Tri-State added further that their studies showed that existing track space was available in New York's Penn Station for through operation provided all trains were made up of new electric self propelled equipment. The cost given for this project in addition to all other New Jersey suburban railroad improvement was \$200 million,

In 1968, the then new State of New Jersey Department of Transportation (NJDOT) published its own Master Plan for Transportation. Noting that the initial phase of modernization for the CNJ main line was finished in April 1967 when the Aldene Plan went into service, the report added that electrification to Raritan from Newark was still needed along with a fleet of self propelled electric passenger cars. Through operation directly into Manhattan was the stated goal. Cost for the entire project including the Aldene Plan, stations, platforms, parking, electrification, equipment, and ticketing validation was put at \$32.1 million.

Now in 1972, a visible shift occurred in the thinking of New Jersey Department of Transportation officials. The Master Plan for Transportation now expressed the viewpoint that the extension of the PATH line to Newark Airport was a highly desirable objective with a connection to the CNJ main line near the Elizabethport yards. Extension of this service to Plainfield or Raritan was considered. The State share of this project was \$47.0 million, or 46% greater than the 1968 Master Plan proposal. However, since the 1968 plan assumed that New Jersey paid for all improvements, in reality the actual cost rise was, in fact, much higher. While inflation contributed to some of this escalation, the airport extension must bear the incremental burden of additional expense.

In April 1974, PATH submitted an application to UMTA requesting a \$201.5 million grant, approximately 80% of the \$252 million total capital cost of the proposal including passenger equipment to extend the existing PATH system south from Penn Station, Newark via a new two track structure parallel to the former Penn Central (PC) right-of-way to a McClellan Street station (from which point a "people mover" would provide a transfer capability for passengers bound for Newark International Airport) and then to Elizabeth. There, the new route would descend on a viaduct to the CNJ mainline, utilizing the two northerly tracks throughout the Union County corridor terminating in Plainfield.

Finally as was mentioned earlier in this statement, UMTA requested a re-evaluation of alternative mass transit proposals in the Central New Jersey Corridor

-4-

which culminated in a joint task force report by NJDOT and PATH on January 15, 1975 entitled "Central Railroad of New Jersey Corridor Commuter Transportation Alternatives". In this study, the cost of extending PATH was cited as being \$347 million, a cost which did not include additional capital costs necessary to duplicate existing CNJ service west of Plainfield, and system improvements and reinforcement east of Newark "resulting from the PATH Plainfield Extension Project". The Port Authority has now indicated in its UMTA Application and the Draft Environmental Impact Statement that additional costs of \$139 million to \$175 million will be needed for the below mentioned reasons:

Improvements to PATH east of Newark	
resulting from the Plainfield extension.....	\$103 million
Transit System Connection from McClellan	
Street, Newark to Newark International Airport.....	\$35-94 million
Transportation west of Plainfield.....	\$24 million
Parking facilities in Union County.....	<u>\$13-18 million</u>
Total Additional Costs.....	<u>\$139-175 million</u>

It can now be seen that the true cost of the PATH extension is in the region of \$522 million to \$586 million. The COMMITTEE feels this amount is totally without justification on a corridor which already has existing rail service. The riders and taxpayers will not be getting their best transportation bargain from the initiation of this type of service.

The joint task force report listed several alternatives to the extension of PATH, among them being three CNJ Rail Upgrades, Minimum Diesel, Maximum Diesel, and Electric operations at respective costs of \$60 million, \$174 million and \$336 million. The maximum diesel and electric options provided for the construction of a third track at a cost of \$50 million between Aldene Junction and Hunt's Tower to facilitate more rapid movement during hours of peak traffic flow. It is significant to note that this provision was included when the United States Railway Association (USRA) advised task force personnel that it was considering a major freight traffic expansion through the Union County Corridor. It was argued by opponents of PATH that this cost should properly be borne by the freight organization, now Conrail. UMTA advised concerned parties on September 23, 1976 that the aforementioned \$50 million third track should be deleted from future cost comparisons.

The initial capital costs of the maximum diesel and electric alternatives, assuming a service termination at Plainfield, can therefore be restated to \$124 million and \$286 million respectively. According to the task force financial data, extending the maximum diesel or electric service plan to Raritan, the terminus of most current CNJ trains, after adjusting for the removal of the third track mentioned above, would be \$170 million and \$364 million respectively. The cost of the minimum diesel operation would remain at \$60 million.

