**Philip D. Murphy,** Governor
**Sheila Y. Oliver,** Lieutenant Governor
**Diane Gutierrez-Scaccetti,** Commissioner
**Kevin S. Corbett,** President & CEO

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
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July 27, 2022

Dear Governor Murphy:

Pursuant to Chapter 150, Laws of 1979, I herein transmit the minutes of actions taken at the open session of the meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc., Board of Directors held on Wednesday, July 20, 2022.

Sincerely,

*Meghan Clark Umukoro*

Meghan Clark Umukoro
Acting Board Secretary

Enclosures

Honorable Philip D. Murphy
Governor, State of New Jersey
State House
Trenton, NJ 08625

Open Session Minutes of the actions taken at the Board of Directors' meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. held at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey on Wednesday, July 20, 2022. The meetings occurred concurrently.

**Board Members**

Diane Gutierrez-Scaccetti, Chair
Cedrick T. Fulton, Vice Chair (Via Teams)
Noreen M. Giblin, Governor's Representative
Michael Kanef, Treasurer's Representative
James D. Adams, Board Member
Sangeeta P. Doshi, Board Member
Bob Gordon, Board Member (Via Teams)
Richard A. Maroko, Board Member – ABSENT
Shanti Narra, Board Member – ABSENT
Rashonda A. Brown, Board Member (Non-Voting)
Karen Thomas, Board Member (Non-Voting)

**Staff**

Kevin S. Corbett, President & Chief Executive Officer (CEO)
Brian T. Wilton, Senior Vice President, Chief Legal Officer & General Counsel
Justin Davis, Senior Vice President Regulatory & Government Affairs & Chief of Staff
William Viqueira, Senior Vice President, Chief Financial Officer & Treasurer
James Sincaglia, Senior Vice President & General Manager, Rail Operations
Christopher Trucillo, Senior Vice President, Chief of Police & Office of Emergency Mgmt.
Richard Schaefer, Acting Senior Vice President, Capital Programs
John McCarthy, Deputy General Manager, Bus Operations Vehicle Maintenance
Emery Ungrady, Director, Interagency & Intermodal Contracts & Programs
Meghan Clark Umukoro, Acting Board Secretary

Chair Gutierrez-Scaccetti convened the Open Session at 5:31 p.m. in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Acting Board Secretary Umukoro asked everyone to mute their phones. The pledge of allegiance to the flag was conducted.

Acting Board Secretary Umukoro conducted Roll Call and noted Vice Chair Fulton and Board Member Gordon were participating remotely and Board Members Maroko and Narra were absent.

Acting Board Secretary Umukoro announced that adequate notice of the meetings of the Board of Directors of the New Jersey Transit Corporation and its affiliates and subsidiaries was provided in accordance with the Open Public Meetings Act and NJ TRANSIT's enabling legislation. Notices were filed on July 14, 2022 with the Secretary of State, sent

to newspapers of general distribution, posted in the main entrance of NJ TRANSIT headquarters, published on the corporation's website, and sent to each individual, agency, and organization that requested such notice.

Chair Gutierrez-Scaccetti said since they did not have a public safety announcement tonight, it was very simple, if there is an emergency, they ask that everyone follow all instructions of the New Jersey Transit Police and safely exit the building or follow any other instructions provided.

**Executive Session Authorization**

Chair Gutierrez-Scaccetti noted they needed to adjourn to hold a brief Executive Session to discuss a matter that would be voted on that day.

Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT – Resolution Authorizing Entering into a Funding Agreement for the Purchase of Real Property Interests for the Hudson Tunnel Project Between NJ TRANSIT and the National Railroad Passenger Corporation and Authorizing the Purchase of Various Property Interests for the Hudson River Tunnel Project.

Board Member Michael Kanef made the motion, Board Member Noreen M. Giblin seconded the motion, and it was adopted. At approximately 5:34 p.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**Return to Open Session**

Acting Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 6:03 p.m.

**Approval of Minutes**

Chair Gutierrez-Scaccetti asked for a motion to approve the minutes of the June 8, 2022 Board meetings. Board Member James D. Adams made the motion, Board Member Michael Kanef seconded the motion, and it was adopted.

**Roll Call Vote:**

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Abstain | Abstain | Absent | Absent | Yes | Yes | Yes | Yes |

**President & CEO's Monthly Report**

President & CEO Corbett said he would begin with ridership, which was holding relatively steady on all modes, though they were seeing some encouraging trends emerging. He said weekday rail ridership was approximately 55 percent of pre-COVID levels, and they were seeing average rail ridership on weekends at 80 to 90 percent of pre-COVID levels, with some trains at 100 percent.

Systemwide bus ridership remained at approximately 70 percent of pre-COVID levels, although he was pleased to note they were seeing a substantial uptick in recreational and discretionary travel into New York City as tourism begins to rebound. During the week of July 4, 2022, interstate bus ridership, which had been hovering around the 65 percent mark, jumped to 81 percent of pre-COVID levels. President & CEO Corbett said this was a very positive trend for NJ TRANSIT and for their regional economy. Lastly, Light Rail ridership was once again approximately 75 percent of pre-COVID levels.

In regard to Service Planning and Restoration, President & CEO Corbett provided some updates on initiatives to help enhance accessibility to transit. President & CEO Corbett said in line with one of the five, overarching goals in NJ TRANSIT's *10-Year Strategic Plan*, *NJT2030,* to "power a stronger and fairer economy for all communities in the region," NJ TRANSIT held its first-ever Accessibility Forum on June 14, 2022. The Forum was designed to educate the public on the many services and features that make the NJ TRANSIT system as accessible and inclusive as possible, and to provide an opportunity for public feedback and have questions answered. President & CEO Corbett said more than 250 people attended, both online and in-person, and was pleased to report they received a lot of positive feedback.

President & CEO Corbett thanked Chief of Civil Rights and Diversity Officer Leotis Sanders and his team for all their work to organize the forum, as well as all the representatives from across the organization who presented at the event. All customers who were not able to attend can view the presentation online at **njtransit.com/accessibility**.

President & CEO Corbett said in continuing with opportunities to improve accessibility, last month NJ TRANSIT won another important FTA grant, provided through the FTA's Areas of Persistent Poverty Program. NJ TRANSIT will leverage this $520,000 grant as a first step in implementing a series of accessibility, service, and customer experience improvements on the Newark Light Rail system. The study will investigate options for improving Newark Light Rail station design, making the last of the four remaining Newark

Light Rail stations, that were not currently accessible, ADA-compliant, as well as improve the overall customer experience.

NJ TRANSIT also received a Federal Grant for NewBus Hudson and thanks to their extensive and successful grant application efforts, last month NJ TRANSIT also received an additional FTA grant for $514,000, provided through the FTA's Route Planning Restoration Program, to study the current bus network in Hudson County and its surrounding areas. Like NewBus Newark and NewBus Burlington-Camden-Gloucester, NewBus Hudson will include a detailed performance analysis of the existing system, along with a robust outreach effort, and identification of new activity centers and emerging travel destinations with implementable service recommendations.

On Service updates, beginning in June, NJ TRANSIT efficiently and successfully moved customers to and from six major concerts at MetLife Stadium. A pair of Coldplay concerts, the Hot 97 Summer Jam, and concerts featuring Paul McCartney, Grupo Firme, and the artist The Weekend. This month, MetLife Stadium's summer concert series continues, and NJ TRANSIT is prepared with a service plan to get customers conveniently to and from the stadium for a pair of Elton John concerts on July 23 and 24, 2022, and a Los Bukis concert on July 30, 2022.

President & CEO Corbett wrapped up with service updates on bus operations. First, he wanted to supplement an update shared by Mike Kilcoyne, Senior Vice President of Surface Transit and General Manager of Bus Operations, at last month's Board Operations and Customer Service Committee meeting. Mr. Kilcoyne reported NJ TRANSIT Bus Operations was initially scheduled to assume bus service on the number 119 and number 10 bus routes from Coach USA on June 25, 2022. However, in an effort to improve service for customers as quickly as possible, they stepped in early on June 16, 2022 to assume 12 full weekday assignments on these routes, using NJ TRANSIT Bus Operators and equipment. President & CEO Corbett said this has had an immediate positive impact on the customer experience with a significant improvement in on-time performance and reduced wait times. Effective June 25, 2022, NJ TRANSIT Bus Operations assumed all service for the number 119 and number 10 bus routes.

Many of the 119 trips were operating with new articulated buses which has increased capacity, especially during the evening rush hour from the Port Authority Bus Terminal, to provide customers with more seats per hour and improve consistency. Also, on June 25, 2022 at the Port Authority Bus Terminal, NJ TRANSIT implemented a series of bus gate reassignments for routes at 17 bus gates to improve accessibility and service for bus customers.

Finally, as more people venture out as the pandemic recedes, NJ TRANSIT has expanded service between the Port Authority Bus Terminal and American Dream by adding two inbound and two outbound weekday bus trips. On weekends and holidays, NJ TRANSIT currently runs hourly bus service on the 355 line from the Port Authority to American Dream. Three local bus routes also serve American Dream: the 85, 703, and the 772 lines.

President & CEO Corbett highlighted the items up for Board Approval and said they have a busy agenda. Later that night, the Board would consider approval of NJ TRANSIT's Fiscal Year 2023 Operating Budget, which would allow NJ TRANSIT to maintain, and even enhance current service levels, without increasing fares for a fifth consecutive year under the Murphy Administration. He said Bill Viqueira, Senior Vice President, Chief Financial Officer & Treasurer, would be providing a more detailed presentation on the Fiscal Year 2023 Operating Budget later in the meeting. They will also introduce a significant update to their Fiscal Year 2021 through Fiscal Year 2025 Five-Year Capital Plan. Overall, this Capital Plan update promises to build on the significant transformation underway at NJ TRANSIT by continuing to improve reliability, on-time performance, customer comfort, and the overall customer experience. Rich Schaefer, Acting Senior Vice President, Capital Programs, would provide more details on this important plan update later that evening.

President & CEO Corbett said they were also seeking Board Approval to, once again, advance the design of NJ TRANSIT's Hudson-Bergen Light Rail Northern Branch project, which would actually put the "Bergen" in the Hudson-Bergen Light Rail.

President & CEO Corbett said in alignment with NJ TRANSIT's new Sustainability Plan now in active development, the Board would consider authorizing the installation of 62 electric vehicle charging stations at nine NJ TRANSIT facilities, to support the transition of their fleet of non-revenue vehicles to electric. This purchase would support the electric hybrid vehicle purchases previously approved at the Board meeting this year in May, and allow NJ TRANSIT to install a total of 126 Electric Vehicle charging stations and infrastructure throughout their facilities. This was also aligned with the Governor's Energy Master Plan, and demonstrates NJ TRANSIT's unwavering commitment to sustainability.

The Board would also consider a mid-life rehabilitation campaign for 200 NJ TRANSIT North American Bus Industries, or NABI buses. This campaign would extend the life of the fleet and enhance the appearance, reliability, and passenger comfort for customers.

Finally, President & CEO Corbett was pleased to report that the Board would be voting to approve a new agreement with the Police Benevolent Association Local #304 Union, which covers New Jersey Transit Police Department Officers and Detectives. He was especially proud of the close working relationship they have established under Chief Trucillo's leadership with PBA Local #304 Daniel Whartnaby and First Vice President John Feehan.

On infrastructure updates, President & CEO Corbett was pleased to note that the overall Gateway Program has taken several important steps forward over the past month.

On the Penn Station New York Renovations/Expansion and Portal/Hudson Tunnel MOU, on June 9, 2022, President & CEO Corbett was proud to speak at a press conference with Governors Murphy and Hochul, New York City Mayor Eric Adams, MTA Chair and

CEO Janno Lieber, and Amtrak Board Chair Tony Coscia for the announcement of a new Request for Proposal (RFP) for the design of a multi-billion-dollar reimagining of Penn Station New York. The RFP represents an important first step in delivering the world-class experience Penn Station New York Customers deserve.

President & CEO Corbett said, as they all know, the vision of the Gateway Program extends well beyond just the renovation of Penn Station New York, but also to the expansion of that facility. Last month Amtrak, in partnership with NJ TRANSIT and in coordination with MTA, entered into a contract with a team led by Arup Group to begin designing options to build additional platforms, concourses, and tracks at Penn Station New York. In conjunction with Portal North Bridge and the Hudson Tunnel Project, this project will one day enable NJ TRANSIT to roughly double capacity into Penn Station New York, and significantly improve reliability for customers.

On July 5, 2022, Governors Murphy and Hochul signed the Phase One Memorandum of Understanding for both the Portal North Bridge and the Hudson Tunnel Projects. Although NJ TRANSIT is not the lead agency on the Hudson Tunnel Project, NJ TRANSIT looks forward to working with Amtrak, the Port Authority, the Gateway Development Corporation, and partners in New York to get shovels in the ground as soon as possible on this project that is so critical to NJ TRANSIT's future.

While Penn Station New York is certainly important, NJ TRANSIT's own historic Hoboken Terminal was set to undergo a transformation as well, restoring it to one of the crown jewels of the NJ TRANSIT system. Governor Murphy, as part of his Fiscal Year 2023 State Budget, allocated $176 million to the upgrades and development of Hoboken Terminal and the area surrounding the terminal. In concert with the Governor's commitment on July 6, 2022, Hoboken's City Council approved a Redevelopment Agreement with real estate and development company LCOR that will kickstart a series of public improvements both inside and outside the Terminal. Named Hoboken Connect, these improvements include significant renovations to the historic station building, the bus and ferry terminals, PATH infrastructure, Warrington Plaza, and the surrounding streetscape, as well as private investments in new state-of-the-art office buildings, retail, and affordable housing. The project which had been stalled for more than a decade, was jump-started through cooperation between NJ TRANSIT, LCOR, Hoboken, and the State.

The Governor allocated $814 million to seven NJ TRANSIT Stations. In addition, to Governor Murphy's $176 million commitment to the Hoboken Terminal, he also allocated: $250 million for the Walter Rand Transportation Center in Camden; $191 million for Newark Penn Station; $49 million for New Brunswick Station; $48 million for Bloomfield Station; $40 million for construction of a maintenance-of-way facility in Clifton; $33 million to the Brick Church Station; and $27 million to the Roselle Park Station. President & CEO Corbett said all told, the Governor was allocating a total of $814 million to seven NJ TRANSIT Stations, and the importance of that cannot be overstated.

The Governor's significant funding commitment allows NJ TRANSIT to accelerate these important projects in NJ TRANSIT's *A 5-year Capital Plan* that otherwise would have had

to wait years until funding was available. The end result will be significant improvements to the overall customer experience, delivered much more expeditiously at stations throughout the system.

In conclusion, President & CEO Corbett noted at the January Board meeting he discussed NJ TRANSIT's partnership with the New Jersey Hall of Fame, through which they installed a beautiful new New Jersey Hall of Fame display in the Secaucus station. This month, he was pleased to note that they have now installed an additional, great looking New Jersey Hall of Fame display throughout their concourse at 7th Avenue, including the waiting room area at Penn Station New York. These installations were part of a statewide effort, including displays at Newark Liberty International Airport, Garden State Parkway service areas, and New Jersey Motor Vehicle Commission (NJMVC) locations.

