

TRANS-HUDSON PUBLIC TRANSIT MARKET SHARES

When NYC values its real-estate interests greater than the capacity of the proposed 34th Street Bunker station, this may be why. Several years ago, they were roughly:

- PATH (both branches) 40%
- Lincoln XBL to PABT 40%
- Ferries 3%
- North River Tunnels:
- NJT 14.4%
- Amtrak 3.6%

AMTRAK vis a vis NJTransit/Port Authority's ALTERNATIVE "G" CONNECTION

- Amtrak has never promised any money toward this, nor Portal Bridge expansion for that matter
- Amtrak is not in the commuter business and so does not really care what part of a city they serve. They could always run Philly-terminating Keystone trains through Center City Tunnel if they wanted to. They don't want to, and aren't about to pay SEPTA for the privilege
- No 3rd rail capability on Motors or Acelas. If they did, MN would require 2 engines to avoid 3rd rail gapping. At least DM's can go to diesel (and they do)
- P32DM engines are usually set for over-sliding 3rd rail, require shop attention for conversion to under-sliding, and cannot handle a train single-handedly through the Hudson River
- BOS-WAS endpoint time issues would disinterest them from a NYP-GCT connector. They would have long dwell times at 2 stations, and the connector with interlockings at both ends with a 90 degree curve in the middle would mean a mostly 15 MPH operation for a mile
- Amtrak would unlikely pay for MN trackage rights when they can run faster and cheaper on their own line. That is one reason why they got out of GCT.

MTA & NY POLITICS

- MN kept LIRR out of GCT Lower Level for ESA Terminal due to service disruptions during construction, Park Av Building support issues, all meaning higher construction costs
- MN & LIRR service could not mix due to incompatible 3rd rail and apparatus, and their shoes do not move. There are about 1,860 EMU's between the 2 railroads
- MN is the "fair-haired child" within MTA, has HQ within 347 Madison, while LIRR is in Jamaica, and NYCTA is in Brooklyn. They have the best OTP(On Time Performance) and customer satisfaction.
- MN farebox recovery is usually 5 – 10% ahead of the LIRR with similar fare structures for miles traveled, etc.
- MN drove Pataki decision for NJT to stay out of GCT
- MN ridership has doubled in 25 years, with reverse-peak and off-peak leading the way

JERSEY “ENTITLEMENT” PHILOSOPHY to 1-SEAT RIDE / EAST SIDE ACCESS DOES NOT MATTER TO NEW YORK – EXPECT NO ALLOWANCES

- NY does not care if NJ commuters have to take the IRT so long as most NY commuters have to as well
- 50 to 70% of LIRR and MN commuters also ride the subway
- Riding the subway is what is expected when visiting Manhattan
- LIRR ESA will not remove many of their passengers from the subways, but only reroute them. This is due to the multi-city terminals, zone-trains, and lack of variety of city terminals from most branches, dovetailing at Jamaica. People will not automatically board the ESA train if one is not available within a reasonable time of when they want to travel. ESA/NYPS service will be split roughly 50/50, with some Hunterspoint and Flatbush trains diverted to either of those terminals as well.
- The TA and NYC are very happy to collect \$81 from all for monthly Metrocards to use the subway for a short ride in order to cross-subsidize their own residents from the outer boroughs residing in former double-fare zone territory

PARK AV TUNNELS AND GCT

- Operates “3 & 1” during rush hours, peak direction. Zone trains are continually broken down into more numerous trains with ridership gains ultimately filling them. MN will not compress them to “2 & 2” to placate New Jersey
- Should NYPS connector punch through, while GCT would become a run-thru station physically, operationally it would be stub-ended like Montreal Central and Chicago Union. It is doubtful a trickle of run-through riders could justify building it.
- The same stub-end inefficiencies at NJT’s proposed 34th Street Bunker would be moved here
- No clearance for catenary, with side tracks tighter than middle tracks
- Ceiling cannot be raised without punching through the street
- Tracks cannot be lowered any further without undermining the walls
- Track bed is directly atop the roof of the 63rd Street Tunnel

FTA LEVERAGE or PRESSURE

- They cannot micro-manage MN to the extent of pressuring them to collapse Park Ave peak-direction operation to 2 tracks
- They cannot do Eminent Domain
- Their traditionally low federal share of big projects on large east coast legacy systems limits their influence
- MN will not “contaminate” their tidy, mostly MU operations of 96% OTP with sloppy NJT operations and run-throughs. They barely treat Amtrak well when delivered to them out of slot.