While operating deficits of the CNJ alternatives are stated as being in excess of the PATH proposal, it is noteworthy to point out that such numbers were developed using current CNJ operating procedures which can be significantly improved by infusions of proven technological expertise. These include, but are not limited to electronic ticketing, joint maintenance facilities with other New Jersey Conrail commuter lines, modern maintenance free equipment (push pull diesel sets or self propelled electric multiple unit cars).

At this time, the Port Authority has committed \$120 million to mass transportation projects in each state. In New Jersey, Commissioner Sagner has directed all of these funds to the PATH extension; however, Port Authority Chairman Ronan has indicated these funds would be available for a CNJ upgrade if Governor Byrne so ordered.

TECHNICAL CONSIDERATIONS

(a) EQUIPMENT

The cars designed for the PATH extension are similar in size to those cars now running on their current lines. These are approximately 50 feet long 12 feet high and 11 feet in width. These dimensions cannot significantly be enlarged upon due to the clearance of the "Hudson Tubes" designed and built in the first decade of this century. Current railroad technology allows 85 foot length cars to be used. A rule of thumb in the rail car industry is the larger the unit, the lower the cost per passenger. Bay Area Rapid Transit (BART) a new rapid transit system in the San Francisco vicinity, has opted for 70 foot long vehicles - this will not be possible on PATH. Ride quality varies primarily with the weight and length of the vehicle configuration. In order to appreciate the difference between basically subway type vehicles on PATH and railroad equipment, you must ride it. PATH now uses welded rail in most locations between Newark and Jersey City; in fact Conrail's Penn Central main line between Newark and New York is equipped with the same. Try the comparison yourself and use a modern Jersey Arrow commuter car on the PC trip to or from New York. The ride you experience on PATH

will be the one you will endure from Plainfield. No amount of carpeting and insulation can deny the PATH's cars' basic subway heritage, the dimensions of which were determined at a time when most of you were not yet born, and when the communities in which you live did not exist.

The PATH alternative must be viewed as an extension of a subway system into communities that have historically been served by railroad trains and have been inhabited by commuters accustomed to a certain level of service amenities. There is a serious question, according to informal surveys by the COMMITTEE as to passenger acceptance of a system designed not to serve the passenger but rather to serve various governments as a rather ill defined instrument of economic revitalization. In the last analysis, the commuter will make the choice as to whether any mass transportation system is adequate - if it is acceptable, he will ride it; if not, he can select alternate modes, such as his automobile, thus rendering any potential environmental benefits, originally expected to be derived from the plan, rather useless. The COMMITTEE is of the opinion that commuters will not use the PATH Plainfield extension in the volumes anticipated by the Joint Task Force Report because of the inferior comfort levels provided as compared to the other commuter railroads in the state. In the long run, it is conceivable that the PATH system may drive away just those individuals and their families from the very towns that the project is designed to attract them to, thus leaving all parties involved with a monumental white elephant to poor planning.

(b) ELECTRIFICATION

The type of electrification to be used in the Port Authority proposal has to be that which the current PATH trains utilize. This system is of the over running third rail type using 660 volt direct current. The disadvantages of the "third rail" (called so due to its proximity to the two running rails) can be attested to by commuters who bear the brunt of ice storms on both PATH and especially the Long Island Railroad. Since this type of third rail has the vehicles' pick up shoe contacting it on the upper surface, water and debris can and do cause outages. Water can freeze, making electrical pickup impossible. Urban flooding, severe in the area under consideration for this extension, can cause a shut down of service if the water level reaches the third rail.

Currently the Penn Central lines of Conrail are electrified using an overhead catenary distribution system for its 11,000 volt, 25 hertz alternating current. The former Erie-Lackawanna Morris and Essex electrified lines employ an over-

head catenary distribution system also, but at a 3000 volt direct current level. This system is scheduled to be converted by NJDOT in the next several years to a voltage and frequency level identical with that of the Penn Central lines. The stated goal behind this conversion was to allow direct access to New York's Penn Station by trains on that railroad line. While the PATH extension would also provide access directly to New York, the small subway type vehicle would not be compatible with any electrified or non-electrified equipment used in New Jersey and will prohibit exchange of vehicles between other electrified commuter lines.

The COMMITTEE urges the adoption of an alternative plan to electrify the Conrail-CNJ rail commuter lines in the Union County Corridor, using a standard type electric multiple unit commuter car already in use, or to be in use, on other electrified New Jersey railroads.

Safety must not be neglected with any electrification scheme, however the third rail system offers more hazards than an a.c. overhead catenary system. Children wandering onto the tracks either by design or accident expose themselves to lethal power does if they come in contact with the power conducting rail. Fences can be provided, but youngsters always seem to surmount this adult obstacle. An overhead catenary system puts the power wire 20 feet above the track and well above any juvenile mischief.