NJ TRANSIT often serves as the gateway to New Jersey, especially for customers passing through Secaucus or Penn Station New York on their way to concerts or games at MetLife Stadium and other destinations throughout the state. NJ TRANSIT was proud to share the wide range of talent from their state that was a source of great pride, and was so often overlooked.

**Public Comments**

Chair Gutierrez-Scaccetti asked Acting Board Secretary Umukoro if there were any public comments. Acting Board Secretary Umukoro said there were three in-person speakers, seven pre-registered telephone speakers, and five queued telephone speakers, for a total of 15 speakers.

Acting Board Secretary Umukoro said in order to give everyone an opportunity to be heard, comments would be limited to three minutes. She said priority access would be given to in-person participants. They would then take comments from pre-registered telephone participants, followed by any additional telephone participants, who queued to speak. Acting Board Secretary Umukoro instructed those participating by telephone, if they had not already done so, please press *1 on their telephone keypad to enter the queue to speak. They would hear a brief tone to indicate they have successfully entered the queue.

**Hardy Holmes** said he was speaking on behalf of the customers and passengers in the Market Street waiting room at Newark Penn Station. He said this area has no benches and they have not had any since the pandemic began because they were taken out and never replaced. Mr. Holmes said he filed a complaint with Customer Service, and they responded acknowledging receipt of his complaint but offered no solutions, and no explanation as to why they did not have benches. He said according to the demographics, the Market Street waiting room was served by black and brown people of color. Mr. Holmes said this indeed indicated some form of discrimination since he has not received any solution.

Mr. Holmes' second complaint was that the air conditioning in Newark Penn Station has not been working in the last three years since this new Administration took over. He said during the Christie Administration, they put large fans out in the waiting room. Mr. Holmes said temperatures have reached 93 to 100 degrees, and they have no air conditioning at this station, and asked that the Board investigate his allegations. He said these conditions were unacceptable and that people were sitting outside on the rails and on the floor because there were no benches in the waiting rooms.

**Charles McCann**, engineering student from Purdue University, independent speaker, New Jersey resident, and NJ TRANSIT daily commuter, wanted to congratulate the State of New Jersey and NJ TRANSIT for the advancements in the Gateway Program and the Hudson Tunnel Project. He said this was a very exciting time, and a great opportunity for making service improvements to all rail servicing New York. Mr. McCann said it was time to leave the commuter transit model in the past, and read that the Port Authority Bus Terminal and New York Penn Station were at full capacity, and thru running trains at Penn Station will eliminate congestion caused by terminating trains. He said buses could then be the high-capacity rail network and alleviate stress at the Port Authority. Mr. McCann said he was not the only person who felt this way because this afternoon he read an article about the TSTC which is the Tri-State Transportation Campaign, and this campaign aims to consolidate NJ TRANSIT, Metro-North, and LIRR into one organization. He said this idea was a bit extreme, however, they did make a good point.

Mr. McCann said he would like to see NJ TRANSIT, Metro-North, and LIRR all work together to provide cross-city service, giving access to important trip generators on the opposite side of New York, such as airports, sports, concert venues, and even beaches, let alone the densely populated communities surrounding New York. In conclusion, Mr. McCann said he would like to ask the Board to consider NJ TRANSIT becoming a massive component in a world-class transit system comparable to the Paris and London rail systems.

**Sid Madison** of Piscataway, New Jersey asked the Board to recommend to Governor Murphy to immediately enact a moratorium on fossil fuel infrastructure projects in New Jersey, which was his goal. He said there were two parts of his goal to explain, one why the Board should do it, and two the moratorium rationale. Mr. Madison said the system was failing, greenhouse gas emissions keep increasing, and plans to achieve the 2030 greenhouse gas reduction goal were missing or inadequate. He said individuals and climate organizations, one of which was him, have gotten blue in the face asking for action without success. Mr. Madison said the NJ TRANSIT Board, and other like organizations and political entities, need to stand up and take action. He said the best analogy to describe what was going on was band-aids and tourniquets, which he mentioned at last month's Board meeting. He said while the Governor has applied some band-aids and stopped some projects, tourniquets were used for patients bleeding out and to stop the major bleeding, which was what needed to be done on fossil fuel projects.

**Sally Jane Gellert**, Lackawanna Coalition Chairperson, said she saw on the agenda that the Executive Session was first up at the beginning of the meeting and was going to

complain about this, but it all worked out for her since she was running late. Ms. Gellert said that they do prefer that the Executive session is held at the end of the meetings.

On action item 2207-48, NJ TRANSIT Fiscal Year 2023 Grant Programs, Ms. Gellert said the Lackawanna Coalition was pleased to see these essential grants. She said the Lackawanna Coalition and the Senior Citizen and Disabled Residents Transportation Advisory Committee (SCDRTAC) share some members in common, and appreciate the value these important programs bring to those with limited mobility, especially those who find using scheduled transportation difficult or impossible.

Ms. Gellert said she attended the NJ TRANSIT June 14, 2022 Accessibility Forum, which was anything but accessible. She said the mostly-online event using Microsoft Teams Webinar format, rather than a meeting format, started with inaccessibility to most of the speakers, and when they were called on to speak a message popped up indicating that only presenters were allowed to speak, which was a major problem. Ms. Gellert said she knew that NJ TRANSIT could do meetings on Microsoft Teams because they do it at SCDRTAC every month, and hopefully at the Fall Accessibility Forum this all would be resolved.

On the Fiscal Year 2023 Budget, the Coalition continues to be concerned about the 2026 budget's deficit of $860 million, the unchanging state subsidy of $100 million, clean-energy fund's $82.1 million, and transfer from capital of $362 million each of those five years. They wonder if these years will even adjust for inflation over a five-year period, and worry about the potential need for a large fare increase if nothing is planned to address that situation.

The Lackawanna Coalition reiterated their support for a self-enforced mask-mandatory rail car. While they were aware of the recent lawsuit by 14 employees, and although they did not expect employees to put themselves in harm's way any more than they do for quiet cars, they would like to see a pilot program put in place, especially on trains where capacity was not a concern.

Lastly, Ms. Gellert said some of the South Jersey members have expressed interest in more-frequent inexpensive service between New York and Atlantic City, which could also prove popular with northern folks, especially during the summer months.

Acting Board Secretary Umukoro said they would now open the floor for public comments by telephone participants, beginning with those who pre-registered to speak. The Operator provided a reminder for those who have not already done so, to please press *1 on their telephone keypad to enter the queue to speak and that each speaker would be given three (3) minutes for their public comment, and a warning would be provided with one-minute remaining and again with 15 seconds remaining. The Operator said there were 10 speakers in the queue to speak.

**Andy Weiss** asked where the Board was on the hiring of the NJ TRANSIT Customer Advocate because it was now July. He said at the May 2, 2022 Assembly Budget

Committee meeting, three members asked President & CEO Corbett and Board Chair Diane Gutierrez-Scaccetti about the status of the Customer Advocate position. Mr. Weiss said at the meeting, Assemblywoman Munoz and Assemblyman Schaer asked some great questions, which were better than any questions the NJ TRANSIT Board has ever mentioned. Mr. Weiss quoted Assemblywoman Munoz "you can certainly see from the questions here today that this is a really important issue." Mr. Weiss said when they hear this from so many legislators, they know the magnitude of how important the Customer Advocate position is. He said this was the law and, in a Press Release issued by Governor Murphy in 2019, he applauded the Customer Advocate position and was very supportive. Mr. Weiss said stop the games, do their job, and get a Customer Advocate.

**Ken Dolsky**, member of Don't Gas the Meadowlands Coalition, said he wanted to address his comments to the Governor's Representative, Board Member Giblin. He said on July 16, 2022, the *Insider NJ* wrote a column on Governor Murphy's Paper-Thin Climate Change Agenda and the focus of the article said while Governor Murphy talks tough on climate there was very little evidence on progress, planning, or action. Mr. Dolsky provided a quote from the article that stated, "Just like after Sandy, the traumatic events from hurricane Ida resolving to learn a lesson from damage to our world due to carbon emissions," Governor Murphy replied with an analogy of a football game "We have to update our playbook, we have to turn it up for sure." Mr. Dolsky said there were no specifics.

Mr. Dolsky said several leading environmental experts said the Murphy Administration response to Climate Change was more press release than substance, and the Department of Environmental Protection (DEP) budget has not kept pace with the increasing workload that Governor Murphy's paper agenda has generated. He said Governor Murphy wants to talk about climate change but, yet does not want to do anything. Mr. Dolsky said the Administration has done a good job with public relations, highlighting things that go well, but they have not really seen movement in the Board's subsequent issues and the Administration only talks about the electric vehicles program. He said when it comes to the actual DEP personnel and budget, they were half of what they were years ago, the problems have gotten worse, and the types of programs they need have to be bigger.

In April 2022, Empower New Jersey issued a report warning New Jersey they would miss their goal on Climate Change if the Administration did not stop new fossil fuel projects such as the NJ TRANSITGRID. Empower New Jersey also warned that emissions could actually increase by another 38 percent if more fossil fuel projects like these were approved. The report also showed the enormous difference between the Governor's stated policies reducing greenhouse gas and the reality which says they were rapidly headed in the opposite direction. Mr. Dolsky said that the reality was the emperor has no clothes, and its complete silence on the power plant and the evidence of climate change was all around them, and it is hypocritical, cowardly, and deceitful. He said the Don't Gas the Meadowlands Coalition sent the Governor's Authority Unit, that Board Member Giblin heads up, a four-page letter on May 23, 2022; however, following the Murphy pattern of avoiding painful issues at all costs, they were still waiting for a reply.

**Paula Rogovin**, Don't Gas the Meadowlands Coalition, said last month they asked the Governor's Representative to relay a message to Governor Murphy about the NJ TRANSITGRID project. She said it was outrageous that they still have not heard anything from the Governor in response to their concerns. Ms. Rogovin said she would now talk directly to Governor Murphy and when the tape of this Board meeting was available, she would forward it to him. She said Governor Murphy knows the world is in a climate crisis, extreme heat, fires, drought, and people were dying. Ms. Rogovin said environmental justice communities in New Jersey were impacted not only by the climate crisis, but from the impacts of pollution from power plants and incinerators.

Ms. Rogovin said back in 2018, Governor Murphy issued an Executive Order 23 which stated his commitment to leading an Administration that ensures all New Jersey residents, regardless of race, ethnicity, color, national origin, or income receive equal protection under the laws of this state, are able to live and work in a healthy and clean environment, and have equal access to clean energy resources and other public programs, such as energy efficiency programs. She said this continues with all Executive Agencies and branches considering the issue of environmental Justice.

Ms. Rogovin said Governor Murphy when NJ TRANSIT was directed to pivot from a polluting toxic gas plant to a renewable energy solution the people of New Jersey were delighted knowing they would be free from pollution, and this would protect the health of people. The Coalition demands environmental justice and greater efforts from the Murphy Administration and believes he needs to take a stand and direct NJ TRANSIT to revise the RFP for the NJ TRANSITGRID project.

**Talia Crawford**, Organizer of the Tri-State Transportation Campaign, said they were a non-profit organization dedicated to fighting for improved mobility, accessibility, and sustainability. They were very excited to see NJ TRANSIT's prioritization of modernization of stations, bus garages, and advancing the electric bus agenda, and the Capital Plan Update. She said it was good that NJ TRANSIT did not have to shell out billions. Ms. Crawford said NJ TRANSIT has to now look ahead at the years to come and seek federal dollars to make up for the losses or they would continue to be faced with the same challenge that has haunted NJ TRANSIT, which was identifying a reliable source of funding to stop the capital to operating transfers. She said this was critical so NJ TRANSIT would not lose ground on major projects. More importantly, Ms. Crawford said this budget process put riders at risk to fare hikes and service cuts and they needed to safeguard the livelihood of riders because they could not afford it, and they rely on NJ TRANSIT, and deserve a system that works.

Lastly, Ms. Crawford would also like to see the Customer Advocate position filled so that riders have a point person to help find solutions to their issues because they do not feel they are being heard.

**Adam Reich** said he would like to see more transparency from NJ TRANSIT and have an update on the Customer Advocate position and the Customer Advisory Board. He again asked for the consideration of a mask only rail car and have customers self-select

the car without posing a risk on rail crew. Mr. Reich asked that NJ TRANSIT at least try a pilot program with the mask only rail car and if this could not be done at least open all available train cars and post signage. He said NJ TRANSIT could also encourage people to mask up on public transportation since there has been an uptick in COVID cases seen in many counties indicated by the CDC. Mr. Reich said Board Member Narra asked staff to set-up a meeting on the mask only rail car issue and Board Members Gordon and Adams also have been in support of this as well. Mr. Reich would like to know has this meeting taken place, and if not, will there be one in the future. He asked that staff be more transparent and considerate in answering his questions and not keep dodging them.

**Erika Gould** spoke on behalf of her support for a mask only rail car which could be one rail car per train. Ms. Gould said since the last meeting, and all points before then, the CDC has continued to recommend masking on public transportation since the COVID cases were continuing to increase in the tri-state area. She believes having individuals wear their own mask in a rail car full of unmasked people provides no protection from COVID-19 because most face masks were designed to protect people from the mask wearer not the other way around.

Ms. Gould said at the June Operations & Customer Service Committee meeting, Board Member Gordon asked the staff to again consider the mask only train car pilot and Board Member Narra asked that a meeting be held as soon as possible, and not wait until the end of summer. Ms. Gould asked that Board Members please respond and let them know if this meeting has been held, and if not, why not. Ms. Gould said that Board Member Narra also seemed to think that the mask only train car could be done with signage, so there would be no need for crew enforcement.

**Holly Cox**, a 24-year resident of New Jersey, asked that NJ TRANSIT and Governor Murphy's representative amend the RFP for the microgrid project so it would not include a dirty fossil fuel power plant, and instead develop a project with clean renewable energy. Ms. Cox noted that it was very disrespectful to all of the public that they entered into Executive Session before taking public comments. She requested that the Board do their business after the public comment period. Ms. Cox felt it was done on purpose to limit the amount of public comments, and it showed that they did not care about the public's time, and asked that the Board not do this again.

Ms. Cox said she has been speaking at these NJ TRANSIT Board meetings for over two-years and at the last three meetings, and she asked the Board to respond in writing to their concerns about the microgrid RFP, and answers have yet to be received. She said there has been no background information provided, no transparency, and no meaningful responses to their comments, and the Board has failed to take its public responsibility seriously. Ms. Cox said two-years have gone by, and it's hard to ignore the climate crisis and to look at the record high temperatures across the country and flooding in New York, with people dying in basements. She said science tells them they have eight years to cut emissions and to keep their planet habitable. She asked what it would take for NJ TRANSIT and the Board to act with the urgency the situation requires. Ms. Cox asked

if the wildfires needed to be on their doorsteps to act, and said they were at a crossroad to ensure a livable future, and they needed to work towards a more sustainable future.

