

State of New Jersey

DEPARTMENT OF TRANSPORTATION

**FY 2011 UPDATE
REPORT OF THE
NEW JERSEY STATE RAIL PLAN**

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CHAPTER I INTRODUCTION

The State of New Jersey has a vital interest in preserving and improving the rail freight system as part of the transportation network in this State and its support of economic development. Since 1975, the New Jersey Department of Transportation has produced annual updates of the *New Jersey State Rail Plan* (SRP) and has been disbursing State funds for eligible projects since 1983.

The program has grown to include fourteen short lines and one regional railroad operating in New Jersey to enhance their efforts to continue and improve rail freight services. The program continues to be a major factor in supporting short line viability as these railroads sometimes have difficulty in securing private funding for capital projects.

This edition of the annual update to the *New Jersey State Rail Plan* presents the Fiscal Year 2011 list of eligible projects for the preservation, rehabilitation and enhancement of New Jersey's rail freight network. All the projects meet the requirements for funding as established in N.J.A.C. 16:53C.

To implement the projects recommended in this report, we have requested that State Transportation Trust Funds be appropriated for State Fiscal Year 2011 for the period from July 1, 2010 through June 30, 2011.

CHAPTER II PLAN GOALS AND OBJECTIVES

The *New Jersey State Rail Plan* is one component of a wide range of activities undertaken by the New Jersey Department of Transportation to advance the following freight movement goals:

- **Integrated Planning:** To foster increased cooperation and coordination among public agencies and between public agencies and the private sector.
- **Economic Development:** To retain and generate jobs, maintain and increase revenue, and help maintain and enhance the state's competitive position through strategic freight initiatives.
- **Mobility:** To improve access to the national freight system and improve the efficiency of goods movement.
- **Sustainable Investment:** To cultivate and protect freight initiatives which provide lasting returns on public investment.
- **Community and Environment:** To promote freight as a good neighbor and the movement of freight in a socially and environmentally responsible manner.
- **Safety and Security:** To protect people, cargo, and infrastructure.

Building upon the broader State freight goals, the primary objective of the New Jersey Rail Freight Assistance Program is to support economic activity in the state by providing a strong, multi-modal transportation system that makes rail service available and effective for as many businesses as possible.

CHAPTER III PLANNING PROCESS AND SELECTION CRITERIA

A basic two – step process must be completed before any proposed project or improvement may be initiated. First, each project must be declared eligible for funding. Second, eligible projects must be prioritized and programmed for funding.

PROJECT ELIGIBILITY

The New Jersey Rail Freight Assistance Program is intended to provide funding for capital improvements that result in the continuation of economically viable rail freight services. All projects must show a positive benefit/cost ratio taking into consideration such factors as job creation and increase railroad revenues. Sponsors are also required to continue freight service on the improved line for at least five years after completion of the project. Additionally, proposed projects must be consistent with the following State Policies to be deemed eligible:

- Freight transportation systems will be encouraged which will emphasize operation within the private sector.
- State assistance for rail freight service will be limited to following types of projects:
 - Acquisition Assistance: Funds for the acquisition of a railroad line or property for rail freight service.
 - Rehabilitation or Improvement Assistance: One-time investment of funds to cover the cost of reconstruction, improvement or rehabilitation of rail properties.
 - Rail Facility Construction Assistance: Funds for the construction of rail related facilities for the purpose of improving the quality and efficiency of rail freight service, or providing the benefits of rail service to industries not located on existing rail lines.
 - Rail Bridge Rehabilitation or Reconstruction Assistance: Funds for railroad bridge rehabilitation or reconstruction.
 - Demonstration Projects: Those instances where the quality and efficiency of rail freight service can be improved through a demonstration project having the potential for a long-term cost savings. Such projects will be funded at the discretion of the Commissioner.
- State financial assistance will not be used to subsidize the operating costs of rail freight service.
- Acquisition assistance is limited to those properties identified as part of the State Core Rail System, and only when continued operation of these properties cannot be maintained through ownership within the private sector. Sources other than the State Rail Plan will be sought before SRP funds are expended for ROW purchase.
- Financial assistance for rehabilitation or construction requires contributions to be made by the beneficiaries of the improvement project. Currently, state funding is provided at an amounts ranging from 90% of the total cost with a 10% match by the sponsor to 50% of the total cost with a 50% match by the sponsor.
- Financial assistance may be made available to designated public agencies or private railroads for improving rail and intermodal facilities when the public benefits derived exceed the costs incurred for the specific improvement.

