

CONGESTION BUSTER TASK FORCE TRANSIT SUBCOMMITTEE

Recommendation: Increase Funding

- Increase transit funding over 10 years to bring into parity with roads. (Schleicher)
- 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 (NJT)
- Implement a transit capital reinvestment strategy that makes the core transit network the highest capital priority; (NJT)

How Congestion Is Reduced

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

Who Is Affected?

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

Costs/Savings

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.

Submitted By

Transit Subcommittee

CONGESTION BUSTER TASK FORCE TRANSIT SUBCOMMITTEE WORKSHEET

Recommendation: Improve The Passenger Experience

- Increasing the quality and attractiveness of the public transit system through greater attention to customer service. (NJT)
- Develop a universal transit pass system. (Perez)
- Improve connectivity between existing buses/shuttles/trains to maximize existing service. (Perez)

How Congestion Is Reduced

- By making transit more affordable, practical, and reliable, thereby, increasing ridership.

Who Is Affected?

- NJ TRANSIT
- Private Transit Providers
- Existing transit riders
- Future transit riders

Costs/Savings

- 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

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Transit Subcommittee

CONGESTION BUSTER TASK FORCE TRANSIT SUBCOMMITTEE WORKSHEET

Recommendation: Enhance & Expand The Transit System

- Buses and shuttles connecting office and industrial sites to outlying rail stations. (Robins)
- New rail tunnel between Meadowlands and Penn Station New York (Robins)
- Northerly inbound lane of Rt. 495 converted to exclusive bus/carpool use during peak. (Robins)
- Purchase bi-level coaches to relieve rail congestion between Newark and NY. (Robins)
- Bus/roadway congestion-busting study leading to support for the programming of various initiatives to give buses priority on key travel routes. (Robins)
- Upgrading the core rail infrastructure and purchase rail cars add rail capacity; (NJT)
- Identify and upgrade highway linkages to enhance access to and flows of public transit;
- Construction of a new rail tunnel under the Hudson River (NJT)
- Coordinate efforts of Metropolitan Planning Organizations to develop a transit congestion relief strategy that identifies actions that state, county and local governments, transportation authorities and other institutions can take to improve the flow of bus service within the state (NJT)
- Work with the Port Authority of New York and New Jersey on a long-term solution for congestion and delays in the Exclusive Bus Lane, Lincoln Tunnel, and Port Authority Bus Terminal system (NJT)
- Expand park-ride facilities. (NJDOT Staff)

How Congestion Is 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.
- By making transit use more practical due to available parking facilities.

Who Is Affected?

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

Cost/Savings

- Planning and study costs.
- Major capital costs associated with tunnel, facility improvements, acquisition of vehicles, etc.
- Costs associated with property acquisition, paving, marking, and signage.
- 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.

Submitted By

Various Transit Subcommittee members as noted above