

CONGESTION BUSTER TASK FORCE TRANSIT SUBCOMMITTEE REPORT

As of March 19, 2001

RECOMMENDATION: ***INCREASE FUNDING FOR TRANSIT***

- Provide NJ TRANSIT with sufficient operating funds to maintain quality transit service on the core transit network without continuing to divert capital resources to this purpose.
- Implement a transit capital reinvestment strategy that makes the core transit network the highest capital priority.

HOW WILL CONGESTION BE REDUCED?

- By increasing transit services and making a more attractive and practical alternative to driving.

WHO DOES THIS RECOMMENDATION AFFECT?

- NYC commuters, PA commuters, reverse (suburban-bound) commuters, tourists, youth and seniors.
- NJ Transit, private carriers
- NJDOT, highway authorities, county engineering departments

WHAT ARE THE COSTS?

Appropriate sources of funding for transit operating and capital needs must be found.

Significant increase in transit operating funding in FY 03; NJ TRANSIT faces a projected \$169 million FY 03 operating budget gap, offset by \$38 million generated by the recent fare increase. A total operating and capital gap of \$3.1 billion exists over the next five years unless additional resources are found.

HOW WILL RECOMMENDATION BE IMPLEMENTED

Through a gas tax, as well as federal and private funds. Transit resources will be managed by NJ TRANSIT as part of the day-to-day operation of the transit network.

LEGISLATION REQUIRED (if so, explain)

- Reprioritization of NJ Transit capital plan or special legislative authorization.
- Transportation Enhancement District legislation should be enacted to encourage private sector participation in finance of shuttles; sufficient funding should be identified for railroad operational and capital changes.
- Congress must earmark several billion for project; PA contribution may require bi-state legislation

SUBMITTED BY Transit Subcommittee

RECOMMENDATION: *CREATE A SEAMLESS TRANSIT SYSTEM*

- Develop a universal transit fare/pass system.
- Improve connectivity between existing buses/shuttles/trains to maximize existing service, especially in suburban areas.
- Implement local shuttle systems connecting office parks to rail and buses.
- Implement local shuttle systems connecting residential neighborhoods to rail and buses.

HOW WILL CONGESTION BE REDUCED

- By making transit more affordable, practical, and reliable, thereby, increasing ridership.
- By making feeder service more convenient and affordable than driving.

WHO DOES THIS RECOMMENDATION AFFECT

- NJ TRANSIT, DOT, Port Authority
- Private Transit Providers
- Existing transit riders
- Future transit riders

WHAT ARE THE COSTS & COST SAVINGS IN OTHER AREAS (if any)

- Reduction in Vehicle Miles Traveled
- Reduction in vehicle maintenance/ownership costs
- Reduction in accident-related costs
- Reduction in stress-related illness as well as pulmonary illness

HOW WILL RECOMMENDATION BE IMPLEMENTED

Through commitment of NJ TRANSIT, DOT Commissioner, and the Port Authority.

LEGISLATION REQUIRED (if so, explain)

No.

SUBMITTED BY Transit Subcommittee

RECOMMENDATION: INCREASE TRANSIT CAPACITY IN CONGESTED CORRIDORS

- Increase bus and rail rolling stock fleets by purchasing bi-level coaches & additional buses.
- Conduct a bus/roadway congestion busting study to identify/implement exclusive bus lanes on high volume routes, including conversion of multi-purpose lanes to exclusive bus use during peak (495, 3, 9, GSP).
- Increase capacity for buses to/from New York and Port Authority Bus Terminal.
- Increase frequency of existing service during the peak and off-peak.
- Construct new rail tunnel into NY between Meadowlands and Penn Station NY.

HOW WILL CONGESTION BE REDUCED

- By facilitating more efficient flow of bus traffic.
- By increasing seating capacity by 35% for each rail car in train.
- By reducing number of motorists destined for outlying job sites.
- By reducing number of motorists destined for Midtown Manhattan.

WHO DOES THIS RECOMMENDATION AFFECT

- Commuting public, NJ TRANSIT, NJDOT, MPOs, et al.

WHAT ARE THE COSTS & COST SAVINGS IN OTHER AREAS (if any)

- Planning and study costs.
- Major capital costs associated with tunnel, facility improvements, acquisition of vehicles, etc.
- Increased labor and operations costs
- Savings: Improved running times could increase driver trips per shift
- Savings: Reduction in accident-related costs such as incident clean-up and management
- Savings: Reduction in Vehicle Miles Traveled.

HOW WILL RECOMMENDATIONS BE IMPLEMENTED?

- Request for federal funding under 9/11 authorization.
- Availability of study, engineering, and implementation funding
- Cooperation of governor, legislature, NJTRANSIT, NJDOT, MPOs, Port Authority, Amtrak, FHWA & USDOT.
- Through an on-going task force composed of NJ Transit, NJDOT, and other affected agency personnel

LEGISLATION REQUIRED?

- Governor directive or legislative initiative.

SUBMITTED BY Transit Subcommittee

RECOMMENDATION: IMPLEMENT TRANSIT-FRIENDLY LAND USE POLICIES

- Identify and define transit-friendly corridors.
- Provide higher density development options that can be served efficiently by transit.
- Improve pedestrian access for transit to existing and future developments.
- Provide transit circulation routes and passenger waiting facilities in development site plans.
- Provide rights of way of exclusive transit guideways to reduce costs of developing new transit services and improve travel speed and competitiveness for transit.
- Provide preferential treatments for transit in roadway designs.

HOW WILL CONGESTION BE REDUCED

- Auto drivers will be attracted to transit.
- Pedestrian and bicycle trips will be substituted for auto trips.

WHO DOES THIS RECOMMENDATION AFFECT

- NJDOT
- NJ TRANSIT
- Municipal governments
- Developers

WHAT ARE THE COSTS & COST SAVINGS IN OTHER AREAS (if any)

- Minimal dollars, much political capital.
- Land costs for transit rights of way in publicly-funded projects
- May require tax abatements for rights of way and facilities donated by developers to transit.

HOW WILL RECOMMENDATION BE IMPLEMENTED

- Modifications to State Plan
- Through municipal planning board approvals and municipal street improvements
- NJDOT design requirements

LEGISLATION REQUIRED (if so, explain)

Will need to change municipal land use law

SUBMITTED BY Transit Subcommittee

RECOMMENDATION: ***DEVELOP TRANSIT SOLUTIONS TO PA/NJ COMMUTE***

- Appoint a Pennsylvania – New Jersey Task Force comprised of transportation professionals from counties bordering the two states to study commutation patterns of Pennsylvania residents working in New Jersey.
- Obtain and analyze origin/destination data.
- Develop recommendations to expand bus and rail service between PA and NJ

HOW WILL CONGESTION BE REDUCED

- By reducing number of Pennsylvania motorists destined for jobs in New Jersey.

WHO DOES THIS RECOMMENDATION AFFECT

- NJDOT, PADOT, NJ Transit, Septa, TMAs
- NJTPA, DVRPC, County Planning Boards

WHAT ARE THE COSTS & COST SAVINGS IN OTHER AREAS (if any)

HOW WILL RECOMMENDATION BE IMPLEMENTED

By conducting a study of interstate commute activity and designing transit solutions.

LEGISLATION REQUIRED (if so, explain)

SUBMITTED BY Transit Subcommittee