PRIORITIZATION AND PROGRAMMING

Proposed projects which meet the minimum eligibility standards enter a project pool and must compete for funding. The cost of all eligible projects in the pool currently exceeds the available resources. In selecting eligible projects to receive funding, the Department will evaluate each according to the degree that they advance the following criteria:

A. ECONOMIC CRITERIA

- Supports and promotes economic activity in New Jersey by preserving and improving the freight transportation system.
- Increases employment potential with new/improved rail freight services and intermodal facilities.
- Increases the number of businesses served by rail freight.
- Protects the Core Rail System.

B. EFFICIENT AND RESPONSIVE FREIGHT DISTRIBUTION CRITERIA

- Ensures freight movement within the State serves customers efficiently and effectively.
- Supports rail and intermodal services that exhibit potential for long-term economic viability.
- Supports competitive freight transportation services where economically viable.
- Provides transportation facilities that satisfy the requirements of freight shippers and the industries they serve.
- Promotes joint private and public funding of rail freight and intermodal improvement projects.

C. ENERGY AND ENVIRONMENTAL CRITERIA

- Maximizes the conservation of energy and reduction in emissions by promoting the use of efficient freight systems.
- Supports energy efficient aspects of rail freight and intermodal transportation.
- Supports rail freight and intermodal services that minimize detrimental environmental impacts and support the goals of the Clean Air Act.

D. HIGHWAY CONGESTION MITIGATION CRITERIA

- Reduces vehicular traffic by providing viable alternative to long haul over the road freight shipments.
- Supports the development of team track with freight distribution and storage facilities.
- Supports the development of transload facilities, intermodal services.

CHAPTER IV
PROJECTS ELIGIBLE FOR INCLUSION IN
THE 2011 STATE RAIL FREIGHT ASSISTANCE PROGRAM

The following table lists all new rail projects deemed eligible for entry into the State Rail Freight Assistance Program for State Fiscal Year 2011. Projects may be completed in a single year or staged over a period of several years. The new projects will be added to prior years unfunded projects, to generate a pool from which projects will be selected from this year's funding. Unfunded projects will remain in the pool for consideration for two (2) subsequent years following receipt of the application. Fourteen (14) new projects valued at \$12,081,449 are being added this year for consideration for inclusion in the FY 2011 Program.

FY 2011 ELIGIBLE PROJECTS
(In Alphabetical Order by Railroad and Candidate Project)

	<u>Sponsor Name</u>	<u>Requested Amount</u>
	<u>Belvidere & Delaware River Railway</u>	
1	Three Bridges "Advance Track"	\$225,000.00
	<u>East Jersey Railroad and Terminal Company</u>	
2	Shook Track Rehabilitation	\$99,060.00
3	Yard 4 Storage Tracks	\$564,325.00
	<u>JP Rail, Incorporated d/b/a Southern Railroad Company of N. J.</u>	
4	Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards	\$1,110,184.00
	<u>New Jersey Seashore Lines</u>	
5	Tie Renewal Project to serve an Aggregate Transload Facility	\$1,653,000.00
	<u>The New York, Susquehanna and Western Railway, Corp.</u>	
6	Rehabilitate Main Track Between MP 40.0 (Butler, NJ) and MP 50.0 (Stockholm, NJ)	\$972,258.00
7	Rehabilitate Main Track Between MP 63.0 (Sparta, NJ) and MP 73.80 (Hardyston Twp)	\$970,578.00
8	Rehabilitate Main Track Between MP 73.80 and MP 81.20 in Vernon Township, NJ	\$798,357.00
9	Construction of 3,432' Rail Siding between MP 63.71 and MP 64.36 located in Sparta, NJ	\$442,067.00
10	Construct 2,241' Rail Siding Between MP 6.85 and MP 7.25, North Bergen, NJ	\$535,632.00
	<u>Salem County Board of Chosen Freeholders</u>	
11	Salem County Short Line Track Rehabilitation	\$1,500,000.00
	<u>SMS Rail Lines</u>	
12	Pureland Upgrade	\$1,737,825.00
13	Valero Project	\$902,513.00
	<u>Winchester and Western Railroad Company</u>	
14	Seashore Branch Runaround	\$570,650.00
<i>FY 2011 Candidate Projects Total:</i>		<i>\$12,081,449.00</i>

