

Hudson-Bergen Light Rail, New Jersey



Hudson-Bergen train (Source: New Jersey Institute of Technology)



Essex Street Station and Liberty Towers (Source: Jan Wells)

Location:

Six communities along the Hudson River waterfront in New Jersey (*Urban*)

Project Type:

Light Rail with corridor development; operated by New Jersey Transit (NJTransit)

Transit Funding:

- FTA New Starts (\$1.2B)
- State Transportation Funds (motor fuel tax)
- Grant Anticipation Notes (passenger fares)
- *Total project cost estimate \$2.2B*

Project Description:

The Hudson–Bergen Light Rail (HBLR) is a 21-mile transit line serving Jersey City and other municipalities along New Jersey's Hudson River waterfront. It makes several rail, ferry, and bus connections, including the intermodal Hoboken Terminal, with easy connections to New York City. The line runs almost entirely on former railroad rights of way.

Open since 2000, the line serves 40,000 daily riders along a north-south corridor that previously had no continuous roadway or transit route. The 23 stations provide access to housing and jobs along the Hudson River waterfront; there are planned line extensions to the west and south.

The HBLR expansion has prompted compact development and redevelopment along the entire route and corridor. This includes over 10,000 new housing units, 18 million square feet of prime office space, and reclamation of hundreds of acres of abandoned and contaminated rail and industrial facilities along the waterfront.

NJ TRANSIT estimates that additional ridership from new development accounts for 17 percent of ridership; surveys show significant increases in HBLR passengers walking to transit and passengers traveling locally in addition to using the service for commutes to New York or other destinations. The 2005 survey also found that 56 percent of passengers felt that the HBLR was an important factor in their choice of housing location.

Federal Partners:

Federal Transit Administration (FTA)
Dept. of Housing and Urban Development (HUD)
Environmental Protection Agency (EPA)

Livability Goals:

- ✓ Provide More Transportation Choices
- ✓ Support Existing Communities
- ✓ Enhance Economic Competitiveness
- ✓ Promote Equitable, Affordable Housing



Federal Regions

★ Project location

Hudson-Bergen Light Rail, New Jersey

Community Outreach:

The line has been built in phases, with opportunities for public involvement with each expansion, including current efforts related to the westward expansion along Route 440 in Jersey City.

Key Community Partners:

- New Jersey Transit
- The Cities of Bayonne, Jersey City, Hoboken, Weehawken, Union City, and North Bergen
- New Jersey Department of Transportation
- New Jersey Department of Community Affairs

Livability Highlights:

Provide more transportation choices. HBLR serves 40,000 daily riders who previously had no access to a continuous roadway or transit route. It also reduces commuting time and congestion on the local roadway system serving the Hudson River tunnel and bridge crossings to New York City.

Promote equitable, affordable housing. Over 10,000 new housing units have been constructed along the line, all with pedestrian access to light rail stations. New development includes affordable housing along the line and in other locations throughout the communities. HBLR also links low and moderate income neighborhoods to new employment locations along the waterfront.

Enhance economic competitiveness. The line has facilitated construction of 18 million square feet of prime office space in Jersey City, enough to accommodate 60,000 jobs, all within walking distance of transit.

Support existing communities. The project includes reclamation of hundreds of acres of abandoned and contaminated rail yards and industrial facilities along the Hudson River waterfront. Much of the line uses former rail rights of way.

Coordinate policies and leverage investment. The line serves a station connected to Jersey City's one million square foot Newport Centre Mall, planned concurrently with the light rail line.

Value communities and neighborhoods. The developments include special attention to pedestrian access, so that jobs and housing can be reached by foot. The line has also lifted expectations of municipalities, residents and businesses leading to improvement of public and private properties.

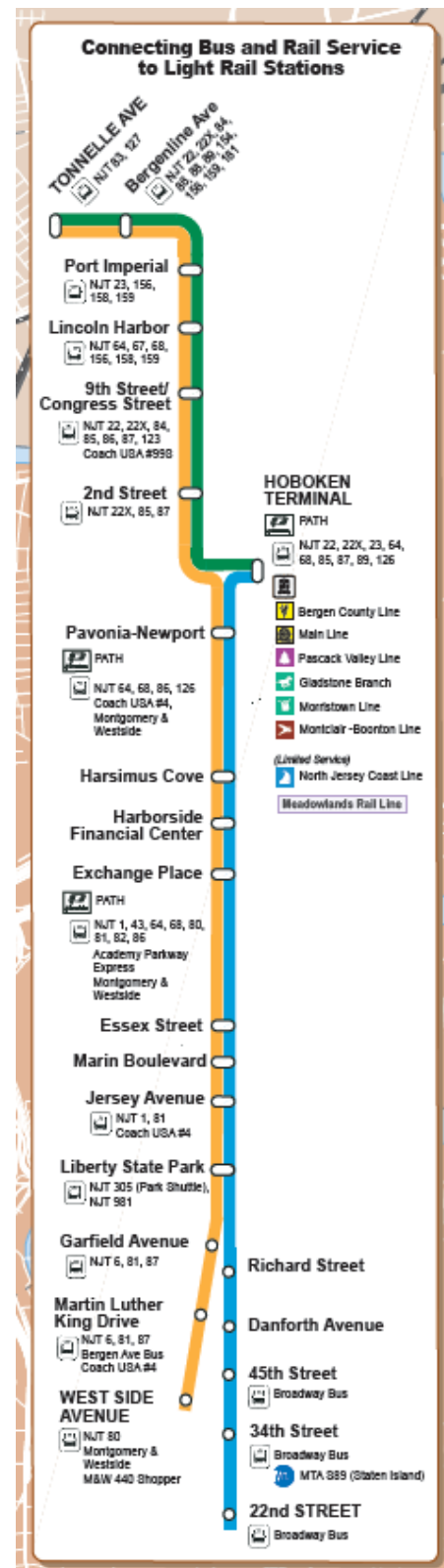
Early Insights:

The light rail project has played an important role in the regional transportation network and provides a strong catalyst for revitalization along the route.

For More Information About this Project Contact:

Anthony Carr
Deputy Regional Administrator
(212) 668-2175
anthony.carr@dot.gov

Victor Waldron
Community Planner
(212) 668-2183
victor.waldron@dot.gov



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This case study, and others related to Livable and Sustainable Communities, is available at: http://fta.dot.gov/publications/publications_10991.html