DO NOT EXPECT MTA NOR NYS-DOT FUNDING

- It’s a “Jersey Project”. MTA never in it’s 40 year lifetime proposed it

- MTA would be happy enough with Empire and Hell Gate lines for West Side access if and when they want it.
- Jersey "Entitlement" arguments stated above will not "sell" this to NY
- They have other big-ticket priorities:
 - ESA LIRR \$7.6B, with FTA capped dollars at 27%
 - 2nd Avenue Subway to 96th, 125th, Lower Manhattan in stages over 20 years,
 - LIRR 3rd track to Hicksville
 - LIRR 2nd track to Ronkonkoma
 - LIRR electrification to Yaphank
 - Tappan Zee Bridge replacement (with or without rails) \$16B

EQUIPMENT ISSUES – METRO NORTH & LIRR

- Equipment cannot operate on each other's RR nor can MN equipment operate on the ex-PRR. Fleet expansion has been done, or will be done in several years, and there exists no opportunity for inter-operable equipment until 2020.

3rd Rail FLEET

MN		LIRR	
30	M-1A (1972)	0	M-1 (1968-1972)
146	M-3A (1986)	172	M-3 (1986)
336	M-7A (2001-6)	836	M-7 (2001-2006)
	(replaced 60 1100's + 148 M-1A)		(replaced 760 M-1's)

Being Spec'd out for post 2011

30 M-9A (replace 30 M-1A)	68 M-9 (fleet expansion)
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Dual-Voltage Fleet (60 cycle catenary, under-sliding 3rd rail)

Operation on 3rd rail is limited to 70MPH

242	M-2	(1972-1976)
106	M-4, M-6	(1985,1990)

For 2009-2011:

342	M-8 for M-2 replacement and fleet expansion.
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Interior width will be 6" wider than M-7. They may or may not ever be able to clear NYPS even if electrical issues could be overcome.

MN GE P32DM's

- They pull Bombardier Shoreliner (Horizon, Comet) coaches
- Only set up for under-sliding 3rd rail
- Not operated on 3rd rail outside of Manhattan - It is strictly against work rules
- Top speed would be only 60 MPH
- No dynamic braking available when powered on 3rd rail

LIRR Super Steel DE/DM locos

- 22 DM's & 23 DE's (regular diesel)

- Weigh over 310,000 lbs
- Extremely unreliable, the worst being the dual-modes breaking down every 12,000 miles
- Will not clear side tracks of Park Av tunnels
- Will not clear North River tunnels
- Incompatible with anything else due to their unique 36 pin MU cables. Other RR's use 27 pin
- Cannot be replaced until 2020; many would have junked them yesterday

LIRR Bi-levels

- 23 cab cars
- 111 trailers
- Must use high-level platforms
- MU & Communication lines (conductor buzzer, door interlock) can only use with Super Steel engines
- Same clearance issues as Super Steels
- NJT Multi-levels were not derived from these

EQUIPMENT ISSUES – NJT

230 Arrow III MU's set to either 25 cycle (NYPS service) or 60 cycle (HOB service)
Under design are Arrow IV replacements:

- No 3rd rail capability
- Not based on the M-8
- Not based on the SEPTA Silverliner V

Electric Locos

- No 3rd rail capability, none forthcoming
- ALP44 – similar to AEM7, poor traction with heavy trains
- ALP46 – derivative with German Class 101, better adhesion, very reliable
- ALP46A to be delivered in several years
- They pull hundreds of single level coaches.
- The 100 or so Comet II's were built in the early 1980's, so may come due for replacement in the next decade
- 284 Multi-levels now being delivered may not fit through all tracks of Park Ave

Multi cycle, voltage Catenary / Diesel Dual-Mode

- New invention
- Must be within Amtrak specs per 286,000 lbs, 4 axles, have as good adhesion and horsepower as Alstom PL-42 diesel and ALP46 electric
- ARC requires diesel branches to run into Manhattan to justify itself
- 3 bidders rejected last November and RFP expired
- 2 more may have bid in April, have heard nothing
- Awarding a bidder not very likely at this writing