NOTE: Descriptions of the above listed candidate projects shown in the enclosed document entitled "FISCAL YEAR 2011 STATE RAIL PLAN APPLICATIONS ELIGIBLE FOR FUNDING"

FY 2006 – 2010 RAIL FREIGHT ASSISTANCE PROGRAM SUMMARY
 (Projects shown in **BOLD** denote Selection for Grant Awards under the indicated Fiscal Year (FY))

FY 2006 RFAP Candidate Projects

<u>Candidate Project</u>	<u>Sponsor Name</u>	<u>Requested Amount</u>
	<u>Canadian Pacific Railway</u>	
1 Rail Safety Scale		\$196,600.00
2 Concrete Pad		\$100,000.00
	<u>Consolidated Rail Corporation</u>	
3 Robbinsville Track Rehabilitation		\$2,472,500.00
4 Tie Replacement on the Southern Secondary		\$504,000.00
5 Pemberton Industrial Track Runaround		\$505,000.00
	<u>East Jersey Railroad and Terminal Company</u>	
6 Station 1 Rehabilitation		\$493,790.00
7 Shook Track		\$91,400.00
	<u>Morristown & Erie Railway</u>	
8 Kenvil Succasunna Branch Rehabilitation		\$3,834,270.00
9 Cedar Knolls- Siding, Scale, Track		\$1,305,457.00
10 Kenvil Transloading		\$245,000.00
	<u>New York Susquehanna and Western Railway</u>	
11 Sparta Sidings		\$643,500.00
12 Public bulk facility at Sparta		\$877,200.00
13 Expansion of Intermodal Facility		\$3,000,000.00
14 Welded Rail Elmwood Park to Sparta		\$1,250,000.00
	<u>Raritan Central Railway</u>	
15 Rehabilitation of Main Line		\$78,470.00
16 HO-RO / Riviana		\$277,250.00
17 Rehab of Riviana/ KTN Lead		\$122,625.00
18 Rebuild Pershing Avenue Extension Tracks		\$1,346,300.00
19 Dual Track on Pershing Lead		\$118,350.00
	<u>J P Rail d/b/a Southern Railroad Company of N. J.</u>	
20 Secure Hazmat Storage Yard		\$795,000.00
21 Reconstruct Port Branch W. Broadway		\$197,000.00
22 Anchor Lead Curve		\$165,000.00
23 Oldmans Creek Trestle		\$2,000,000.00
	<u>SMS Rail Lines</u>	
24 Paulsboro Branch		\$968,095.00
25 Bridgeport Branch		\$904,297.00
	<u>Winchester and Western Railroad Company</u>	
26 Track Welding Southern Main Branch		\$165,600.00
27 Rail Replacement Seashore Branch		\$223,250.00
28 Bridgeton Junction Yard Track		\$447,620.00
29 Millville Runaround Track		\$571,500.00
	<i>FY 2006 Candidate Projects Total:</i>	\$23,899,074.00