(c) LACK OF USE OF EXISTING INFRASTRUCTURE

The current PATH proposal routes the trains from Newark to Elizabeth along the right-of-way of the Penn Central Railroad. At present, a minimum of 4 tracks exist for this distance and carry daily trains of the Penn Central as well as trains from the CNJ routed via the Aldene Plan over Lehigh Valley Railroad trackage. The Port Authority would build two additional tracks between Newark and Elizabeth for the sole use of PATH trains and abandon the Aldene Plan connections at the same time. The "extra" tracks are needed not for the extra volume, but rather due to the fact that stops will be made at the airport station and thus inhibit Penn Central traffic. Upgrading the existing CNJ facilities would not incur these double liabilities, all of which add to the cost of the PATH proposal. The Aldene Plan, for which capital had to be raised through bonds, still has fixed charges associated with it. The dead horse must be paid for.

The PATH extension, by dedicating two tracks of the CNJ right-of-way for its own use, may well impair the viability of existing and future freight traffic in the area. If shippers feel service is delayed, alternate transportation solutions

will be found, or in the extreme, a different location will be found for their plant. The impact for the local economy, the environment, and the conservation of energy would not be favorable. Use of standard railroad type passenger cars would continue a flexibility of operation necessary to maintain attractive service to both riders and shippers alike.

FUTURE REQUIREMENTS OF THE STATE AND AREA

A recent passenger count, conducted by the NJDOT in May 1976 indicated that 32.2% of the passengers using the CNJ Corridor originate west of Plainfield. This statistic also includes the Conrail-Reading ridership from Philadelphia, approximately 300 riders. Future population in New Jersey will develop increasingly in rural areas - towns west of Plainfield, while east of Plainfield, Union County has for all purposes reached its maximum population for the foreseeable future. A PATH study has indicated that communities east of Plainfield will grow in population by 8% in the time period from 1970 to 1985, while those towns west of Plainfield will accelerate at a growth rate of about 40% in the same time period. Economic activity forecasts over the same time frame indicate more rapid development in western New Jersey. The question to be raised here is whether the needs of new growing areas can be ignored or impaired when improvements are contemplated. A lowering of rail service levels and quality provided for new communities is not in the best interest of long-term planning. Vague consideration has been voiced for some sort of shuttle, bus or rail, for the luckless traveler who chooses to live west of the PATH proposed terminus. Someone, of course, will want to extend PATH still further - but imagine riding a small bobbing subway car 40 or more miles each way a day.

SUMMARY

The COMMITTEE recommends the electrification of the existing CNJ Central New Jersey Corridor to Raritan, thus allowing a direct journey to New York's Penn Station. The accompanying service and quality levels available in such an alternative will facilitate the attraction of new residents and the retention of existing industry.

The COMMITTEE rejects the proposal to extend the PATH to Plainfield due to its excessive cost, the non-compatibility of its subway type cars, the less comfortable ride provided by that equipment, and the inability of the plan to provide adequate replacement service to passengers west of Plainfield.



Regional Plan Association

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April 22, 1977

Hon. Herbert J. Buehler
Chairman, State of New Jersey
Senate Transportation & Communications
Committee
State House - Room 318-C
Trenton, N. J. 08625

Dear Senator Buehler:

Regional Plan Association was unable to attend the hearing held by your Committee on the PATH Extension. The attached statement was entered into the record of the Hearing held by the Department of Transportation on April 19, in Elizabeth.

If it is still possible perhaps it can be entered into the record of your Hearing.

Sincerely,

Sheldon Pollack
Information Director

SP:hdg

CC: Mr. Joseph P. Capalbo ✓

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Regional Plan Association, Inc. is a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Urban Region



Regional Plan Association

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Statement of
Regional Plan Association

on the
Draft Environmental Impact Statement
Proposed PATH Extension to Plainfield

before the
New Jersey Department of Transportation

for
Inclusion in the Record of the Hearing

Elizabeth, April 19, 1977

In February 1974, Regional Plan Association announced support for the extension of PATH to Plainfield because:

1. The project will further objectives of RPA's Second Regional Plan; i.e., provide better public transit to urban centers, namely Lower Manhattan, Jersey City, Newark and Elizabeth, and provide some incentive for the clustering of residences and commercial activities in the Elizabeth-Plainfield corridor.

2. It will greatly increase the frequency of service to the area between Elizabeth and Plainfield, significantly reduce travel time, and eliminate a change of trains at Newark for travellers to Lower Manhattan.