**Tim Sevener** from the Transit Village of Mount Tabor, and Board Member of the New Jersey Association of Rail Passengers, said he would like to salute NJ TRANSIT for following rail advocates recommendations for making higher platforms on the New Brunswick and Bloomfield stations. However, he saw one thing missing in these stations, which were refurbishments and solar panel canopies, which could be used to power a decentralized distributed renewable transit grid. Mr. Sevener said it did not make sense to continue using natural gas and diesel with prices continuing to rise and the world running out of fossil fuel.

Mr. Sevener said he also saw no plans in the Capital Plan to electrify the rail system. He said they need to follow the best practices on rail electrification because other countries such as the UK were doing this, and even in their own country Boston has set aside funding for rail electrification.

**Rachel Dawn Davis,** Public Policy and Justice Organizer for Waterspirit, Ministry of the Sisters of St. Joseph of Peace, said she wanted to address her comments to the Governor's representative and reiterated to Governor Murphy that they should direct NJ TRANSIT to amend the transit grid RFP to focus solely on creating renewable energy and energy conservation solutions. She said Reverend Dr. Barber leading core campaigns said when investments are made according to morality and formed by young people whose livable future hangs in the balance, this can manifest positivity, active hope, and pride. Ms. Davis said young people bearing witness to and partaking in largely one-way exchanges with government officials know there will be no climate emergency declaration, and no moratorium on new fossil fuel projects. She said that young people were not convinced that government officials cared whether they lived or died by heat, flood, or polluted air.

Ms. Davis asked why a shift on the transit grid project and NJ TRANSIT backtracking for renewable energy commitment on the project remains confusing. She said the engineering student who spoke earlier stated the great opportunity for improvements as they pay close attention to dire heatwaves in India and Europe. Ms. Davis said they must cut contamination off at the source, a moratorium on new fossil fuel projects was in order, and Governor Murphy understands the risks fossil fuel poses, given his financial and political background. She said international reach should equal creative solutions and asked how the Department of Environmental Protection (DEP) plans to achieve the 50 percent reduction by 2030. Ms. Davis said New Jersey must be the priority now.

**Samantha DiFalco**, Organizer with Food & Water Watch, spoke on behalf of their 70,000 plus members and supporters across New Jersey. She said they remained extremely concerned about the RFP for the transit grid project and how it leaves the door wide-open for a gas plant. Ms. DiFalco said they have been raising their concerns at every meeting, and via email and letters sent to the Board since February, and have not received any substantial responses. She said a half a year has gone by, and the amount of time

developers have to respond to the RFP has elapsed, and everyone knows that an addendum has been added, which ensured that the gas plant would not be central to this project. Ms. DiFalco said they would love to speak to Governor Murphy's representative on the Board about this project not being in line with the Governor's promise to deal with the climate crisis. She said they must continue to protect the environmental justice communities in Kearny, and the Governor must hold true to his promises to combat the climate crisis and use their taxpayer dollars to build a clean energy future.

**Elizabeth Ndoye,** member of Don't Gas the Meadowlands and resident of Hoboken, said she was there to express her extreme disappointment and outrage with Governor Murphy and the Board for continuing to move forward on the proposal for a natural gas power plant in Kearny. She said this was a complete and utter betrayal to the residents of Essex and Hudson County which were counties in areas horrifically named the Cancer Corridor of New Jersey, with communities already overburdened by the negative effects of dirty air pollution.

Ms. Ndoye said NJ TRANSIT has not fully researched all viable hybrid microgrid alternatives and energy options, and investigations have not been done on all possible properties available for solar siting. She said research on battery storage or options for solutions on wind power has not been done, and no one has discussed with PSE&G whether the grid hardening has strengthened the overall system in ways that will protect transit operations. Ms. Ndoye said FEMA actually states, "Natural gas supplies can be interrupted during high winds, floods, or earthquake events." Also, natural gas services are often intentionally shutdown during a storm event to reduce the risks of fires and explosions. Ms. Ndoye said this was why natural gas should not be used as a fuel for providing emergency power to critical facilities. Lastly, Ms. Ndoye asked Governor Murphy to be the environmental leader they elected him to be.

**Board Member Comments**

**Board Member Adams** thanked all the speakers for taking time out of their day to come out and express their concerns to the Board and said they do take all of their comments and questions seriously. Board Member Adams asked Acting Board Secretary Umukoro to provide staff with the name of the first speaker who discussed the conditions of the Market Street Station waiting room having no seats, fans, or air-conditioning. Board Member Adams said with the summer upon them, he would like staff to look into these concerns and see if anything could be done for Mr. Holmes.

Board Member Adams said to Charles McCann, the Purdue engineering student who spoke earlier, if he has not already done so, please apply to NJ TRANSIT. Board Member Adams said NJ TRANSIT was always looking for great engineering talent and thought Mr. McCann was a bright, ambitious, and intelligent young man.

President & CEO Corbett added that the Market Street waiting room that Mr. Holmes was referring to was at Penn Station Newark, near the Market Street entrance where the

buses come in. He also stated that the air-conditioning issue was in an item that was coming up for vote at the October Board meeting for a chilling system.

**Board Member Gordon** thanked all the public speakers for always sharing their views. Board Member Gordon said he also wanted to make some general comments in response to his friends concerned about fossil fuel powered microgrids. He said he was joining the meeting from San Diego where he was attending a meeting of the National Utility Commissioners. Board Member Gordon said one of the things he has gotten out of his meeting was a clear sense that the rest of the country viewed New Jersey, under Governor Murphy, as a leader in renewable energy, solar, fossil fuels, energy efficiency, and they were leading the way.

Board Member Gordon said he shared the hopes of the environmentalists that they can rely totally on renewable energy for the TRANSITGRID project, but the fact was that they did not have the resiliency that was needed today with a system that was powered by either solar or wind. He said when the wind stops blowing or when the sun goes down, the electrons stop flowing, so what they need for a system like this one, was battery storage technology, and unfortunately that technology did not exist. Board Member Gordon said what they needed to do was build a system that was designed in a way that could accommodate the new technologies as they emerge. He said if they were going to have a resilient transit grid, they could not do it without some fossil fuel fired power in some supportive role. Board Member Gordon said these were the facts, and if anyone could find another transit system that was powered internally by renewable energy, please let him know.

**Board Member Doshi** said she was going to say something similar to what Board Member Gordon said; however, she added that she wanted to thank all the speakers who came out tonight, and thanked the Purdue engineering student, Charles McCann, for his comments. Board Member Doshi said to all the environmental advocates she wanted to say that they too were environmental advocates, and that the Board asks the Administrative staff all the time at meetings how they have thought about ways to make things greener in every project that they do.

Board Member Doshi said as a person of color, living in Camden County, she was very cognizant of the effects of the environment and the impacts on minority communities, and this was taken into account. She said they were working with Tri-County Sustainability down in South Jersey and would be showcasing NJ TRANSIT electric buses during Drive Electric Week and were working with a lot of the groups to do everything as a Board Member. Board Member Doshi said, as Board Member Gordon stated, safety and reliability comes first.

**Chair Gutierrez-Scaccetti** said she wanted to clarify one procedural process at NJ TRANSIT. They have moved Executive Session entirely to the end of the Board meetings, which means they come in and take public comment and at the end of the meeting they go into Executive Session, after which they take no more public action. She said tonight, and a couple of other months prior, they have had to hold a short Executive

Session to discuss an item being voted on, and Board Members arrived early at NJ TRANSIT so they could begin at 5:30 p.m., and maintain the 6:00 p.m. start time.

Chair Gutierrez-Scaccetti said one caller indicated it was rude of them to go into Executive Session before taking public comment, when the meeting was posted to start at 5:30 p.m.; however, it clearly noted there would be a brief Executive Session from 5:30 p.m. to 6:00 p.m. so that the public did not have to get on the telephone before 6:00 p.m. to wait. The one thing the Board did not want to do was be discourteous to those waiting to provide public comment. Chair Gutierrez-Scaccetti said although there were many differences in opinion on who should go first to speak, they were doing their very best to make sure they were respectful of the public's time when they come to a meeting to make a public comment.

Chair Gutierrez-Scaccetti added to Board Member Gordon's statement asking if someone could show them a system of the magnitude of NJ TRANSIT, and not some tiny system which does not measure up to what they were asked to deliver on a daily basis. She knew there were systems out there and was reminded by Tim Sevener all the time about systems that were electrified. They will be very happy to get to that day, but for the moment they needed to look at systems that managed the volume of traffic that NJ TRANSIT has on the rails, as well as the multiple lines they serve. She concluded that this was the only thing she would add to a very eloquent presentation by Board Member Gordon.

**Advisory Committee Report**

**Timothy O'Reilly** said in the North and South Jersey Passenger Advisory Committee recent meetings they had a lot of discussion, received information given to them by NJ TRANSIT staff, and were looking forward to the opportunity to come from the marketing and ticket sales to the cellphone usage. He said if anyone goes into a restaurant or family dinner table, there was a good portion of the people that were staring at their cellphones. Mr. O'Reilly said the marketing people were looking to make the website and cellphones more user friendly and they would be in the forefront, with what a lot of other communities and areas around the country do not have. Mr. O'Reilly said he also participated in some of the Meadowlands concerts, and the smooth operation that took place in getting people there showed what NJ TRANSIT could do and how the team was looking to make things better for the riding public. They were pleased to see the grants on public accessibility, which helps people who have special needs and seniors who need to be able to use NJ TRANSIT facilities, get on and off the system with more ease.

Lastly, Mr. O'Reilly commented on the Hoboken improvements. He said these improvements would make the area more inviting, safer, and create opportunity for NJ TRANSIT to provide more transportation to people who want to go to Hoboken and Jersey City, and he looks forward to all the things to come.

**Senior Citizen and Disabled Resident Transportation Advisory Committee Report**

**Philip Harrison** said he appreciated the opportunity to address the Board and NJ TRANSIT staff this evening on behalf of the SCDRTAP Citizens Advisory Committee. As legislatively mandated, advocates for the Senior Citizens and Disabled Residents of New Jersey were pleased to learn at the accessibility Forum held last month that all departments of NJ TRANSIT were committed to improving accessibility for the people with disabilities in the state in regard to their public transportation needs. Mr. Harrison said this forum provided a place for people with disabilities to address issues relevant to the transportation issues they face.

Mr. Harrison said he was joined by several members of the SCDRTAP Advisory Committee at the forum, and they brought to the attention of NJ TRANSIT personnel certain difficulties they faced while using NJ TRANSIT services. Mr. Harrison said the Committee was addressing several of these concerns. They welcome public comment at their Committee meetings, which often bring to light certain problems not recognized for seniors and people with disabilities. Mr. Harrison said they would discuss and bring these issues to NJ TRANSIT staff, with their suggestions for improvements. They were also looking into problems encountered by the hearing impaired, which has been brought to the Committee's attention by one of their new members.

Mr. Harrison said over the past six months several committee members have participated in the review of 5310 applications by the SCDRTAP county paratransit systems and other community-based transportation agencies, for the receipt of federal funding for vehicles and operating costs, and provided their input on behalf of their constituents. The Committee also submitted to NJ TRANSIT personnel their suggestions for a proposed regulation in regard to reduced fares for seniors and people with disabilities, approving of many provisions while suggesting several changes. Mr. Harrison said their Committee, along with the cooperation of Namecca Parker, Acting Manager of Access Link, were keeping abreast of the progress of the newly developing regional councils, which will ultimately be issuing best practices for paratransit operations. The SCDRTAP Committee will be looking into providing their input into the promulgation of such best practices, which will ultimately affect their constituency. They were also looking into legislation dealing with bus riders rights, which will pertain to seniors and disabled riders on NJ TRANSIT scheduled bus routes.

Most of the work of the Citizens Advisory Committee was done via sub-committees, which were temporarily organized in order to discuss specific issues pertaining to the subject matter of the full Committee. The sub-committee's recommendations would then be reviewed for approval by the full Committee. Mr. Harrison noted that the Dialysis Sub-Committee was looking into the possibility of calling a meeting of all interested parties in Ocean County to discuss the development of a volunteer system to assist the most vulnerable of the dialysis patients in Ocean County to find transportation to their dialysis centers.

Mr. Harrison said the Education sub-committee had the responsibility of keeping the full Citizens Advisory Committee apprised of the developments in the field of seniors and people with disabilities transportation within the state. The Membership sub-committee was currently looking to fill the final vacancy on the Citizens Advisory Committee. Also, Althea Branch of Access Link was keeping the Committee abreast of Access Link efforts to expand its services to persons with disabilities who have been unable to use its system by the introduction of feeder services to Access Link by other community transportation providers. The Committee will continue over the remainder of 2022 to review the reports of several SCDRTAP County systems, to learn in detail about their programs, and to provide suggestions on behalf of the riders where appropriate.

Lastly, Mr. Harrison said on behalf of the entire Citizens Advisory Committee, he wanted to thank the Board and NJ TRANSIT staff for their commitment to the continuation and further development of transportation services for seniors and persons with disabilities of New Jersey. The Committee also wanted to thank the Board for their support of the Local Programs Annual Board Item for 2023 Funding that they would be voting on tonight. They were truly grateful to the Board for approving such a critically important grant program, because these services enhance the lives of those groups and, in turn, enhances the lives of all Citizens in the State of New Jersey.

**Board Operations and Customer Service Committee Report**

Board Member Giblin presented the report for the Operations and Customer Service Committee. The Operations and Customer Service Committee received an update on trends, and analysis, and actions for rail, bus, light rail, and Access Link. The Committee also received an update on the cost of service.

**Board Administration Committee Report**

Board Member Kanef presented the report for the Administration Committee. The Administration Committee received a Financial Update. This included a summary of operating results compared to previous year’s comparable period and Fiscal Year 2022 Budget, 12-month farebox revenue compared to pre-COVID, major balance sheet items and Federal COVID-19 relief grant drawdown summary. Additional information was provided as part of the agenda materials, including the cost-of-service key performance indicators, 12-month farebox recovery, history of vacancies, attrition and hires, ridership and revenue, and a monthly budget-to-actual comparison for July 2021 to May 2022.

The Committee also received updates from Human Resources and Equal Employment Opportunity and Affirmative Action.

**Board Capital Planning, Policy, and Privatization Committee Report**

Vice Chair Fulton asked everyone to bear with him because his report was a mouth-full although it was indicative of all the great work NJ TRANSIT was doing, and he was delighted to participate in this process, and presented the report for the Capital Planning,

Policy, and Privatization Committee. The Capital Planning, Policy, and Privatization Committee discussed Board items for the: NJ TRANSIT Fiscal Year 2022 Capital Plan Update Adoption and Fiscal Year 2023 Authorization to Secure Capital Funding; NJ TRANSIT Fiscal Year 2023 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Low-Income Residents; Northern Branch Rail Corridor Environmental Impact Statement: Consultant Contract Amendment; NJ TRANSIT Resilience Program: Final Design, Engineering, and Other Technical Services Associated with Newark Penn Station Back-up Generation Project-Professional Services Contract Award; Design, Engineering, Bid Phase Services, and Construction Assistance Services for the Maplewood Bus Operator Facility and Parking Project-Professional Services Contract Award; Hudson-Bergen Light Rail: General Design Consultant Contract Amendment for Additional Services; Union City Bus Garage Demolition Project-Construction Services Contract Award; Consulting Services for Undergrade Bridge Inspection-Fixed Bridges; Non-Revenue Vehicle Electric Charging Stations; NABI Bus Mid-Life Rehabilitation: Overall Cost; and NJ TRANSIT Real Estate Report: Fiscal Year 2022.