FY 2007 RFAP Candidate Projects

<u>Candidate Project</u>	<u>Sponsor Name</u>	<u>Requested Amount</u>
<u>Canadian Pacific Railway</u>		
1 Asphalt Road		\$791,050.00
2 Concrete MSW Loading Pad		\$450,000.00
3 Running Track Construction		\$850,000.00
<u>Cape May Seashore Lines</u>		
4 Woodbine Secondary Track Expansion		\$2,121,000.00
<u>Consolidated Rail Corporation</u>		
5 Rehabilitate Beesleys Point Secondary Track from Richland to Tuckahoe		\$487,425.00
6 Upgrade Salem Running Track from Swedesboro to Woodbury		\$6,622,646.00
7 Wenonah Bridge Improvements & Rail Upgrade, MP 12.22, Vineland Secondary		\$1,422,000.00
<u>CSX Corporation</u>		
8 North Bergen Intermodal Terminal Security Improvements		\$609,000.00
9 Upgrade Crossover at West Trenton Train Station		\$2,419,000.00
<u>Morristown & Erie Railway, Incorporated</u>		
10 Kenvil Team Track		\$237,875.00
11 Lake Junction Yard Rehabilitation		\$609,988.00
12 Roseland Rail Spur		\$181,500.00
<u>New Jersey Rail Carriers</u>		
13 Double Track at Central Avenue		\$307,780.00
14 Lead Track at Central Avenue		\$599,000.00
15 Six Tracks at Jak-Jon Property		\$4,200,000.00
16 Two Tracks and One Turnout at Central Avenue		\$261,580.00
<u>New York Susquehanna and Western Railway Corporation</u>		
17 Access Road at Sparta Salt Unloading Facility		\$660,000.00
18 Jersey City Access Track to 100-acre Site		\$1,115,004.00
19 Marion Yard Siding		\$551,760.00
20 Various Sidings in North Bergen		\$904,860.00
<u>Port Jersey</u>		
21 New Team Track for Jersey City Paper Trans-load Facility		\$141,900.00
<u>Raritan Central Railway</u>		
22 Food Grade Terminal at Raritan Center Industrial Park		\$412,000.00
23 Steel & Lumber Trans-loading Terminal at Pershing Avenue		\$610,000.00
<u>SMS Rail Lines</u>		
24 Upgrading Weight Capacity on Paulsboro Track		\$08,875.00
<u>Winchester and Western Railroad Company</u>		
25 Seashore Branch Track Rehabilitation		\$419,940.00
<i>FY 2007 Candidate Projects Total:</i>		<i>\$26,994,183.00</i>

FY 2008 RFAP Candidate Projects

<u>Candidate Project</u>	<u>Sponsor Name</u>	<u>Requested Amount</u>
	<u>Belvidere & Delaware River Railway</u>	
1	Goat Curve Rail Project at MP 14.1	\$385,000.00
	<u>Consolidated Rail Corporation</u>	
2	AJM Rail Spur	\$540,562.00
	<u>Morris County Board of Chosen Freeholders / Morristown & Erie Railway, Incorporated</u>	
3	Chester Branch Rehabilitation	\$4,679,730.00
	<u>Morristown & Erie Railway, Incorporated</u>	
4	Cedar Knolls Siding, Scale and Track Rehabilitation	\$1,804,424.00
	<u>New York New Jersey Rail, L.L.C.</u>	
5	Marine Rail Bridge Rehabilitation	\$4,739,500.00 (\$1,000,000.00 funded)
	<u>New York Susquehanna and Western Railway Corporation</u>	
6	Rehabilitation between Hawthorne and Sparta (NJT Bergen/Passaic Project)	\$1,000,000.00
7	Rehabilitation between Butler and the NYS Line (NJT Bergen/Passaic Project)	\$1,953,375.00
8	Rehabilitation between Stockholm and Sparta, including a siding at Newfoundland (NJT Bergen/Passaic Project)	\$1,458,875.00
9	Welded Rail Between Sparta and the NYS Line (NJT Bergen/Passaic Project)	\$2,207,750.00
10	Bridge Repairs at MP 38.17	\$80,000.00
11	Welded Rail from MP 8.30 to 10.80	\$425,000.00
12	Electric Welding of 500 Joints from MP 23.00 to 81.20	\$250,000.00
	<u>Raritan Central Railway</u>	
13	Loop Track – Waterfront Area	\$2,279,750.00
14	Grant’s Lead	\$350,000.00
	<u>SMS Rail Lines</u>	
15	Bridgeport Transload	\$949,570.00
	<u>South Jersey Port Corporation</u>	
16	Rehabilitation of the Broadway Terminal Track	\$98,000.00
	<u>Winchester and Western Railroad Company</u>	
17	Construction of a Runaround Track and Rehabilitation of a Siding	\$413,410.00
<i>FY 2008 Candidate Projects Total:</i>		<i>\$23,614,946.00</i>