The Draft Environmental Impact Statement of March 1977 fully confirms the conclusion that PATH extension to Plainfield is the most desirable way of providing transit service in the Plainfield-Elizabeth corridor.

While upgrading the Central of New Jersey line as a commuter railroad would cost less, it also would provide less. PATH's frequent all-day service with direct access to Manhattan would mean more riders than the upgraded CNJ would carry.

Improved rail transit service will attract people to live within

walking distance or a short bus ride of the stations and would attract business to locate in the downtowns reached by PATH. If local zoning allows, this will gradually increase population near the stations--not to New York City densities, but to clusters like those that have grown up around Scarsdale, Great Neck or Madison suburban railroad stations. These are moderate densities that do not change the suburban character all around.

It is the compact, transit-oriented form of the Tri-State Region that is most likely to give the Region an early economic boost in competition with the rest of the nation as energy costs rise, and it is the stimulus that the PATH extension gives toward reinforcing this energy-saving Region that justifies the investment.

In Regional Plan's 1974 evaluation, we asked that four changes be considered. Two changes are now promised:

1. Adequate parking at PATH stations and
2. Continuing suburban railroad service beyond Plainfield.

One can be deferred, but advance planning should assure its possibility: improved rail access to Newark Airport. Regional Plan proposed either a new rail station at McClellan Street linking suburban trains from southern New Jersey to a short-distance "people mover" to the Airport or a PATH branch to the Airport from downtown Newark. Declining travel to Newark Airport has deferred the people mover, leaving open the possibility of a more ambitious Airport access project in the future.

Regional Plan will continue to be concerned about Airport access as the level of air travel warrants, particularly the downtown Newark link for railroad and PATH passengers from all directions.

The fourth 1974 Regional Plan proposal, a station at Harrison where suburban railroad riders from the north could transfer to PATH, was found by the Port Authority to be both costly and inconvenient due to track arrangements.

Altogether, Regional Plan Association is satisfied with the present PATH extension proposal and urges its speedy construction.

34 Beech St.
Cranford, N. J., 07016

MAR 24 1977

Mar. 22, 1977

Mr. Joseph P. Capalbo, Aide
Senate Transportation & Communications Committee
Room 318-C, State House
Trenton, N. J., 08625

Dear Mr. Capalbo:

I regret I will not be able to attend the PATH hearing on the PATH Plainfield extension March 29th. I would appreciate it, however, if you would note my strong objection to this wasteful project.

PATH will cost too much for too little transit. Before the project is over, the costs will without doubt escalate to well over a half billion dollars. And, that money will destroy an existing system that services the ENTIRE central corridor of the state. Meanwhile, UMTA has already given the state sufficient money to modernize the CNJ throughout the entire central state corridor. PATH wastes money!

PATH will not only be costly to build, but to operate as well. At a hearing at Cranford, the PATH officials told the audience they will lose \$33-million on the existing PATH east of Newark this year. Yet, they maintain they will only lose \$6.4-million on the western portion, which is roughly the same route mileage. The actual loss for the PATH extension will no doubt equal the present CNJ operating costs. (Remember, to PATH's cost must be added the cost of the necessary service west of Plainfield.)

Environmentally, PATH will create sprawl west of Plainfield due to the PATH-imposed "Chinese Wall" across the state at Plainfield. With the modernized CNJ development would follow a logical pattern clustering around the rail stations along the corridor leaving ample open spaces. Even with a "connecting service", PATH will cause more and more people to drive, which will encourage an auto-oriented sprawl. With the approaching energy shortage - is more auto use the way to go?

PATH is not publically accepted. Even in Union County, the only locale of PATH "benefit", public and official opinion is split, with the pro-CNJ faction in the majority. The Union County Transportation Advisory Committee (of which I am chairman) had a substantial opposition vote, which is a matter of public record. Most of the on-line towns are concerned about the appearance of a deliberate attempt to urbanize Union county along PATH - no doubt to justify an investment in "heavy rail" in a corridor which does not have sufficient population to justify heavy rail.

PATH will not have the operating efficiency nor the comfort to service the people of the central state corridor. Those who attempt to downgrade the lifestyle of the residents west of Plainfield by depriving them of good mass transit are virtually stealing from those people.

PATH will not, nor will it ever, serve Newark Airport. Only a system with mass transit stations within the terminal buildings can be said to serve the airport.

PATH is a poor plan and must be scrapped in favor of the modernized CNJ. Thank you.

Yours truly,

William R. Wright
William R. Wright

JUN 27 1985



