

Raritan Valley Line (RVL)

The Case for
One Seat Ride
2018

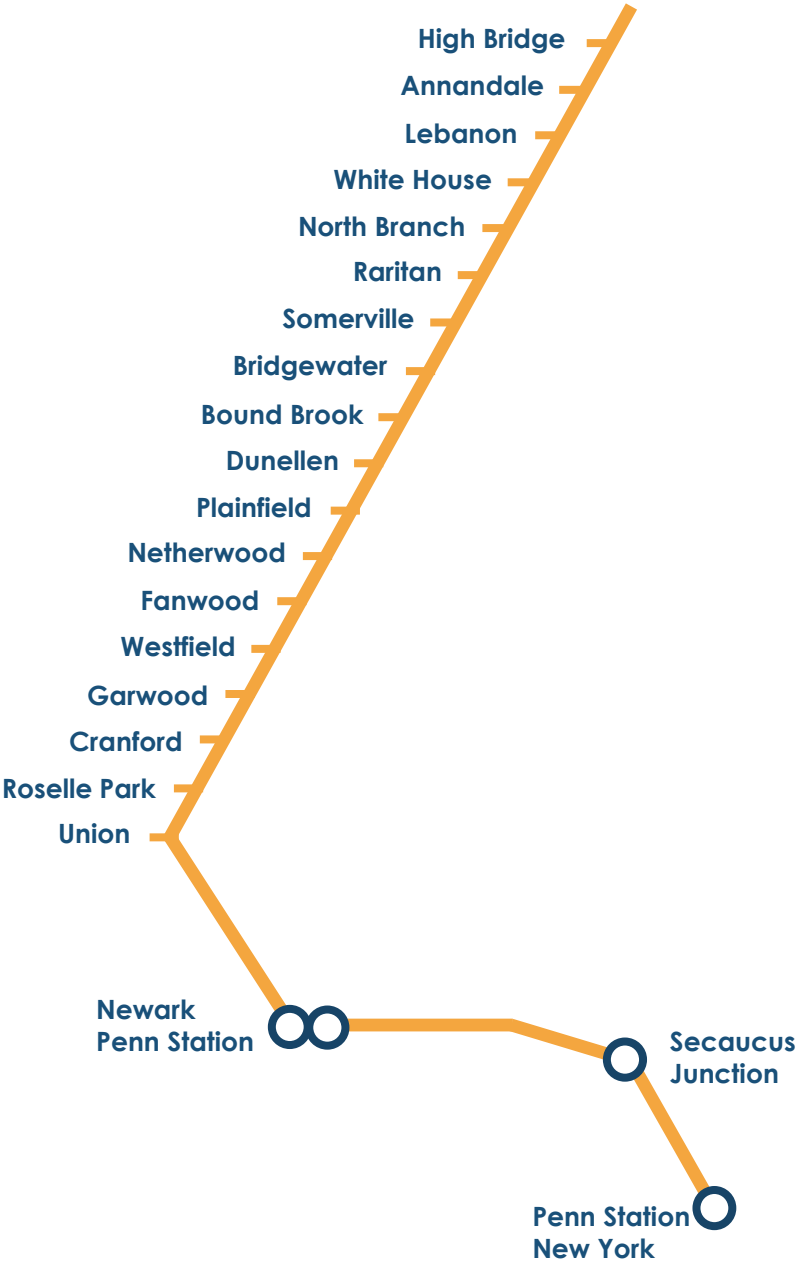
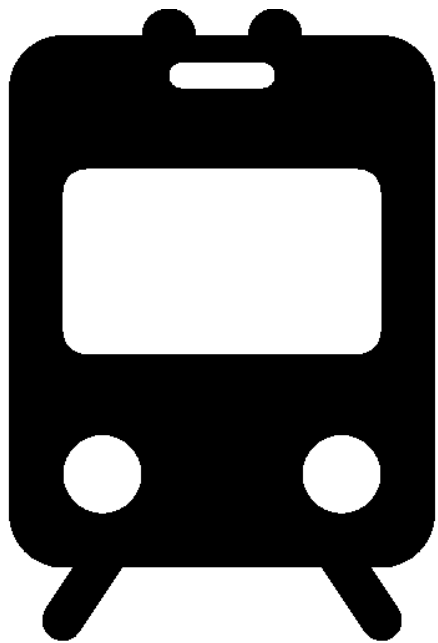


Executive Summary

- The bi-partisan Raritan Valley Line (RVL) Coalition of 23 Mayors seeks legislator support for one-seat ride service during peak times
- Raritan Valley Line does not have peak “one-seat ride” service despite comparable, if not greater, ridership than lines with direct service
- Designated Opportunity Zones, including Plainfield and Bound Brook, will be economic beneficiaries of peak direct service
- The Gateway Program, if funded, will not be able to expand weekday morning or evening peak period service until 2030, at best
- The cost to provide three weekday peak trains is approx. \$3 million annually. That is 0.1% of NJT operating budget*.