## Safety Committee Report

Board Member Adams presented the report for the Safety Committee. The Safety Committee was provided with an update by the Office of System Safety on key safety performance metrics for Rail, Light-Rail, Bus, Access Link, and Capital Construction Projects. The Safety Committee was also made aware that the Office of System Safety participated in June Safety Month by providing safety awareness materials on various topics to NJ TRANSIT customers at main terminals throughout the month, including, New York, Newark, Hoboken, Secaucus, and the Port Authority Bus Terminal.

Chief Trucillo Updated the Committee on the rollout of the TSA mandated security training for all safety sensitive employees. The Chief also briefed the committee on the full-scale exercise that was held on June 4, 2022 in Bordentown. The drill involved the River LINE and tested new water rescue equipment and tactics. Chief Trucillo spoke about the de-escalation training that has been ongoing for bus operators and rail crew personnel.

Chief Trucillo made the committee aware that two new explosive detection K-9's graduated from the State Police scent school recently and are now deployed on the transit system. The Chief also briefed on the efforts of the Outreach Unit over the past month, in addition to the number of "Narcan" deployments by transit officers.

## Action Items

### 2207-46: FISCAL YEAR 2023 OPERATING BUDGET

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2207-46. William Viqueira presented for approval Action Item #2207-46: Fiscal Year 2023 Operating Budget.

Vice Chair Cedrick T. Fulton made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| No | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-47: NJ TRANSIT 2022 CAPITAL PLAN UPDATE ADOPTION AND FISCAL YEAR 2023 AUTHORIZATION TO SECURE CAPITAL FUNDING**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-47. Richard Schaefer presented for approval Action Item #2207-47: NJ TRANSIT 2022 Capital Plan Update Adoption and Fiscal Year 2023 Authorization to Secure Capital Funding.

Board Member James D. Adams made a motion and Board Member Noreen M. Giblin seconded the motion.

Vice Chair Fulton said at this moment in time it was important to reflect upon the fact that when NJ TRANSIT rolled out its unconstrained Capital Plan, they created a pathway that would allow for an opportunity to put dollars in place as soon as money became available for important projects. He said they have been fortunate at this particular period in time, and such money has advanced, and hence had a plan ready to utilize and underpin the decision making process as to how the incremental dollars would be advanced. He said the only commentary he had on the importance of the planning process was that he applauds the NJ TRANSIT staff for advancing an unconstrained Capital Plan, and with the availability of dollars were able to expeditiously move forward in applying such a plan. Vice Chair Fulton said hopefully future forward the planning process will continue, and they will be well positioned to take advantage of dollars that become available.

Board Member Adams said that Vice Chair Fulton stole his thunder and said that it was intelligent on NJ TRANSIT's part to have an unconstrained Capital Program, and he believed it was genius. He also congratulated Richard Schaefer on becoming Acting Senior Vice President of Capital Programs and said President & CEO Corbett could not have made a more accurate and timely choice. Board Member Adams wished him good luck in his new position and asked him to let the Board know if there was any way they could help him deliver on this Capital Program.

Chair Gutierrez-Scaccetti said she wanted to echo what Vice Chair Fulton said and noted when they set forth with an unconstrained Capital Plan no one could have anticipated what happened this budget season. She said NJ TRANSIT has a very full plate, but all extraordinary projects, and it was so wonderful to have received so much additional funding to improve the system. Chair Gutierrez-Scaccetti said she knows under Mr. Schaefer and President & CEO Corbett's leadership, they were ready to execute this plan. She noted getting the money was one thing, but the mission was always on

execution. Chair Gutierrez-Scaccetti said the Board was looking forward to it, and as Board Member Adams said, they were all there for support and making things successful, and she wished good luck to Mr. Schaefer.

President & CEO Corbett thanked everyone for their encouragement and said this was very exciting for all of them at NJ TRANSIT.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-48: NJ TRANSIT FISCAL YEAR 2023 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-48. Richard Schaefer presented for approval Action Item #2207-48: NJ TRANSIT Fiscal Year 2023 Grant Programs: Local Transportation for Senior Citizens, Persons with Disabilities, Rural and Low-Income Residents.

Board Member James D. Adams made a motion, Board Member Sangeeta P. Doshi seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-49: NORTHERN BRANCH RAIL CORRIDOR ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-49. Richard Schaefer presented for approval Action Item #2207-49: Northern Branch Rail Corridor Environmental Impact Statement: Consultant Contract Amendment.

Board Member Michael Kanef made a motion and Board Member Bob Gordon seconded the motion.

Board Member Adams said he was challenged by this item and although he understood the need and the importance of it, and was in full agreement with the staff moving it forward, it was a challenge for him because this contract was originally authorized in 1995

and would not be complete until 2025, which was 30-years from the original time it was approved by the Board. He said the original amount was about $4.0 million and they have issued over $12.0 million in change orders. Board Member Adams said a contract has a scope of work with a cost amount, and has an end date, and he did not think that 30-years was an appropriate date for any type of agreement. Therefore, he did not think he could vote in favor of this item, although he was not saying anything against the team or staff for bringing this to the Board. He believed that a contract has to end before 30-years and did not think that the original Board Members, speaking for them, anticipated that this 1995 contract would still be going on in 2025.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| No | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-50: NJ TRANSIT RESILIENCE PROGRAM: FINAL DESIGN, ENGINEERING AND OTHER TECHNICAL SERVICES ASSOCIATED WITH NEWARK PENN STATION BACK-UP GENERATION PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD**

President & CEO Corbett introduced, Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-50. Richard Schaefer presented for approval Action Item #2207-50: NJ Resilience Program: Final Design, Engineering, and Other Technical Services Associated with Newark Penn Station Back-up Generation Project – Professional Services Contract Award.

Board Member Noreen M. Giblin made a motion and Board Member Michael Kanef seconded the motion.

Board Member Adams said the way he understood this project was there was a need for them and did a bunch of these in the fall of last year. He said this emergency generator was in the floodplain and needed to be moved out of the floodplain due to flooding concerns to make it operational. Board Member Adams said he wanted it to be known that this was a natural gas power plant, and the staff has made a commitment to be able to convert it to renewables as soon as possible. He asked President & CEO Corbett if they could convert the facility to renewables as soon as possible because the environmental advocates have questioned NJ TRANSIT about this, and he wanted to ensure they were doing everything they could to get this facility to something as close to renewables as possible.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

Acting Board Secretary noted Board Member Adams was recused from the next item #2207-51 and he left the meetings.

**2207-51: DESIGN, ENGINEERING, BID PHASE SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE MAPLEWOOD BUS OPERATOR FACILITY AND PARKING PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-51. Richard Schaefer presented for approval Action Item #2207-51: Design, Engineering Bid Phase Services, and Construction Assistance Services for the Maplewood Bus Operator Facility and Parking Project – Professional Services Contract Award.

Board Member Noreen M. Giblin made a motion, Board Member Bob Gordon seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Recused | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

Board Member Adams returned to the meetings.

**2207-52: HUDSON-BERGEN LIGHT RAIL: GENERAL DESIGN CONSULTANT CONTRACT AMENDMENT FOR ADDITIONAL SERVICES**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-52. Richard Schaefer presented for approval Action Item #2207-52: Hudson-Bergen Light Rail: General Design Consultant Contract Amendment for Additional Services.

Board Member Michael Kanef made a motion and Board Member Bob Gordon seconded the motion.

Board Member Adams said on the original contract, which he believed was issued in 1993, there have been over 20 amendments and he believed the change order amounts were over $100 million. He said again, similar to the other agreement, he believes a contract has a set scope, set amount, and end date. Board Member Adams said to still be talking about a contract almost 30-years later, he thought they could have bid this work out, gone down another avenue, or done something else and not extended this contract.

He did not think the original Board Members anticipated the 20 amendments and was not in favor of this item.

Vice Chair Fulton said in both instances he was originally unsettled about this similar to Board Member Adams. He noted most of them who have been in the transportation business for the last 30 plus years knew these two projects well (2207-49 & 2207-52) have been in discussion for literally over tens of years. He said it was hard to reconcile the continuation of contracts for such a long duration of time on its face, but the commentary he would add was that he recognizes the complexity of issues associated with both of these projects and the point should be made so folks were clear that these kinds of issues do come up amongst discussion with Board Members. Vice Chair Fulton said there were certainly rigorous discussions and questioning regarding the necessity of moving forward with these contracts, one of which Board Member Adams said started in 1995.

Vice Chair Fulton said he had the same instantaneous reaction as Board Member Adams. Having been around long enough to hear these conversations from the position of multiple agencies, he could tell them the involvement of individuals that were there at the beginning were critical to being able to execute contracts consistent with some hope, and expectation of being able to deliver the project within a reasonable timeframe and a budget they can live with. Vice Chair Fulton said the alternatives in many instances in some ways not necessarily to start anew, but asking others to pick-up from where others' work was, and the best outcome would be the individuals who actually worked for one particular firm would go to the new firm who acquired the contract and not lose continuity. He said at the end of the day where he settled was in terms of advancing these huge important initiatives, and the point being made was that there was rigorous discussion amongst the Board on these very unusual procurements.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| No | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-53: UNION CITY BUS GARAGE DEMOLITION PROJECT-CONSTRUCTION SERVICES CONTRACT AWARD**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-53. Richard Schaefer presented for approval Action Item #2207-53: Union City Bus Garage Demolition Project – Construction Services Contract Award.

Board Member Noreen M. Giblin made a motion and Board Member Sangeeta P. Doshi seconded the motion.

Board Member Adams said this item troubled him a lot because of the 25 percent contingency, but having done demolition before, he perfectly understood the reasoning for why the team put a 25 percent contingency in a demolition contract because there were more unknowns than knowns. He asked staff if they could come back to the Board every month or every two-months and provide the status of where they were. Board Member Adams said he really did not think staff was going to spend 25 percent, and really hoped they did not, but this would make him feel a little more comfortable for informational purposes rather than for approval.

Chair Gutierrez-Scaccetti asked Acting Board Secretary Umukoro to make note of Board Member Adams' request and said this was not unreasonable and was sure that Mr. Schaefer would maintain contact with Board Member Adams and let the Board know how the project was going. She said this item has been a long-time coming to the Board, and staff has worked very hard with Union City to get them where they were, and agreed that 25 percent for contingency was more than their normal contingency, but also knew there were significant unknowns that could come up. Chair Gutierrez-Scaccetti said she was in favor of this item and agreed to staff reporting out on Board Member Adams' concerns.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

Acting Board Secretary noted Board Member Adams was recused from the next item #2207-54 and he left the meetings.

**2207-54: CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTION - FIXED BRIDGES**

President & CEO Corbett introduced James Sincaglia, Senior Vice President and General Manager, Rail Operations, to present Action Item #2207-54. James Sincaglia presented for approval Action Item #2207-54: Consulting Services for Undergrade Bridge Inspection-Fixed Bridges.

Vice Chair Cedrick T. Fulton made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Recused | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

Board Member Adams returned to the meetings.

## 2207-55: NON-REVENUE VEHICLE ELECTRIC CHARGING STATIONS

President & CEO Corbett introduced Justin Davis, Senior Vice President, Regulatory and Government Affairs and Chief of Staff, to present Action Item #2207-55. Justin Davis presented for approval Action Item #2207-55: Non-Revenue Vehicle Electric Charging Stations.

Board Member Noreen M. Giblin made a motion, Board Member Sangeeta P. Doshi seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

## 2207-56: NABI BUS MID-LIFE REHABILITATION: OVERALL COST

President & CEO Corbett introduced John McCarthy, Deputy General Manager, Vehicle Maintenance, to present Action Item #2207-56. John McCarthy presented for approval Action Item #2207-56: Nabi Bus Mid-Life Rehabilitation: Overall Cost.

Board Member James D. Adams made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

## 2207-57: HUMAN RESOURCES TASK ORDER PROGRAM

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2207-57. William Viqueira presented for approval Action Item #2207-57: Human Resources Task Order Program.

Board Member Michael Kanef made a motion and Board Member Bob Gordon seconded the motion.

Board Member Adams complimented staff on this procurement, and said he has been talking for months about one of his biggest concerns being delivery of their Capital Program, and the recruitment and retention of high-quality staff. He said this task order hits the nail right on the head with talking about executives, high visibility positions, hard to fill positions, and positions where they were looking for pipelines with diverse candidates. Board Member Adams complimented President & CEO Corbett and his team for putting this procurement out there, said this was going to be a huge addition to the NJ TRANSIT program, and thanked everyone for all of their hard work.

Chair Gutierrez-Scaccetti asked for a roll call vote and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-58: NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2022**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2207-58. William Viqueira presented for approval Action Item #2207-58: NJ TRANSIT Real Estate Report: Fiscal Year 2022.

Board Member James D. Adams made a motion, Board Member Michael Kanef seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-59: GRADE CROSSING LICENSE AGREEMENT – STANDARD STREET ALPHA PROPERTY, LLC**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2207-59. William Viqueira presented for approval Action Item #2207-59: Grade Crossing License Agreement – Standard Street Alpha Property, LLC.

Board Member Noreen M. Giblin made a motion, Board Member James D. Adams seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-60: LEASE OF WAREHOUSE SPACE FOR USE BY NJ TRANSIT OPERATING DEPARTMENTS**

President & CEO Corbett introduced William Viqueira, Senior Vice President, Chief Financial Officer and Treasurer, to present Action Item #2207-60. William Viqueira presented for approval Action Item #2207-60: Lease of Warehouse Space for use by NJ TRANSIT Operating Departments.

Board Member Bob Gordon made a motion, Board Member Noreen M. Giblin seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-61: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: GENERAL CONSTRUCTION CONTRACT (GC.01) AMENDMENT**

President & CEO Corbett introduced Richard Schaefer, Acting Senior Vice President, Capital Programs, to present Action Item #2207-61. Richard Schaefer presented for approval Action Item #2207-61: NJ TRANSIT Resilience Program – Raritan River Bridge Replacement Project: General Construction Contract (GC.01) Amendment.

Board Member James D. Adams made a motion, Vice Chair Cedrick T. Fulton seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-62: NJ TRANSIT – RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT FOR THE PURCHASE OF REAL PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT BETWEEN NJ TRANSIT AND THE NATIONAL RAILROAD PASSENGER CORPORATION AND AUTHORIZING THE PURCHASE OF VARIOUS PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT**

President & CEO Corbett introduced Brian Wilton, Senior Vice President, Chief Legal Officer, and General Counsel, to present Action Item #2207-62. Brian Wilton presented for approval Action Item #2207-62: NJ TRANSIT – Resolution Authorizing Entering into a Funding Agreement for the Purchase of Real Property interests for the Hudson Tunnel Project Between NJ TRANSIT and the National Railroad Passenger Corporation and Authorizing the Purchase of Various Property Interests for the Hudson Tunnel Project. Emery Ungrady described the approval being requested.

