

RESOLUTION CALLING ON OUR STATE AND FEDERAL ELECTED OFFICIALS TO
REJECT FUNDING FOR THE LACKAWANNA CUT OFF PROJECT _____

WHEREAS, the Municipal Council of the Township of Denville remains concerned with the potential impact of traffic, noise and air quality if the Lackawanna Cut-Off Project is allowed to continue; and

WHEREAS, the Township of Denville urges that all communities traversed by the Morris and Essex Line and the Lackawanna Cut-Off join in our call for the abandonment of this project; and

WHEREAS, SPRAWL will ensue along the right-of-way and it is an almost irrefutable premise that where there is transportation there will be residential growth and it is questionable if this plan is consistent with the governor's Smart Growth initiative and Highland's legislation. Conversations with NJDCA staff reveal that they have grave concerns about the expansion of rail service to rural areas; and

WHEREAS, VIABILITY is also questionable. Even after significant improvement, the circuitous nature and infrastructure of the line will prohibit highspeed service and the estimated travel time of 3.5 hours from Scranton to NYC makes this transportation option unattractive to a commuter; and

WHEREAS, FREIGHT will overwhelm the line in evening hours. It is inevitable that this line will be desirable for freight traffic and freight trains tend to be long and noisy and will adversely impact every host community; and

WHEREAS, SOLID WASTE will be a primary component of this freight and this connection would ideally support a garbage train traversing residential communities which is totally unacceptable; and

WHEREAS, AIR QUALITY would be impaired. Electric service extends only to Dover- All trains, commuter and freight, would require dieset locomotives and diesel engines produce high quantities of air pollutants as well as asthma inducing fine particles; the least desirable locomotive in high density residential areas and NJ Transit has indicated that because of schedule constraints, switching locomotives to electric at Dover would be unfeasible; and

WHEREAS, NOISE would be inordinate. Diesel engines truly shake the earth surrounding the roadbed. Freight train cars create significantly more noise than their commuter counterparts and this is inconsistent with our attempt to establish a "quiet zone" in Denville. Regardless of our success, the increased noise from a major increase in traffic will adversely effect the quality of life on Morris County residents near the right-of-way; and

WHEREAS, the COST is not economically sound. This \$350 million dollar project will likely not provide the cost/benefit results anticipated. Would it not be more productive to expend these funds improving existing rail and transit service in communities identified for growth or underserved urban areas? Even Director Warrington has implied that the funds could be more effectively allocated.

NOW, THEREFORE, BE IT RESOLVED that the Governing Body of the Township of Denville sees this project having no positive impact on the residents of Denville and calls on both state and federal elected leaders to reject this project and terminate further funding.

BY ORDER OF THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF DENVILLE

I, DONNA [. COSTELLO, MUNICIPAL CLERK OF THE TOWNSHIP OF DENVILLE, DO HEREBY CERTIFY THE ABOVE TO BE A TRUE AND EXACT COPY OF A RESOLUTION ADOPTED BY THE MUNICIPAL COUNCIL AT THEIR MEETING HELD ON SEPTEMBER 20, 2005.