FY 2009 RFAP Candidate Projects

<u>Candidate Project</u>	<u>Sponsor Name</u>	<u>Requested Amount</u>
<u>Belvidere & Delaware River Railway</u>		
1	Three Bridges Interchange Improvements	\$245,000.00
<u>Consolidated Rail Corporation</u>		
2	Flashbutt welding and new turnouts; Beesley Point Secondary	\$500,000.00
3	Rehab of Occidental Lead Track	\$250,000.00
4	Track Improvements at Marisol and Reagent Chemical	\$593,825.00
<u>CSX Corporation</u>		
5	West Trenton, Replace Crossover Switch	\$2,557,000.00
<u>Morris County Board of Chosen Freeholders</u>		
6	Dover & Rockaway Line Track Repair	\$366,044.00
7	High Bridge Line Surfacing	\$854,920.00
8	Kenvil Team Track Expansion	\$223,200.00
<u>Morristown & Erie Railway</u>		
9	Roseland Runaround	\$305,225.00
<u>New Jersey Rail Carriers</u>		
10	Containerized Barge to Rail Operation	\$800,000.00
<u>New York New Jersey Rail, L.L.C.</u>		
11	Marine Rail Bridge Rehabilitation	\$4,739,500.00
<u>New York Susquehanna and Western Railway Corporation</u>		
12	Weld-in-place between MP 13.8 & 18.6	\$960,000.00
13	Rehabilitation between Ridgefield Park (MP 18.6) and Hawthorne (MP 23.3)	\$1,754,500.00
<u>Raritan Central Railway</u>		
14	Passing Sidings Project	\$348,150.00
15	Vesuvio Lead	\$194,600.00
<u>SMS Rail Lines</u>		
16	#10 Switch in SMS's yard	\$988,000.00
<u>Salem County Board of Chosen Freeholders</u>		
17	Salem County Short Line Track Rehabilitation	\$1,500,000.00
<u>South Jersey Port Corporation</u>		
18	Track Rehabilitation and Upgrading of the Broadway Terminal	\$2,745,000.00
<u>JP Rail Incorporated d/b/a Southern Railroad Company of N. J.</u>		
19	Construct Two Passing Sidings	\$1,028,058.00
20	Rehabilitate Line to FRA Class I Standards	\$498,580.00
<u>Winchester and Western Railroad Company</u>		
21	Runaround, Siding Track	\$613,000.00
<i>FY 2009 Candidate Projects Total:</i>		<i>\$22,064,602.00</i>

FY 2010 RFAP Candidate Projects

<u>Candidate Project</u>	<u>Sponsor Name</u>	<u>Requested Amount</u>
	<u>Belvidere & Delaware River Railway</u>	
1	Raritan River Bridge 14.01 Capacity Upgrade	\$395,000.00
	<u>Consolidated Rail Corporation</u>	
2	Pemberton Industrial Runaround Track	\$505,000.00
3	Upgrade Robbinsville Industrial Track	\$2,576,950.00
4	Rehabilitation of Vineland Running Track MP 119.1 to MP 122.8	\$795,000.00
5	Up-Grade Salem Running Track between Swedesboro and Woodbury	\$7,625,479.00
	<u>Morris County Board of Chosen Freeholders</u>	
6	Kenvil Team Track Expansion	\$349,133.00
7	High Bridge Branch Resurfacing	\$1,585,000.00
8	Dover & Rockaway Repair	\$677,500.00
	<u>Morristown & Erie Railway</u>	
9	Whippany Line Rail Replacement	\$1,138,850.00
10	East Fredrick Place Culvert	\$996,519.00
11	Eagle Rock Bridge, Roseland, NJ	\$693,830.00
	<u>New York Susquehanna and Western Railway Corporation</u>	
12	Renew 3.2 Miles of Rail	\$2,001,428.00
13	Removal of Bridge at MP 24.79	\$566,950.00
14	Rehabilitate Track Between MP 10.8 and MP 23.3	\$2,065,875.00
15	Rehabilitate Track Between MP 63.0 and MP 81.20	\$1,880,550.00
16	Rehabilitate Track Between MP 40.0 and MP 50.0	\$1,156,827.00
17	Rail Siding MP 63.71 to MP 64.36	\$609,858.00
18	Rail Siding MP 6.85 and MP 7.25	\$459,095.00
	<u>SMS Rail Lines</u>	
19	Pureland Industrial Park	\$1,367,192.00
20	Valero Refinery – Paulsboro	\$929,453.00
	<u>JP Rail Incorporated d/b/a Southern Railroad Company of N. J.</u>	
21	Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards – Segment 1	\$300,000.00
22	Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards – Segment 2	\$1,108,228.00
23	Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards – Segment 3	\$1,884,960.00
24	Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards – Segment 4	\$1,031,184.00
	<u>Winchester and Western Railroad Company</u>	
25	Additional Yard Trackage – Bridgeton Junction	\$479,600.00
<i>FY 2010 Candidate Projects Total:</i>		<i>\$33,179,461.00</i>