Board Member Bob Gordon made a motion, Board Member Noreen M. Giblin seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**2207-63: PROPOSED LABOR AGREEMENT: POLICE BENEVOLENT ASSOCIATION (PBA) LOCAL #304**

President & CEO Corbett introduced Christopher Trucillo, Senior Vice President, Chief of Police and Office of Emergency Management, to present Action Item #2207-63. Christopher Trucillo presented for approval Action Item #2207-63: Proposed Labor Agreement: Police Benevolent Association (PBA) Local #304.

Board Member Bob Gordon made a motion, Board Member Sangeeta P. Doshi seconded the motion, and the item was adopted.

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**Executive Session Authorization**

Chair Gutierrez-Scaccetti noted they would adjourn to Executive Session, would only return to adjourn the meetings, and no further business would be conducted. Chair Gutierrez-Scaccetti asked for a motion to enter Executive Session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT – County Yard Project: 120 Jersey Avenue, LLC New Brunswick (Parcel 3) Settlement.

Board Member James D. Adams made the motion, Board Member Michael Kanef seconded the motion, and it was adopted. At approximately 8:13 p.m., the Board adjourned to Executive Session.

**Roll Call Vote:**

| Adams | Doshi | Gordon | Maroko | Narra | Kanef | Giblin | Fulton | Gutierrez-Scaccetti |
|---|---|---|---|---|---|---|---|---|
| Yes | Yes | Yes | Absent | Absent | Yes | Yes | Yes | Yes |

**Return to Open Session**

Acting Board Secretary Umukoro conducted a Roll Call as Board Members returned to Open Session. All Board Members returned to Open Session at approximately 8:50 p.m.

**Adjournment**

Since there was no further business, a motion to adjourn was made by Board Member James D. Adams, seconded by Board Member Noreen M. Giblin, and adopted.

The meetings were adjourned at approximately 8:51 p.m.

**NEW JERSEY TRANSIT CORPORATION**
**NJ TRANSIT BUS OPERATIONS, INC.**
**NJ TRANSIT RAIL OPERATIONS, INC.**
**NJ TRANSIT MERCER, INC.**
**NJ TRANSIT MORRIS, INC.**
**BOARD OF DIRECTORS' MEETINGS**

**JULY 20, 2022**


| MINUTES | PAGE |
|---|---|
| ➢ **CALL TO ORDER** | - |
| ➢ **EXECUTIVE SESSION AUTHORIZATION** | 62682 |
| ➢ **APPROVAL OF MINUTES OF PREVIOUS MEETINGS** | 62683 |
| ➢ **PRESIDENT & CEO'S MONTHLY REPORT** | 62684 |
| ➢ **PUBLIC COMMENTS** | - |
| ➢ **ADVISORY COMMITTEE REPORT** | - |
| ➢ **SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ADVISORY COMMITTEE REPORT** | - |
| ➢ **BOARD COMMITTEE REPORTS** | - |


## ACTION ITEMS


**2207-46** **FISCAL YEAR 2023 OPERATING BUDGET** – Authorization to adopt the Fiscal Year 2023 Operating Budget in the amount of $2.7555 billion. **62706**

**2207-47** **NJ TRANSIT 2022 CAPITAL PLAN UPDATE ADOPTION AND FISCAL YEAR 2023 AUTHORIZATION TO SECURE CAPITAL FUNDING** – Authorization to adopt the *2022 Capital Plan Update,* which is an update to *A 5-Year Capital Plan,* an unconstrained vision of projects to demonstrate opportunities for safety, service reliability, resiliency, sustainability, and other improvements critical to NJ TRANSIT. **62723**

Authorization to take whatever actions are necessary to seek and secure the funds envisioned by this Program of Projects.

Authorization to transfer funding sources and amounts among programmed projects as circumstances require, in compliance with the terms and conditions of the grants and other funding sources.

Authorization to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

**2207-48 NJ TRANSIT FISCAL YEAR 2023 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW- INCOME RESIDENTS** – Authorization to execute, extend, or modify contracts to implement the FY2023 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of $30,902,000, subject to the availability of funds. 63018

Authorization to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2023 FTA Section 5311 Rural and Small Urban Areas program, as set forth in Exhibit B, in the amount of $6,094,166 which includes $4,094,166 in Federal funds and $2,000,000 as the NJ TRANSIT share of the local match, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2023 Section 5311 Rural Intercity Program for a total program amount of $818,833, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps to implement the FY2023 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to $173,743 Federal funds at no cost to NJ TRANSIT, subject to the availability of funds.

Authorization to execute all appropriate agreements and leases to implement the FY2023 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for $13,898,585 which includes $11,118,868 in Federal funds and $2,779,717 as the NJ TRANSIT share of the local match, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps to implement the FY2023 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for $4,500,000 in NJ TRANSIT funds, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take other steps to implement the FY2023 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for up to $1,000,000 in additional funds from the State of New Jersey for a total NJ-JARC program cost of $5,500,000, subject to the availability of funds.

Authorization to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional appropriations, FTA Section 5307 Small Urban Cities, FTA Section 5309 Major Capital Investments, Congestion Mitigation Air Quality (CMAQ), and other local projects

including funds which will be flexed into ongoing FTA programs under the FY2023 budget for $6,000,000, subject to the availability of funds.

**2207-49** **NORTHERN BRANCH RAIL CORRIDOR ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT** – Authorization to amend NJ TRANSIT Contract No. 95CR062 with Jacobs Engineering, Inc. of Morristown, New Jersey, for additional work to provide professional services to complete the Final Environmental Impact Statement and provide support services for the Northern Branch Rail Service project until the receipt of the Record of Decision at a cost not to exceed $2,500,000, for a total contract authorization of $15,611,383.60, subject to the availability of funds. **63024**

**2207-50** **NJ TRANSIT RESILIENCE PROGRAM: FINAL DESIGN, ENGINEERING AND OTHER TECHNICAL SERVICES ASSOCIATED WITH NEWARK PENN STATION BACKUP GENERATION PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD** – Authorization to enter into NJ TRANSIT Contract No. 21-059 with WSP USA, Inc. of Newark, New Jersey, for the Preliminary and Final Design, Engineering, and other Technical Services associated with the Newark Penn Station Distributed Generation Project. **63025**

Authorization to engage WSP USA, Inc. under NJ TRANSIT Contract No. 21-059 to perform Phase 1 services that include Project Management, Preliminary and Final Design Services and Bid Phase Services in the amount not to exceed $1,636,813.17, plus five percent for contingencies, subject to the availability of funds.

**2207-51** **DESIGN, ENGINEERING, BID PHASE SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE MAPLEWOOD BUS OPERATOR FACILITY AND PARKING PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD** – Authorization to enter into NJ TRANSIT Contract No. 22-021 with SYSTRA Consulting, Inc of Bloomfield, New Jersey, for the Design, Engineering, Bid Phase Services and Construction Assistance Services for the Maplewood Bus Operator Facility and Parking Project. **63027**

Authorization to engage SYSTRA Consulting Inc., under NJ TRANSIT Contract No. 22-021 for Phase 1 services – Design, Engineering, and Bid Phase Services in the amount not to exceed $1,340,891.24, plus five percent for contingencies, subject to the availability of funds.

**2207-52** **HUDSON-BERGEN LIGHT RAIL: GENERAL DESIGN CONSULTANT CONTRACT AMENDMENT FOR ADDITIONAL SERVICES** – Authorization to amend NJ TRANSIT Contract No. 93CJ001 with WSP USA, Inc., of Newark, New Jersey, in the amount not to exceed $7,000,000 to provide design for utility relocation, support for property acquisition, grant and financing strategy **63031**

development to support the Hudson-Bergen Light Rail Route 440 Extension, and other support services as the Owner's Representative for the Hudson-Bergen Light Rail Operations and Maintenance contract rebid effort, for a total contract authorization of $167,180,785, subject to the availability of funds.

**2207-53** **UNION CITY BUS GARAGE DEMOLITION PROJECT – CONSTRUCTION SERVICES CONTRACT AWARD** – Authorization to enter into NJ TRANSIT Contract No. 22-062X with DMR Construction Services, Inc., to provide construction services for the demolition of the Union City Bus Garage in Union City, New Jersey, in the amount of $6,015,763.40, plus twenty-five percent for contingencies, subject to the availability of funds. **63033**

**2207-54** **CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTION – FIXED BRIDGES** – Authorization to award separate contracts to KS Engineers of Newark, New Jersey (22-016A); Michael Baker of Hamilton, New Jersey (22-016B); HNTB of Parsippany, New Jersey (22-016C); HDR of Newark, New Jersey (22-016D); H&H of Trenton, New Jersey (22-016E), and TranSystems of Morristown, New Jersey (22-016F), to perform in-depth structural inspections, evaluations, and load ratings of 298 undergrade fixed bridges, at costs not to exceed $1,077,343.43, $1,131,256.07, $967,994.55, $1,160,261.07, $1,023,077.40, and $1,000,257.22, respectively, for a total cost of $6,360,189.74, plus five percent for contingencies, subject to the availability of funds. **63035**

**2207-55** **NON-REVENUE VEHICLE ELECTRIC CHARGING STATIONS** – Authorization to approve the use of State contracts, cooperative, or an IFB for the purchase of 126 charging stations, plus infrastructure, for NJ TRANSIT's Organizational Services in the amount not to exceed $1,787,283, plus five percent for contingencies, subject to the availability of funds. **63036**

**2207-56** **NABI BUS MID-LIFE REHABILITATION: OVERALL COST** – Authorization to enter into sole source, procurement by exception, and competitively bid contracts with the original equipment manufacturers and other sources of supply for the procurement of various bus components and materials, required to complete the Mid-Life Rehabilitation Campaign on 200 NABI Transit buses model years 2012-2013. Additionally, all labor costs incurred by NJ TRANSIT Bus Operation's internal workforce are factored in, at a cost not to exceed $26,049,526.00, plus five percent contingencies, for a total project cost of $27,352,002.30, subject to the availability of funds. **63039**

**2207-57** **HUMAN RESOURCES TASK ORDER PROGRAM** – Authorization to enter into NJ TRANSIT Contract Nos. 21-062, 21-064, and 21-065 with the firms shown in Exhibit A. The total value of the 2022 Human Resources Task Order Consultant Contracts Program will be $11,000,000. Each contract will extend for five years. **63044**

The maximum task and contract limits are shown in Exhibit B.

**2207-58** **NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2022** – Authorization to approve the report annexed hereto as Exhibit A and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee. **63048**

**2207-59** **GRADE CROSSING LICENSE AGREEMENT – STANDARD STREET ALPHA PROPERTY, LLC** – Authorization to enter into a grade crossing license agreement with Standard Street Alpha Property, LLC of Newark, New Jersey, for the use of approximately 12,500 square feet of NJ TRANSIT's Raritan Valley inactive railroad right of way property in the Borough of Alpha, Warren County, New Jersey on terms as discussed in Executive Session. **63069**

**2207-60** **LEASE OF WAREHOUSE SPACE FOR USE BY NJ TRANSIT OPERATING DEPARTMENTS** – Authorization to enter into a seven-year lease with Alessi Organizational Management to rent approximately 100,216 square feet of warehouse space in their Building #2 at 590 Belleville Turnpike in Kearny, New Jersey to be occupied by NJ TRANSIT's Procurement, Rail Operations and Organizational Services Departments for a total cost not to exceed the amount discussed in Executive Session, including rent, estimated expenses, fit-out costs, and other incidental expenses, plus five percent for contingencies, subject to the availability of funds. **63070**

**2207-61** **NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: GENERAL CONSTRUCTION CONTRACT (GC.01) AMENDMENT** – Authorization to increase the value of NJ TRANSIT Contract No. 20-005X with George Harms Construction Company and execute a Change Order addressing certain open pending claims, Notices of Proposed Changes, and Contractor Initiated Changes at a cost not to exceed an amount discussed in Executive Session, subject to the availability of funds. **63071**

**2207-62** **NJ TRANSIT – RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT FOR THE PURCHASE OF REAL PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT BETWEEN NJ TRANSIT AND THE NATIONAL RAILROAD PASSENGER CORPORATION AND AUTHORIZING THE PURCHASE OF VARIOUS PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT** – Authorization, in accordance with N.J.S.A. 27:25-1 et seq, to execute and deliver the Funding Agreement. **63073**

Authorization, in accordance with N.J.S.A. 27:25-5(j) and N.J.S.A. 27: 25-13, to do such acts and things as may be necessary or advisable to acquire all Hudson Tunnel Project Property Acquisitions in New Jersey required for the Hudson Tunnel Project, and, if necessary, the right to file complaints in condemnation and file and record a declaration of taking and agreements in lieu of condemnation in accordance with N.J.S.A. 20:3-1 et seq.

Authorization, pursuant to an Agreement between NJ TRANSIT and the New Jersey Department of Transportation (NJDOT), to provide relocation assistance and payments to any affected property to be acquired, if any, in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C.A. §4601, et seq. and Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 et seq. ("Uniform Act") in cooperation with the NJDOT.

**2207-63** **PROPOSED LABOR AGREEMENT: POLICE BENEVOLENT ASSOCIATION (PBA) LOCAL #304** – Authorization to enter into contract with the Police Benevolent Association (PBA) for the term of July 1, 2022 until June 30, 2027, subject to the availability of funds, approve the economic terms and other proposed conditions contained in the collective bargaining agreement, and take all necessary steps to finalize and implement same. **63075**

- **EXECUTIVE SESSION AUTHORIZATION** **63153**
- **ADJOURNMENT**

## EXECUTIVE SESSION AUTHORIZATION

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the the Resolution Authorizing Entering into a Funding Agreement for the Purchase of Real Property Interests for the Hudson Tunnel Project Between NJ TRANSIT and the National Railroad Passenger Corporation and Authorizing the Purchase of Various Property Interests for the Hudson River Tunnel Project; and

**BE IT FURTHER RESOLVED** that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.

## APPROVAL OF MINUTES

**WHEREAS,** the By-Laws provide that the minutes of actions taken at meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors be approved by the Board; and

**WHEREAS,** pursuant to Section 4(f) of the New Jersey Public Transportation Act of 1979, the minutes of actions taken at the June 8, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. were forwarded to the Governor on June 14, 2022;

**NOW, THEREFORE, BE IT RESOLVED** that the minutes of actions taken at the June 8, 2022 Board Meetings of the New Jersey Transit Corporation, NJ TRANSIT Rail Operations, Inc., NJ TRANSIT Bus Operations, Inc., NJ TRANSIT Mercer, Inc., and NJ TRANSIT Morris, Inc. Board of Directors' meetings are hereby approved.

**Philip D. Murphy,** Governor
**Sheila Y. Oliver,** Lieutenant Governor
**Diane Gutierrez-Scaccetti,** Commissioner
**Kevin S. Corbett,** President & CEO

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT
DATE: JULY 20, 2022
SUBJECT: PRESIDENT & CEO'S REPORT – JULY 2022

Beginning today with updates on initiatives to help enhance accessibility to transit, on June 14th NJ TRANSIT held its first-ever Accessibility Forum, with more than 250 people attending online and in-person. The forum was designed to educate the public on the many services and features that make our system as accessible and inclusive as possible, and to provide an opportunity for public feedback and have questions answered. Customers who were not able to attend can view the presentation online at njtransit.com/accessibility. Continuing with opportunities to improve accessibility, last month NJ TRANSIT won another important FTA grant, provided through the FTA's *Areas of Persistent Poverty Program*. NJ TRANSIT will now leverage this $520,000 grant as a first step in implementing a series of accessibility, service, and customer experience improvements on our Newark Light Rail system.