*Based on NY Transit FY2018 Operating budget of \$2.218 billion.

Raritan Valley





Introduction of dual powered locomotives has made possible one-seat RVL access to NY Penn

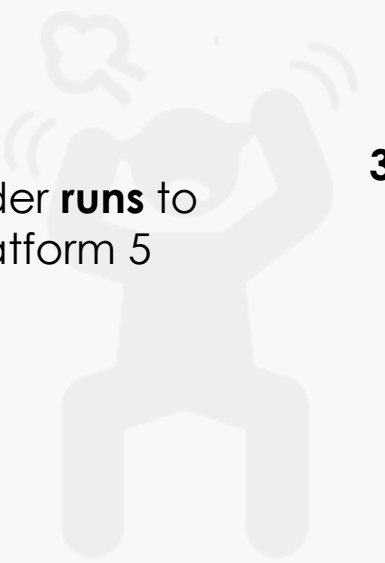
- Dual locomotives, which enable one seat rides, were manufactured in anticipation of ARC tunnel completion
- In 2013, ARC project was cancelled; NJ Transit allocated dual locomotives based upon ridership at that time
- End result was enhanced service, including one-seat rides for many lines, except RVL
- Off peak allocation offers no relief for RVL commuters who must transfer in Newark and change platforms for connections, adding 35 minutes to commute

Newark transfer delays can worsen RVL commuter experience

- 
- 1 Rider takes 6:29pm train from NY Penn... Arrives 6:47 at Newark Penn
 - 2 Rider walks to Platform 5
 - 3 Rider catches 7:00pm train out of Newark and arrives at 7:24 in Westfield

Total Commute:
55 min

But if there is a delay...

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- 1 Rider takes 6:29pm train from NY Penn... Arrives 7:10 at Newark Penn
 - 2 Rider **runs** to Platform 5
 - 3 Rider waits 25 min for 7:35pm train and arrives in Westfield at 7:56

Total Commute:
1 hour 27 min

"Connections on the RVL are not timed to match the Northeast Corridor during peak times and this results in lost connections at Newark Penn Station and ultimately reaching your destination in a reasonable time. It is frustrating."



Plainfield Resident

"This is about fairness, equity for our residents. RVL has connectivity into NY Penn but no peak service"



Mayor of Fanwood

"The transfer delay is the difference of me seeing my kids for ½ hour or not seeing them at all"