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Sponsor / Railroad:	Belvidere & Delaware River Railway Company, Inc.		
Project Name:	Three Bridges "Advance Track"		
Project Scope of Work:	This project consists of the construction of a new siding at Three Bridges, NJ for the purpose of switching inbound cars from the Norfolk Southern in "advance" of moving them to Flemington and Ringoes. Construction includes the installation of a left hand #10 turnout, 134 track feet of transition track, and 630 track feet of siding. All rail to be 131#RE section.		
Municipality (s):	Readington Township		
County (s):	Hunterdon		
Legislative District (s):	23	Total Cost:	\$225,000.00
Sponsor / Railroad:	East Jersey Railroad and Terminal Company		
Project Name:	Shook Track Rehabilitation		
Project Scope of Work:	Remove 780 feet of existing track and replace with all new track, ties, timbers and other materials. Also, remove existing rail greasers and install on new tracks.		
Municipality (s):	Bayonne		
County (s):	Hudson		
Legislative District (s):	31	Total Cost:	\$99,060.00
Sponsor / Railroad:	East Jersey Railroad and Terminal Company		
Project Name:	Yard 4 Storage Tracks		
Project Scope of Work:	The project will construct two (2) new storage tracks in vacant property on the southwest area of Yard 4 Storage Yard. Work will include constructing two turnouts, lead track across main plant crossing including rubber seals and asphalt. Tracks will consist of all new rail, ties, timbers and other materials.		
Municipality (s):	Bayonne		
County (s):	Hudson		
Legislative District (s):	31	Total Cost:	\$564,325.00
Sponsor / Railroad:	JP Rail, Incorporated d/b/a Southern Railroad Company of N. J.		
Project Name:	Rehabilitate Pleasantville Secondary Track to FRA Class 2 Standards		
Project Scope of Work:	This is the last segment of a previous project to rehabilitate the entire Pleasantville Industrial Track to Federal Railroad Administration (FRA) Class 2 Standards. The scope of this project extends 0.93 miles from the Junction of the Cambria Industrial Track (Mile Post 4.05) to the End of Track (Mile Post 4.98) just past the Garden State Parkway overpass in Egg Harbor Township, New Jersey. This line segment provides head-room to serve 2 customers on the Cambria Industrial Track (A. E. Stone and Tri-County Building Supply) and directly serves 2 other customers (84 Lumber and Penn Jersey Building Materials). The estimated track rehabilitation cost of \$1,110,184 does not include any work at the Fire Road grade crossing.		