Thanks to our extensive and successful grant application efforts, NJ TRANSIT also received last month an additional FTA grant – this one for $514,000, provided through the FTA's *Route Planning Restoration Program* – to study the current bus network in Hudson County and its surrounding areas. Like NewBus Newark and NewBus Burlington-Camden-Gloucester, NewBus Hudson will include a detailed performance analysis of the existing system, along with a robust outreach effort and identification of emerging travel destinations, with implementable service recommendations.

Given the number of items on tonight's agenda, I'll highlight just a few items up for Board approval. The Board will consider approval of our FY23 Operating Budget, which will allow NJ TRANSIT to maintain and even enhance current service levels without increasing fares for a fifth consecutive year under the Murphy Administration. We will also introduce a significant update to our FY21-FY25 Five-Year Capital Plan, which promises to build on the significant transformation underway at NJ TRANSIT by continuing to improve reliability, on-time performance, customer comfort, and the overall customer experience. We will also seek Board approval to once again advance the design of our Hudson-Bergen Light Rail Northern Branch project, which will actually put the "Bergen" in the Hudson-Bergen Light Rail. In alignment with our new Sustainability Plan now in active development, the Board will consider authorizing the installation of 62 electric vehicle charging stations at nine NJ TRANSIT facilities, to support the transition of our fleet of non-revenue vehicles to electric. In addition, the Board will consider a mid-life rehabilitation campaign for 200 NJ TRANSIT North American Bus Industries, or NABI, buses. Finally, the Board will vote to approve a new agreement with the Police Benevolent Association #304 union, which covers NJTPD Officers and Detectives.

Shifting gears to infrastructure updates, the overall Gateway Program took several important steps forward over the past month. On June 9th, I was proud to speak at a press conference announcing a new RFP for the design of a multi-billion-dollar reimagining of Penn Station New York (PSNY). In addition, last month Amtrak – in partnership with NJ TRANSIT and in coordination with MTA – entered into a contract with a team led by Arup Group to begin designing options to build additional platforms, concourses, and tracks at PSNY. In conjunction with the Portal North Bridge and the Hudson Tunnel Project, this project will one day enable NJ TRANSIT to roughly double capacity into PSNY, and significantly improve reliability for customers. On July 5th, Governors Murphy and Hochul signed the Phase One Memorandum of Understanding for both the Portal North Bridge and the Hudson Tunnel Projects. Although we are not the lead agency on the Hudson Tunnel Project, we look forward to working with all our project partners to get shovels in the ground as soon as possible on this project that is so critical to NJ TRANSIT's future.

While PSNY is certainly important, NJ TRANSIT's own historic Hoboken Terminal is set to undergo a transformation as well, restoring it to one of the crown jewels of our system. Governor Murphy has allocated $176 million to the upgrades and development of Hoboken Terminal and the area surrounding the terminal. In concert with this commitment, on July 6th, Hoboken's City Council approved a Redevelopment Agreement with LCOR that will kickstart a series of public improvements both inside and outside the Terminal. Named "Hoboken Connect," these improvements include significant renovations to the historic station building, the bus and ferry terminals, PATH infrastructure, and the surrounding streetscape. Including his commitment to Hoboken, the Governor has allocated a total of $814 million to seven NJ TRANSIT stations – including more than $440 million for Newark Penn Station and Walter Rand Transportation Center in Camden – allowing NJ TRANSIT to accelerate these important projects that otherwise would have had to wait years until funding was available. The end result will be significant improvements to the overall customer experience – delivered much more expeditiously – at stations throughout our system.

# PRESIDENT & CEO'S MONTHLY REPORT

## July 20, 2022

# PRESIDENT & CEO'S MONTHLY REPORT
# July 20, 2022

1. PERFORMANCE MEASURES

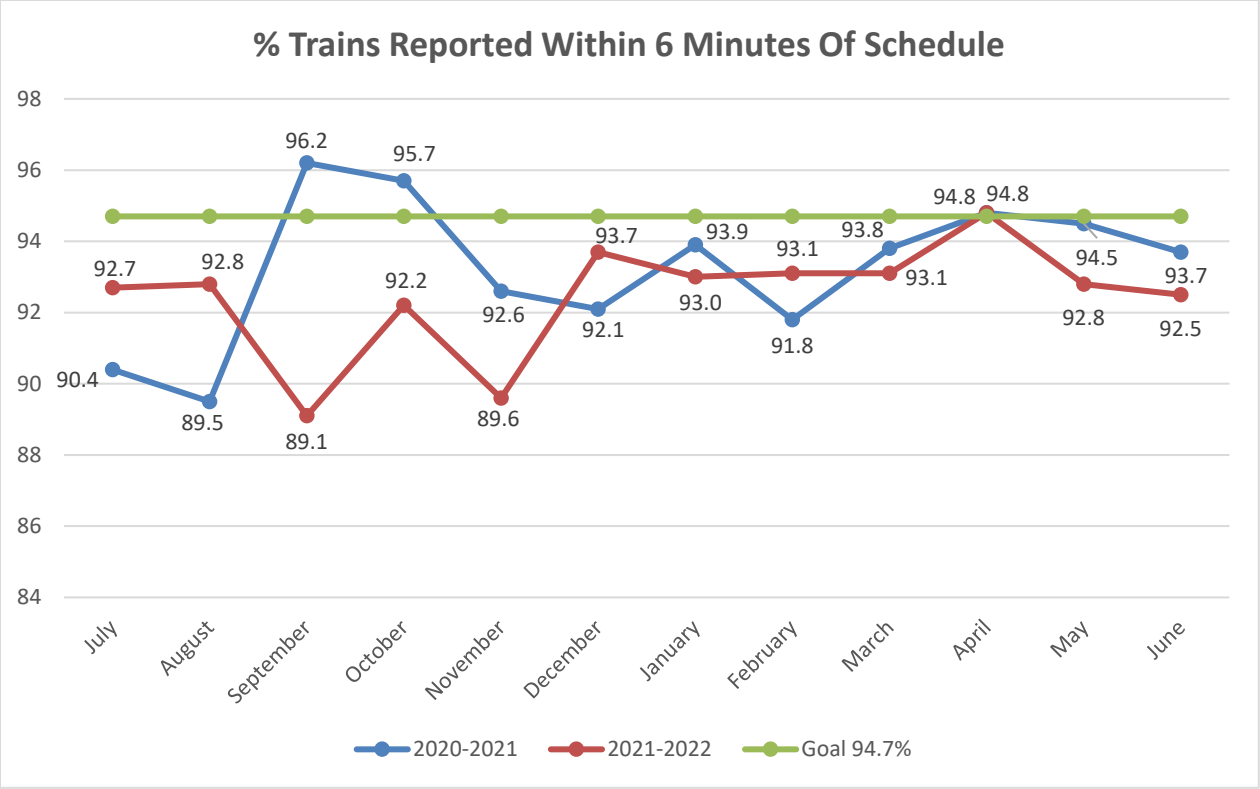
2. MEAN DISTANCE BETWEEN FAILURES

3. DBE/SBE PROGRAM

4. EMPLOYEE RECOGNITION

# PERFORMANCE MEASURES

# NJ TRANSIT
# ON-TIME PERFORMANCE
# RAIL
# JULY 2020 – JUNE 2022




| | 2021 | 2022 | %Change |
|---|---|---|---|
| **June Comparison** | 93.7% | 92.5% | -1.2% |
| **12-Month Average Jul. 2020 – June 2022** | 93.3% | 92.5% | -0.8% |

**Analysis:**

Rail On-time Performance was 92.5% for June 2022. Of the 18,129 trains scheduled to operate, 16,764 were on time, while 1,365 trains (or 7.5%) were delayed.

Key Causes included:

- Amtrak programmed maintenance, NJT man-power shortage and PTC mechanical issues contributed 306 delays on June 17.
- Amtrak police action and NJT programmed maintenance contributed 32 delays on June 26.
- Conrail programmed maintenance, NJT carryover delays, PTC mechanical issues, equipment issues contributed 81 delays on June 30.

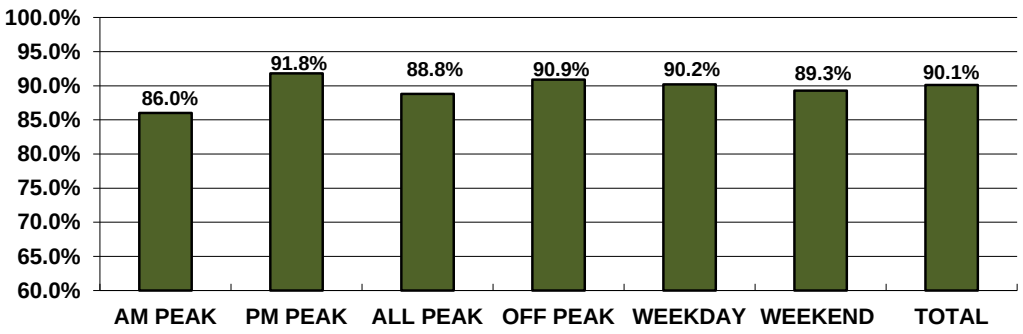
The 12-month Average for Rail On-Time Performance was 92.5%.

# ON-TIME PERFORMANCE
# RAIL

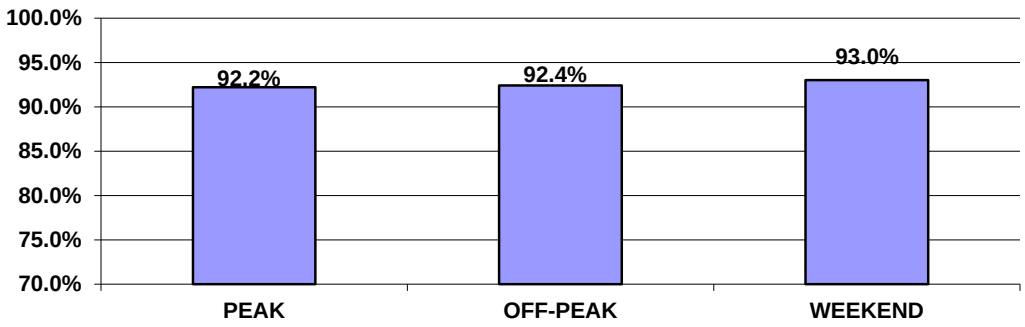
## SUMMARY BY TIME PERIOD
## June 2022

*** NOTE: A train is reported late if it arrives at its final station stop more than 5:59 minutes later than the advertised schedule.**

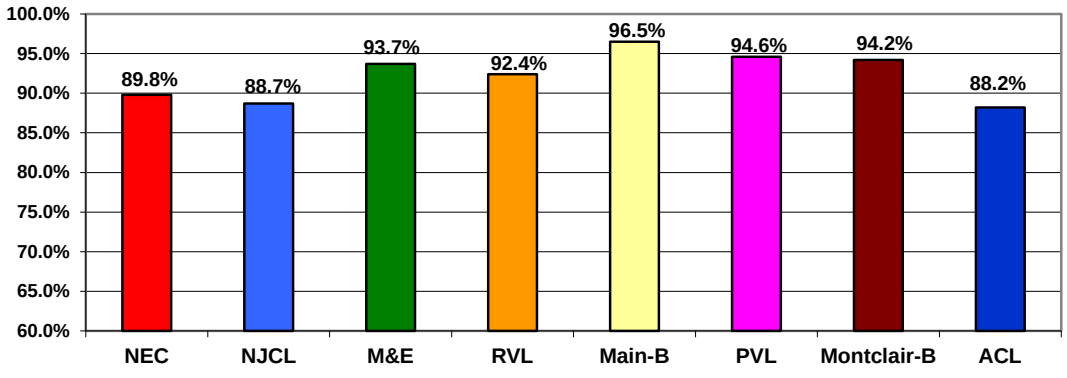
### % NEW YORK PENN STATION Trains Reported On Time *



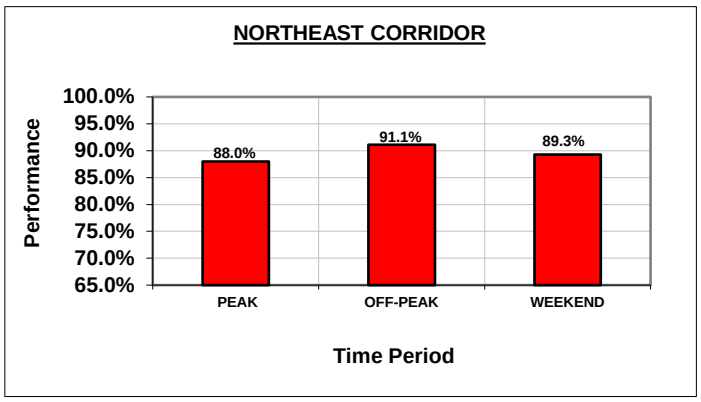

### % SYSTEMWIDE Trains Reported On Time

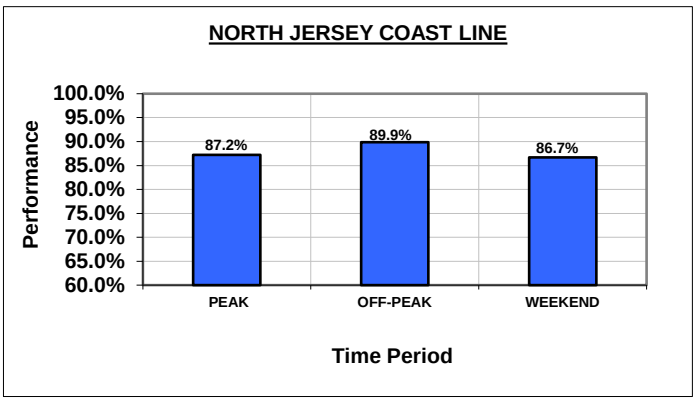


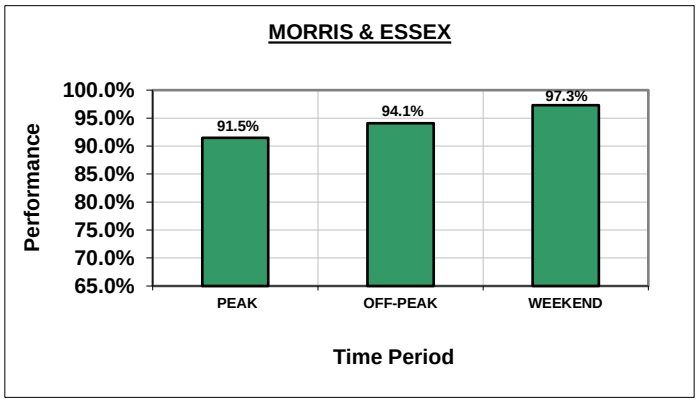

### % BY LINE Trains Reported On Time

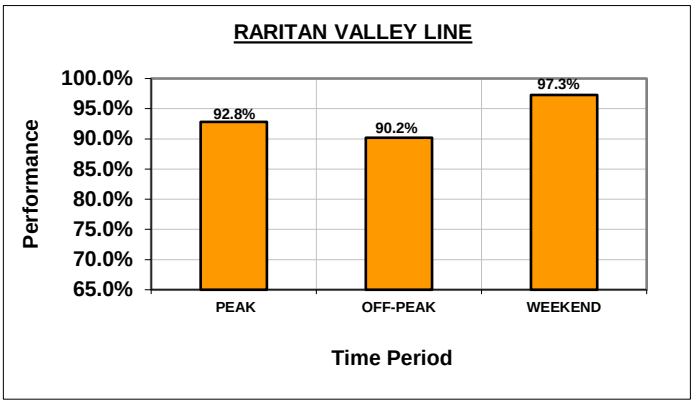


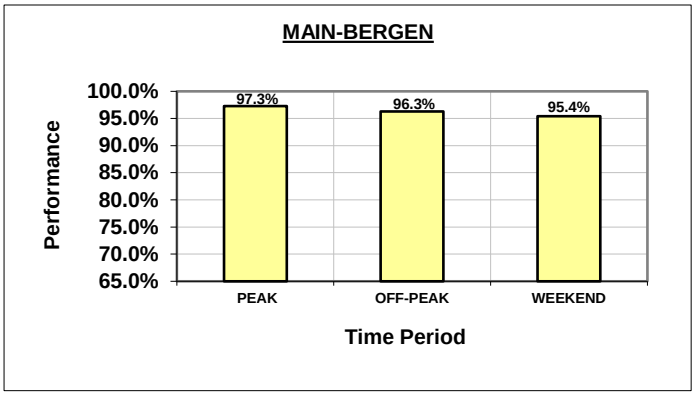
# ON-TIME PERFORMANCE
# BY RAIL LINE & TIME PERIOD
# June 2022