Westfield Resident

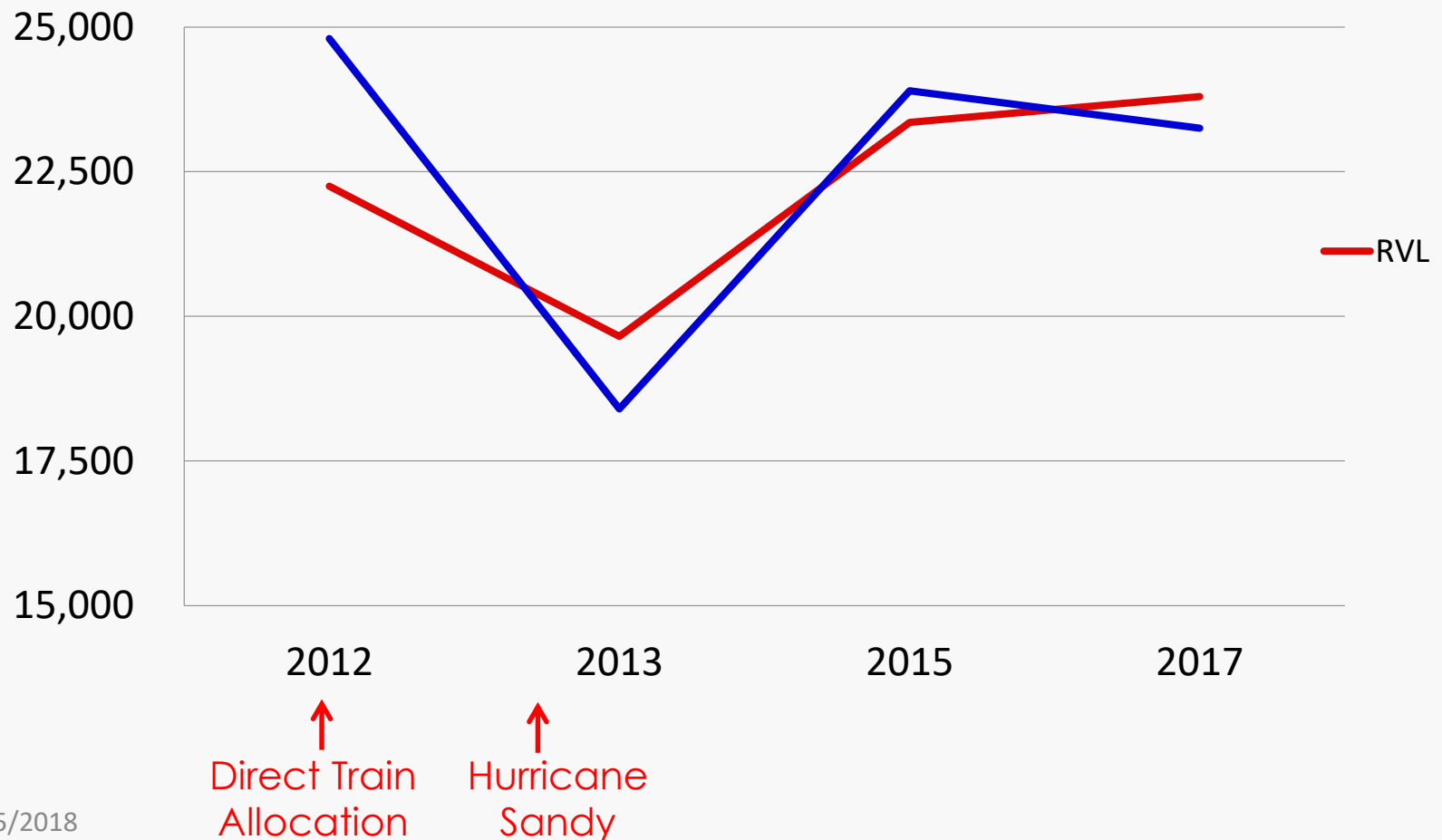
"I've been riding the train for 20 years and missing connections is aggravating and stressful"



Cranford Resident

RVL Ridership has surpassed North Jersey Coast Line ridership

RVL vs. North Jersey Coast Line 2017 2Q Weekday Ridership



One-Seat Ride allocation hasn't changed to accommodate increase in ridership

Total PEAK AM Trains arriving at Penn Station

	Total Peak Trains	2017 Average Weekday Ridership
NEC	29	121,350
Morris & Essex	15	59,500
Raritan Valley Line	0	23,250
North Jersey Coast Line	11	23,150
Montclair/Boonton	4	18,200

Total PEAK PM Trains Leaving Penn Station

	Total Peak Trains	2017 Average Weekday Ridership
NEC	24	121,350
Morris & Essex	15	59,500
Raritan Valley Line	0	23,250
North Jersey Coast Line	13	23,150
Montclair/Boonton	4	18,200

One-Seat Ride means greater opportunity for growth and investment

- Giving RVL towns the ability to compete equally for residential and commercial investment, especially in Opportunity Zones* such as Plainfield and Bound Brook
- Supports current economic redevelopment efforts and progress along the RVL corridor in towns (example: Union, Garwood, Plainfield, Somerville)
- Outbound direct service enables employers to compete for younger, skilled talent from Manhattan
- Increases property values in all RVL municipalities, potentially improving resident retention - Midtown Direct Service increased value of nearby homes by an average of nearly \$23,000 per home**

*Gov. Phil Murphy has recommended that U.S. Treasury Department designate portions of 75 towns as Opportunity Zones. Goal of this federal program is to encourage capital investment in low-income or otherwise distressed communities including Plainfield.