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	For greater certainty, the scope of this project does not include the planned upgrading of crossing protection at Fire Road and the planned construction of a passing siding and crossovers between Fire Road and Noahs Road.		
Municipality (s):	Egg Harbor Township		
County (s):	Atlantic		
Legislative District (s):	2	Total Cost:	\$1,110,184.00
Sponsor / Railroad:	New Jersey Seashore Lines (NJSL)		
Project Name:	Tie Renewal Project to serve an Aggregate Transload Facility		
Project Scope of Work:	<p>Description of the Proposed Project:</p> <p>In order to provide new freight rail service to (initially) two new freight rail customers at a new aggregate transload facility; New Jersey Seashore Lines (NJSL) proposes a tie, switch and bridge timber renewal project on 13 - miles of main track, and repairs to one (1) undergrade wooden bridge to gain access to the transload facility. This work is necessary to support the movement of heavy - density aggregate traffic.</p> <p>Detailed Scope of Work of the Proposed Project:</p> <p>Tie, switch and bridge timber renewal:</p> <ol style="list-style-type: none"> 1. Remove nine thousand, three hundred sixty (9,360) old ties and properly dispose of them off site; 2. Furnish and install nine thousand, three hundred sixty (9,360) new grade ties; 3. Remove five (5) sets of old switch timbers and properly dispose of them off site; 4. Furnish and install five (5) complete sets of new switch timbers for Number eight switches. All new timbers will be a Grade #5 quality; 5. Furnish and install five (5) new switch stands, complete with new rods and latches. 6. Remove two (2) unused switches and straight - rail the track; 7. Tighten or replace (as necessary) all loose track bolts; 8. Utilizing an on - track Tamper, spot - tamp the track to level as effectively as possible, without performing a complete surfacing project; 9. Utilizing an on - track Broom Regulator, broom the entire 13 miles of track; 10. Remove all old bridge timbers on one (1) undergrade wooden bridge and properly dispose of them off site; 11. Furnish and install all new bridge timbers on one (1) undergrade wooden bridge; <p>Bridge repairs:</p>		

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	<p>12. Furnish and distribute ballast at both north and south approaches to the bridge;</p> <p>13. Furnish and install 96 lineal feet of 4" x 8" timber guards, with fasteners;</p> <p>14. Furnish and install 132 lineal feet 12" diameter treated timber posts;</p> <p>15. Furnish and install one (1) each concrete cap;</p> <p>16. Furnish and install one (1) each concrete sill;</p> <p>17. Remove drift;</p> <p>18. Furnish and install inner guard rail;</p> <p>19. Furnish and install 200 lineal feet of 3" x 10" bracing</p> <p>20. Clean up the job site, perform final inspections and prepare the track for service.</p> <p>Additional Information:</p> <p>In order to accomodate the process of the movement of aggregates by rail, Clayton Sand Company recently purchased a new 14" x 14" 120 Single Pump electric Marlin Class Dredge with 120' dredging depth capacity. This capital expenditure by Clayton Sand Company totalled \$2.7 million dollars. The new Marlin Class Dredge was placed in service during March of 2010.</p>		
Municipality (s):	Borough of Lakehurst; Manchester Township		
County (s):	Ocean		
Legislative District (s):	8, 9	Total Cost:	\$1,653,000.00
Sponsor / Railroad:	The New York, Susquehanna and Western Railway, Corp.		
Project Name:	Rehabilitate Main Track Between MP 40.0 (Butler, NJ) and MP 50.0 (Stockholm, NJ)		
Project Scope of Work:	This project is designed to replace 7,344 ties between MP 40.0 and MP 50.0 on the S.D. Main, renew the Ballast/Surface over the 10.0 miles of track, and renew Bridge Timbers at Bridges #49.92, #49.05, #43.98, and #39.32.		
Municipality (s):	Kinnelon Borough, West Milford Township, Rockaway Borough, Jefferson Township, Hardyston Township		
County (s):	Morris, Passaic, Sussex		
Legislative District (s):	24, 25, 26	Total Cost:	\$972,258.00
Sponsor / Railroad:	The New York, Susquehanna and Western Railway, Corp.		
Project Name:	Rehabilitate Main Track Between MP 63.0 (Sparta, NJ) and MP 73.80 (Hardyston Twp)		
Project Scope of Work:	This project will replace 7,644 ties between MP 63.0 and MP 73.80 on the Southern Division Main, will renew the Ballast/Surface on 10.8 miles of track, and repair 3 culverts.		
Municipality (s):	Sparta Twp., Hardyston Twp., Franklin Borough, Hamburg Borough		