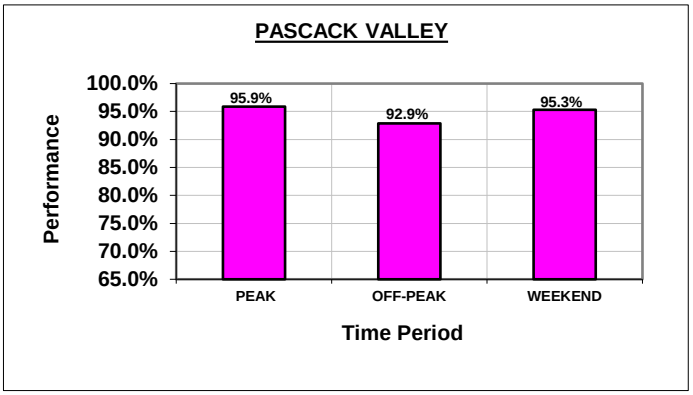


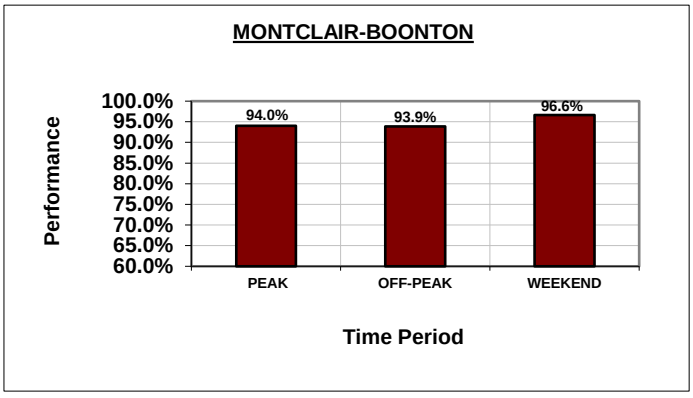



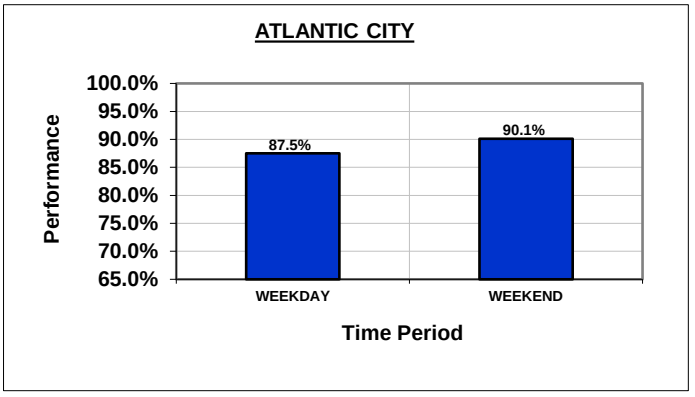



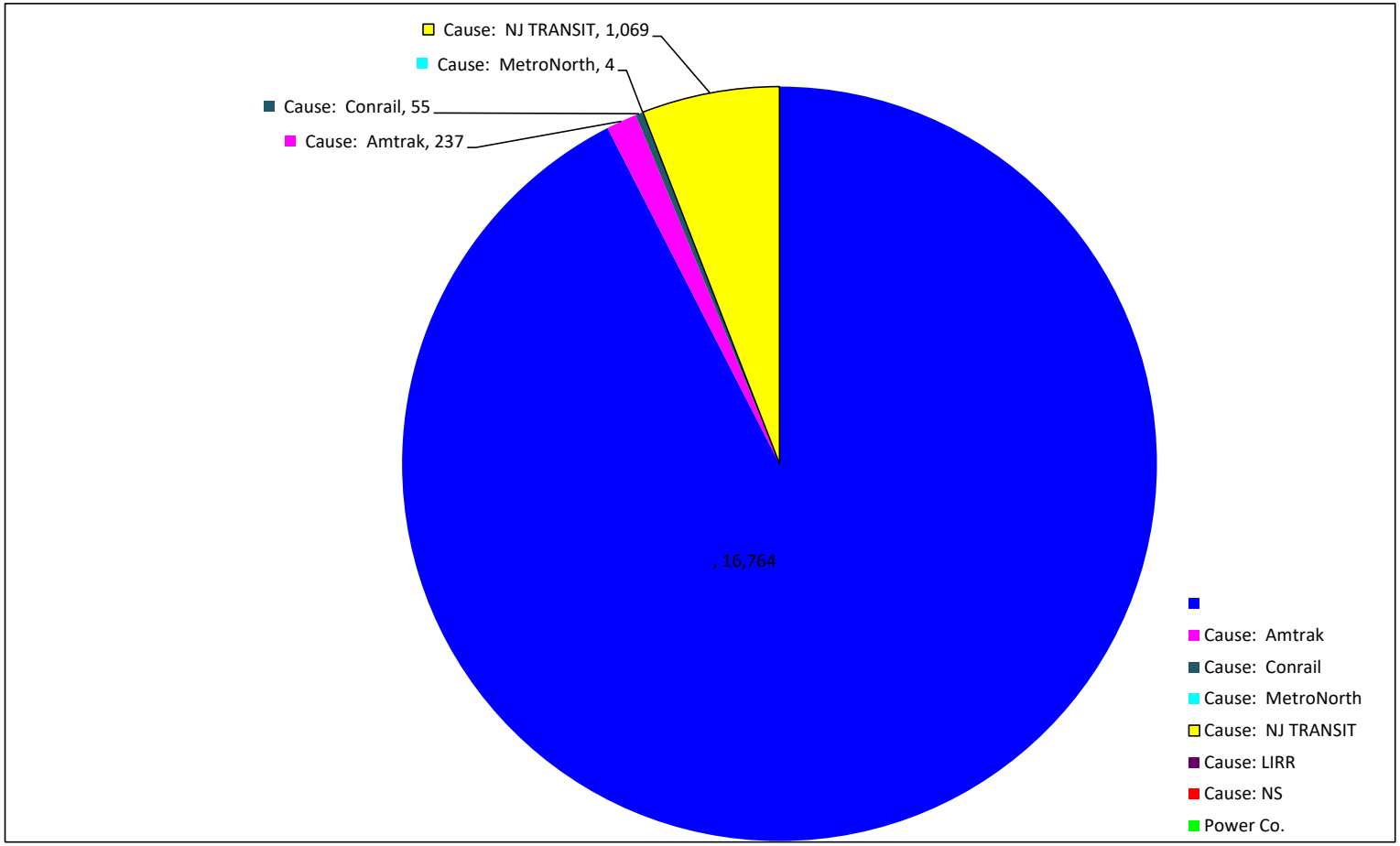



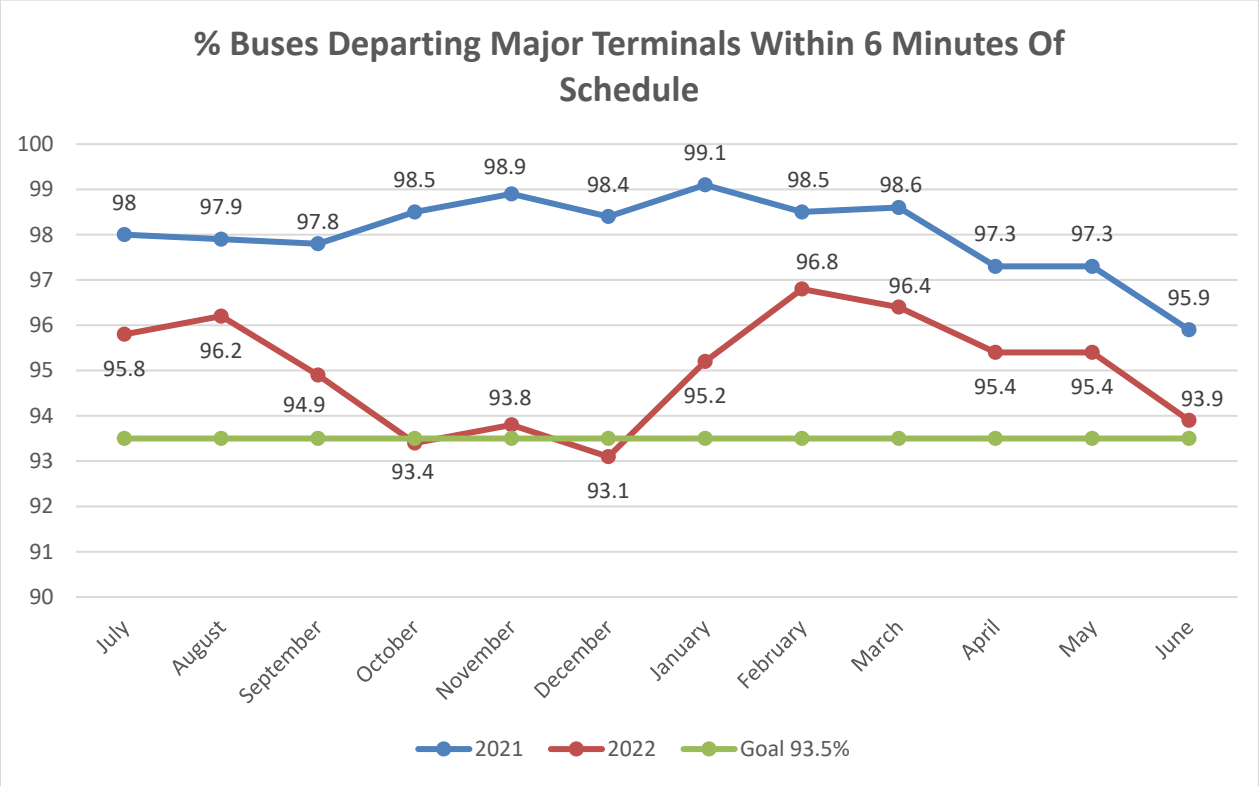
# NJ TRANSIT Performance - June 2022

## Late NJ TRANSIT Trains

| | | Cause: Amtrak | Cause: Conrail | Cause: MetroNorth | Cause: NJ TRANSIT | Cause: LIRR | Cause: NS | Power Co. |
|---|---|---|---|---|---|---|---|---|
| # of Trains On Time | 16,764 | 237 | 55 | 4 | 1,069 | | | |
| # of Late Trains | 1,365 | 1.31% | 0.30% | 0.02% | 5.90% | 0.00% | 0.00% | 0.00% |
| Total # of Trains | 18,129 | | | | | | | |
| Percentage On Time | 92.5% | | | | | | | |



# NJ TRANSIT
# ON-TIME PERFORMANCE
# BUS
# July 2020 – June 2022




| | 2021 | 2022 | %Change |
|---|---|---|---|
| **June Comparison** | 95.9% | 93.9% | -2.0% |
| **12-Month Average July 2020 – June 2022** | 98.0% | 95.0% | -3.0% |

**Analysis*:**

Bus On-Time Performance systemwide was 93.9% for the month of June 2022. Of the 44,788 monitored departures, 2750 experienced delays.

Key Causes included:

- At PABT on the 2nd and 3rd, weather and traffic caused delays. On the 7th, accidents on the Turnpike, Parkway and Rt. 3 caused delays. On the 19th, a disabled vehicle in the tunnel and an accident on the Turnpike contributed to delays. On the 16th, an accident in the tunnel caused up to 45 min. of delays. On the 20-21st, a tractor trailer fire on Rt. 495 and a downed pole on Rts. 1 and 9 caused delays.

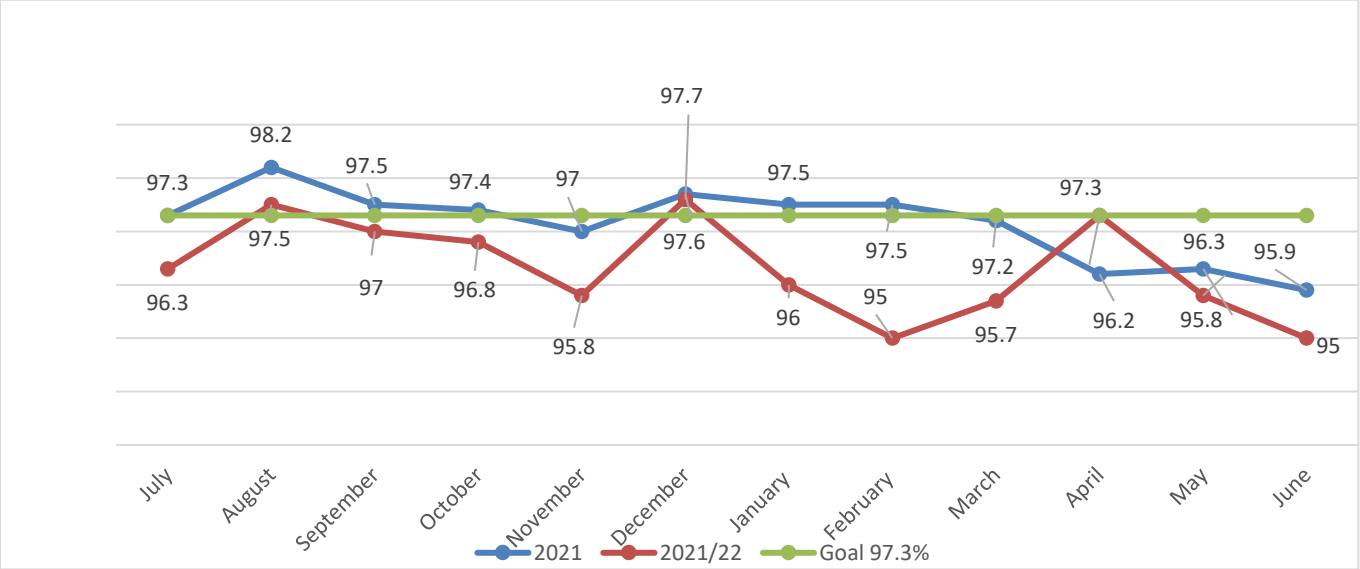
- At Newark Penn on the 2nd and 3rd, mechanical issues and road closures caused delays. On the 6th, downed wires, road closures and traffic caused delays.