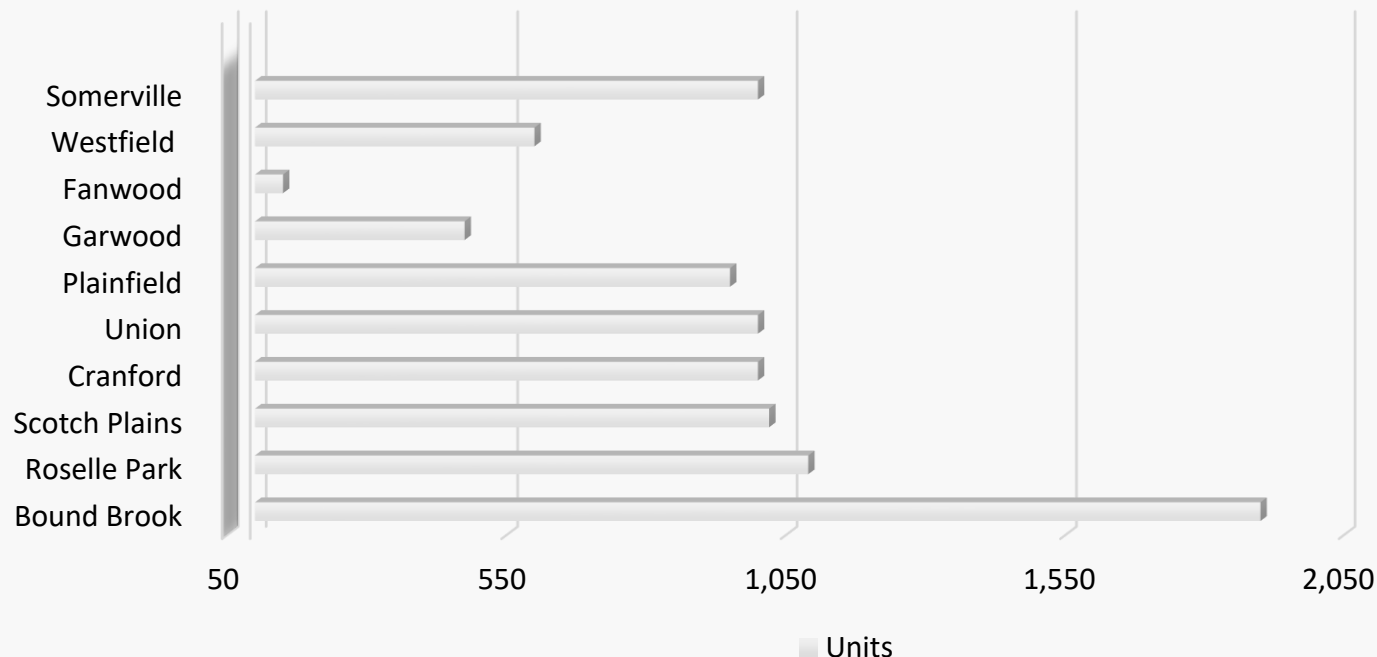
**In 2009 dollars. 2010 ARC report referring to Summit and Montclair



One-Seat Ride will maximize potential of energizing Transit-Oriented Development

On the RVL, there are more than 8,000 residential units already built, approved and/or in construction phase