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County (s):	Sussex		Total Cost:	\$970,578.00
Legislative District (s):	24			
Sponsor / Railroad:	The New York, Susquehanna and Western Railway, Corp.			
Project Name:	Rehabilitate Main Track Between MP 73.80 and MP 81.20 in Vernon Township, NJ			
Project Scope of Work:	This project will replace 5,096 ties between MP 73.80 and MP 81.20 on the Southern Division Main, will renew the Ballast/Surface on 7.4 miles of track, will rehab 4 grade crossings, rehab the bridge timbers on 2 bridges, and repair 2 culverts.			
Municipality (s):	Vernon Twp.			
County (s):	Sussex		Total Cost:	\$798,357.00
Legislative District (s):	24			
Sponsor / Railroad:	The New York, Susquehanna and Western Railway, Corp.			
Project Name:	Construction of 3,432' Rail Siding between MP 63.71 and MP 64.36 located in Sparta, NJ			
Project Scope of Work:	Construct 3,432 ft. of Siding Track along with 2-#10 Turnouts.			
Municipality (s):	Sparta Twp.			
County (s):	Sussex		Total Cost:	\$442,067.00
Legislative District (s):	24			
Sponsor / Railroad:	The New York, Susquehanna and Western Railway, Corp.			
Project Name:	Construct 2,241' Rail Siding Between MP 6.85 and MP 7.25, North Bergen, NJ			
Project Scope of Work:	Construct 2,241' Rail Car storage siding along with two Turnouts between MP 6.85 and MP 7.25 located in North Bergen, New Jersey			
Municipality (s):	North Bergen Twp.			
County (s):	Hudson		Total Cost:	\$535,632.00
Legislative District (s):	32			
Sponsor / Railroad:	County of Salem Short Line			
Project Name:	Salem County Short Line Track Rehabilitation			
Project Scope of Work:	The requested money will be spent on the Phase IV rehabilitation of the 18 mile short line run by Salem County Transit from Swedesboro to the Salem Port, over the Oldman's Creek trestle. The short line delivers raw materials to several businesses in Salem County and takes finished products to be shipped via the Port of Salem. It is over 100 years old and in such disrepair that it is only possible to travel 5 miles per hour, taking the operator nearly ½ a shift to move the cars the 18 miles from the switchyard in Swedesboro to Salem in addition to the time it takes to load and unload cars.			

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	The project is construction-ready and will remove and recycle 1.86 miles of century old 85 # rail and ties, level old rail bed and replace ballast, wood, ties and rail with #1 relay, 136 #, or higher as well as rail, plates and bars. Install new pressure treated creosoted hardwood timber, spikes, bolts, nuts, and locks, compact ballast, level and compact rail track to specifications.		
Municipality (s):	Pilesgrove Township, Borough of Swedesboro and Logan Township		
County (s):	Salem, Gloucester		
Legislative District (s):	3	Total Cost:	\$1,500,000.00
Sponsor / Railroad:	SMS Rail Service, Inc.		
Project Name:	Pureland Upgrade		
Project Scope of Work:	SMS would build 1,150ft new track and 3 new switches also relocate 1 switch & replace 7 switches with 115# rail and timbers. Relay 7,188ft of 115# to replace 96#Maryland.		
Municipality (s):	Logan (Bridgeport) Township		
County (s):	Gloucester		
Legislative District (s):	3	Total Cost:	\$1,737,825.00
Sponsor / Railroad:	SMS Rail Service, Inc.		
Project Name:	Valero Project		
Project Scope of Work:	SMS would remove and escalvate 3,000ft of track and rebuild also rebuild and pave 5 crossing, surface 10,580ft of track and 15 switches this work is due to track conditions and the safety concern for all employees that work in the plant and the surrounding counties.		
Municipality (s):	Paulsboro Borough		
County (s):	Gloucester		
Legislative District (s):	3	Total Cost:	\$902,513.00
Sponsor / Railroad:	Winchester & Western Railroad		
Project Name:	Seashore Branch Runaround		
Project Scope of Work:	SEASHORE RUNAROUND TRACK Using Contractors and Railroad Forces: Construct 2, #10 Turnouts Using new timbers and relay 130PS, 132 RE, 136RE rail or other quality rail section as approved by Railroad. Construct runaround track approximately 2000 track feet using relay rail, bars, and plates, and new ties grade 3 or better. Distribute ballast, surface and regulate runaround track and turnouts. Install 400 ties on Southern approach to runaround.		

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	Distribute ballast, surface, and regulate 4100 ft of Southern approach to runaround.		
Municipality (s):	Millville		
County (s):	Cumberland		
Legislative District (s):	3	Total Cost:	\$570,650.00
Total Amount of Projects Eligible for FY 2011 Funding:			
			\$12,081,449.00