

Date: _____

Assemblyman Erik Peterson

178 Center St., Suite 2B

Clinton, NJ 08809

Dear Assemblyman Peterson,

I am a resident of _____, located along the Raritan Valley Rail Line. I have been following the various articles, posts and commentary regarding the introduction of dual-powered locomotives and their potential to provide a “one seat” ride into Midtown Manhattan for our rail line. A “one-seat” ride would eliminate the frequently inconvenient transfer at Newark Penn Station and decrease travel times. This would be the highest and best use of NJ TRANSIT’s already-expended \$350 million for dual-powered locomotives.

The Raritan Valley Line deserves “one-seat” service now. It is the ONLY rail line in New Jersey with existing track connectivity to Penn Station NY that does not offer “one-seat” service. Of all those lines, the Raritan Valley’s ridership represents 10 percent of NJ Transit’s total rail ridership. There is no alternative project, such as new tunnels, that could be built any sooner than 10+ years.

The dual-powered locomotives should be used not only on all off-peak weekday travel, but also for all weekend travel and for weekday peak period time slots to be equitably (10 percent) allocated to the Raritan Valley Line. An equitable allocation to the Raritan Valley Line of the dual-powered locomotives during the weekday peak hours would be TWO trains in the AM and TWO trains in the PM.

Based on the explosive growth of ridership and real estate values experienced by the Morris & Essex Lines after those lines achieved a “one seat” ride in 1996, it is VERY important for the economic growth of our communities to achieve a reasonably similar level of service.

I urge you to meet with NJ TRANSIT management and request they deploy their dual mode locomotives on the Raritan Valley line and implement a satisfactory level of one seat ride service on the line as soon as possible.

Thank you for your consideration.

Regards,

Name _____

Address _____

E-mail _____

Phone Number _____