Total Residential Units Built, Approved and/or in Construction Phase



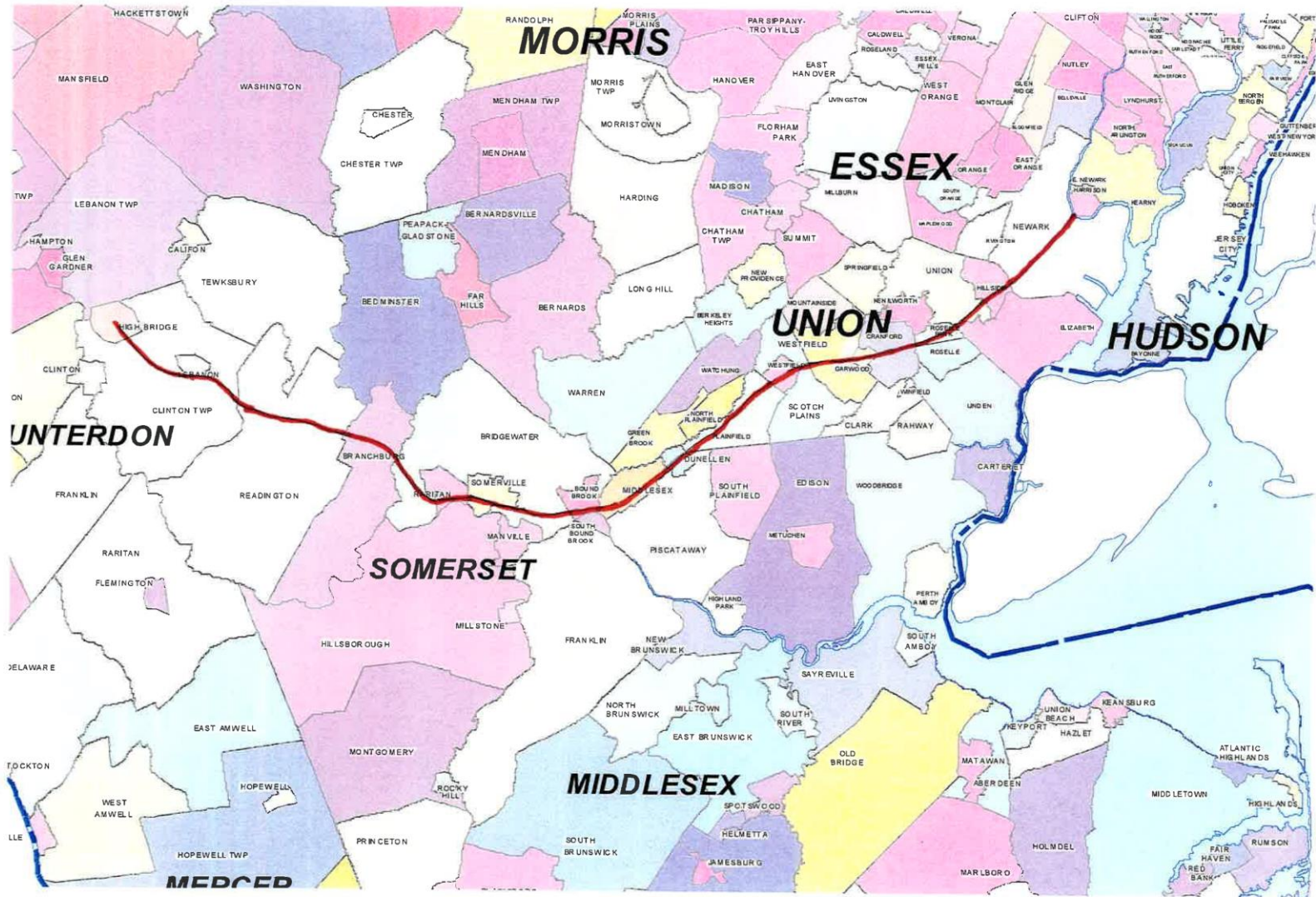


RVL Towns Can't Afford to Wait for Gateway

**Action can be taken now...
no need to wait**

The Ask

Gain legislative support to require NJ Transit to create implementation plan for RVL peak one seat service



Example of Transit Oriented Development - Bound Brook

Bound Brook Redevelopment Projects – 5 Year Plan

	Borough of Bound Brook	Developer	# of Units	Status
1	Meridia Main Station	Capodagli Property Company, LLC	240	Complete
2	Queens Gate	Lincoln Property Company	144	Complete
3	Meridia Downtown	Capodagli Property Company, LLC	172	Approved for Construction
4	Brook Apartments	Reynolds Asset Management	161	Approved for Construction
5	Revo	Mercrem LLC	75	Approved for Construction
6	Talmage Commons	Doetz	150	Approved for Construction
7	Bound Brook High-Rise	Reynolds Asset Management	286	Designated Redeveloper
8	Patriot Village	Schleck Development	608	Designated Redeveloper
9	Meridia Self-Storage	Capodagli Property Company, LLC	10,000 Storage	Designated Redeveloper
10	NJ Transit Parking Lot	Capodagli Property Company, LLC	80	Ongoing Negotiations
		TOTAL	1916	

One-Seat Ride Hasn't Changed to Accommodate Increase in Ridership

Total PEAK AM Trains arriving at Penn Station

	7am-	8am-	9am-	Total Peak Trains	2017 Average Weekday Ridership
NEC	10	10	9	29	121,350
Morris & Essex	4	7	4	15	59,500
Raritan Valley Line	0	0	0	0	23,250
North Jersey Coast	4	4	3	11	23,150
Montclair/Boonton	1	2	1	4	18,200

Total PEAK PM Trains Leaving Penn Station

	5pm-	6pm-	7pm-	Total Peak Trains	2017 Average Weekday Ridership
NEC	11	7	6	24	121,350
Morris & Essex	5	7	3	15	59,500
North Jersey Coast	7	4	2	13	23,150
Raritan Valley Line	0	0	0	0	23,250
Montclair/Boonton	1	2	1	4	18,200