- For various other locations, minor delays were due to weather, detours, and traffic.

- The 12-month average for Bus On-Time Performance was 95.0%.

* The higher than usual OTP is the result of the state-wide lockdowns and little to no traffic interference.

# NJ TRANSIT
# ON-TIME PERFORMANCE
# LIGHT RAIL
# July 2021 – June 2022




| | 2021 | 2022 | %Change |
|---|---|---|---|
| **June Comparison** | 95.9% | 95.0% | -0.9% |
| **12-Month Average July 2021 – June 2022** | 96.9% | 96.3% | -0.6% |

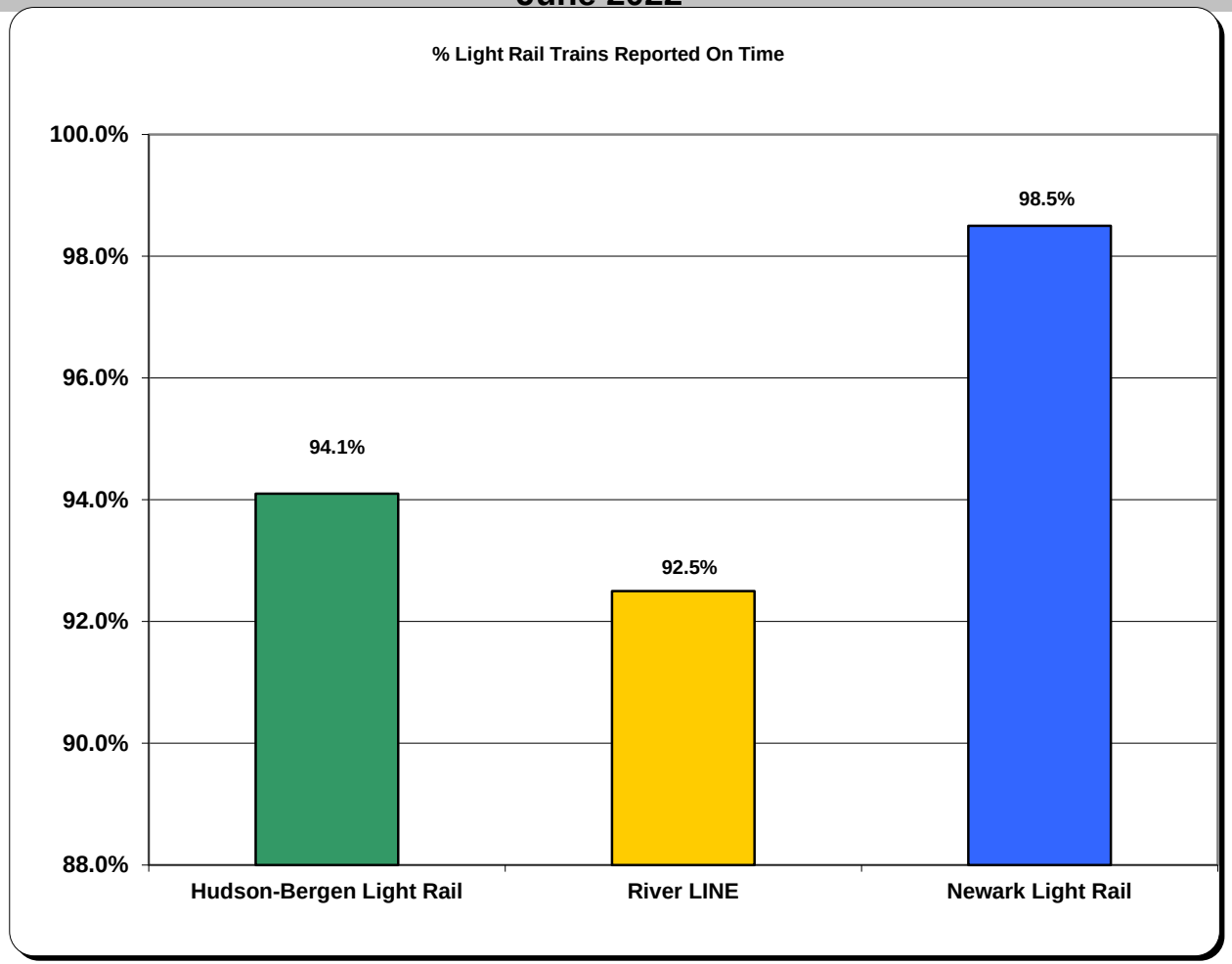
**Analysis:** Light Rail On-Time Performance system wide was 95% for the month of June. Of the 27,725 scheduled departures, 1,417 experienced delays.

**Key Causes included**:

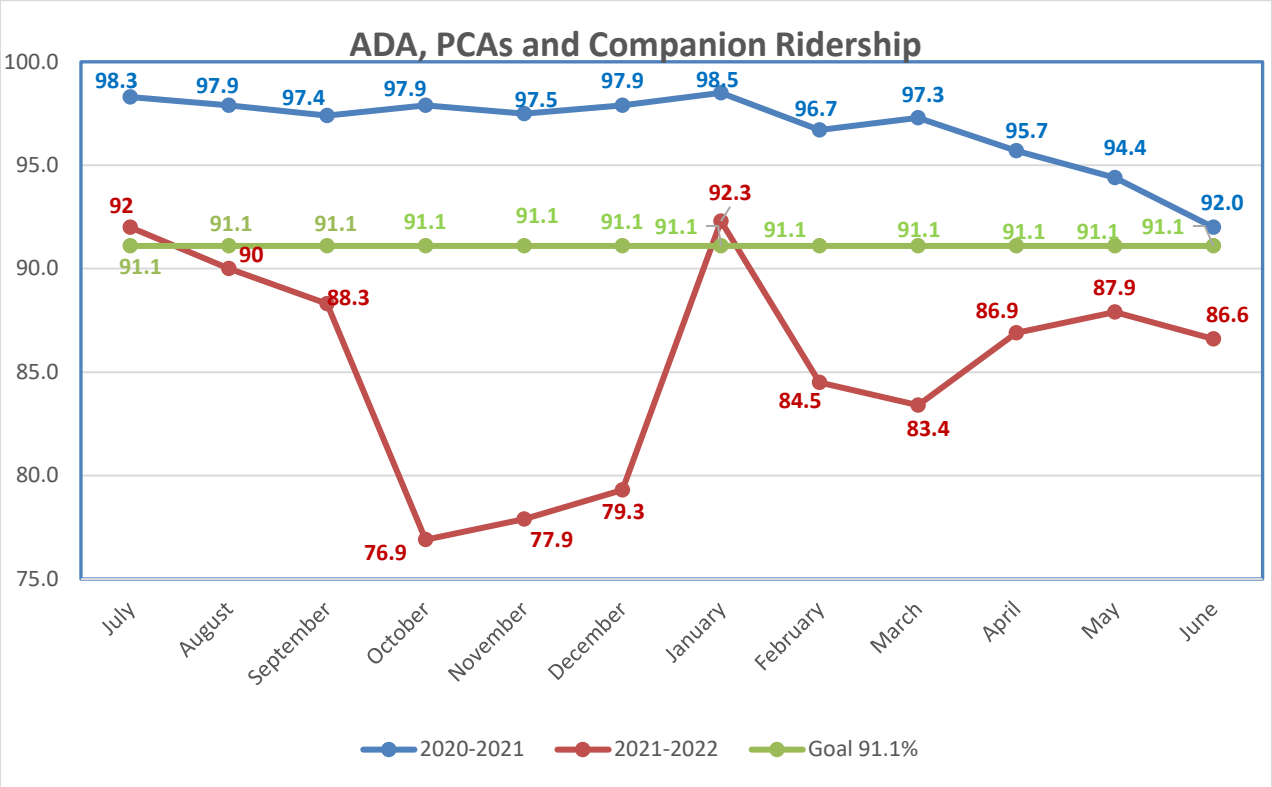
- **Newark Light Rail** – General maintenance taking place on multiple dates. Manpower shortages on 6/8, 6/14, 6/22, 6/23, 6/24, 6/27, and 6/28 affected 57 trains. Mechanical issues affected 52 trains on 6/10.
- **River LINE** – Incidents involving general maintenance taking place across multiple dates. Incidents involving passengers on 6/13, 6/27, and 6/30 affected 10 trains. Track obstructions on 6/15 and 6/30 affected 7 trains.
- **HBLR –** Police activity on 6/1, 6/2, 6/4, 6/5, 6/6, 6/9, 6/11, 6/12, 6/13, 6/14, 6/16, 6/18, 6/19, 6/20 6/22, 6/27, 6/29, and 6/30 affected 142 trains. Motor vehicle on tracks on 6/4, 6/11, 6/17, and 6/26 affected 87 trains. Equipment issue on 6/3 impacted 160 trains.
- The 12-month Average for Light Rail On-Time Performance is 96.3%

# ON-TIME PERFORMANCE
# LIGHT RAIL

## SUMMARY BY LINE
## June 2022



# NJ TRANSIT
# ON-TIME PERFORMANCE
# ACCESS LINK
# JULY 2021–JUNE 2022




| | 2021 | 2022 | %Change |
|---|---|---|---|
| **June Comparison** | 92.0% | 86.6% | -5.4% |
| **June Ridership** | 99,614 | 110,416 | 10,802 |
| **12-Month Average July 2021 – June 2022** | 96.8% | 85.5% | -11.3% |

**Analysis:**

Access Link On-Time Performance was 86.6% for June 2022. In serving 120,969 total customers for 110,416 trips, 14,776 (or 13.4%) experienced delays.

Key Causes included:

- Regions 2, 5 & 6, 45-60 minute delays due to operator availability
- Customer cancellations and no-shows
- Delays throughout the month due to increased traffic volume and congestion

The 12-month Average for Access Link On-Time Performance was 86.2%.

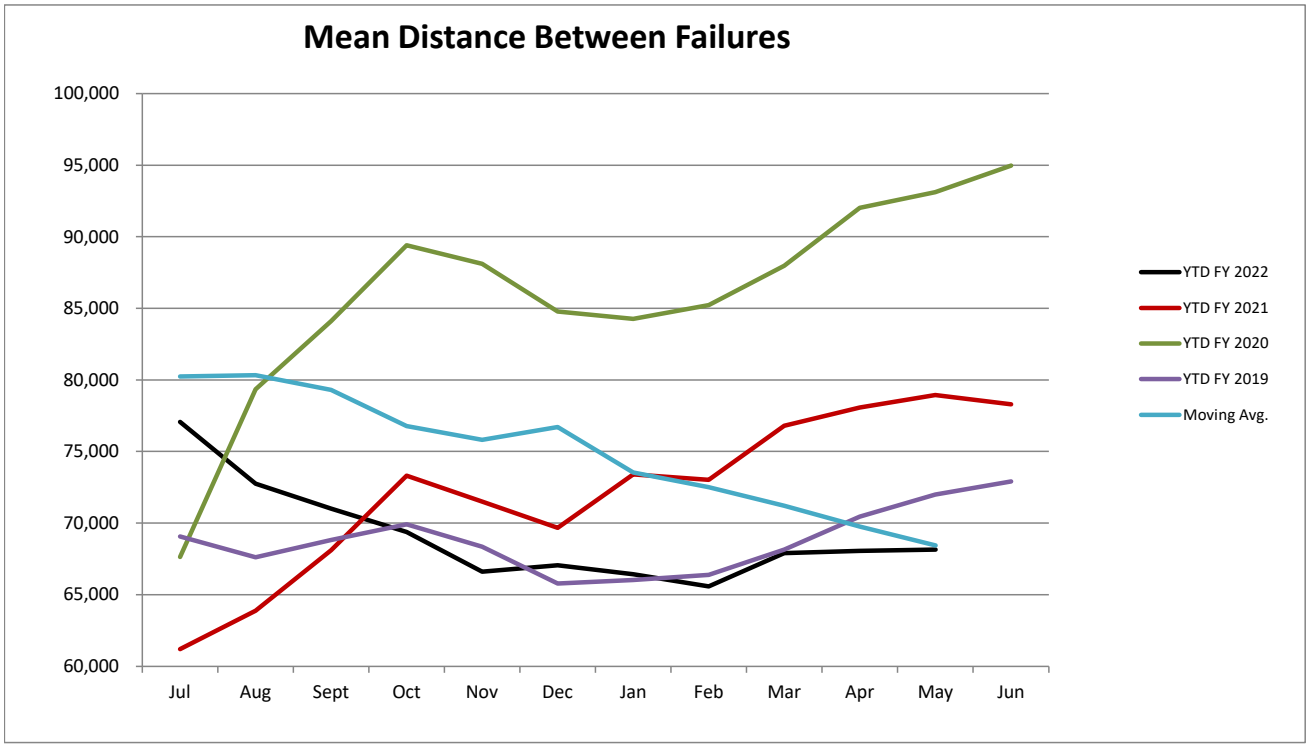
# MEAN DISTANCE BETWEEN FAILURES

**May 2022**

**NJ TRANSIT Rail Operations**

**Mean Distance Between Failures**

| Month | YTD FY 2022 | YTD FY 2021 | YTD FY 2020 | YTD FY 2019 | 12 Month Moving Avg. |
|---|---|---|---|---|---|
| Jul | 77,087 | 61,198 | 67,634 | 69,055 | 80,232 |
| Aug | 72,743 | 63,891 | 79,350 | 67,612 | 80,333 |
| Sept | 71,005 | 68,109 | 84,111 | 68,823 | 79,307 |
| Oct | 69,368 | 73,320 | 89,410 | 69,913 | 76,783 |
| Nov | 66,597 | 71,498 | 88,101 | 68,356 | 75,824 |
| Dec | 67,060 | 69,664 | 84,773 | 65,796 | 76,713 |
| Jan | 66,433 | 73,392 | 84,273 | 66,025 | 73,526 |
| Feb | 65,594 | 73,030 | 85,233 | 66,391 | 72,516 |
| Mar | 67,894 | 76,790 | 87,973 | 68,141 | 71,219 |
| Apr | 68,050 | 78,072 | 92,007 | 70,447 | 69,751 |
| May | 68,153 | 78,962 | 93,119 | 71,986 | 68,454 |
| Jun | - | 78,300 | 94,969 | 72,930 | - |

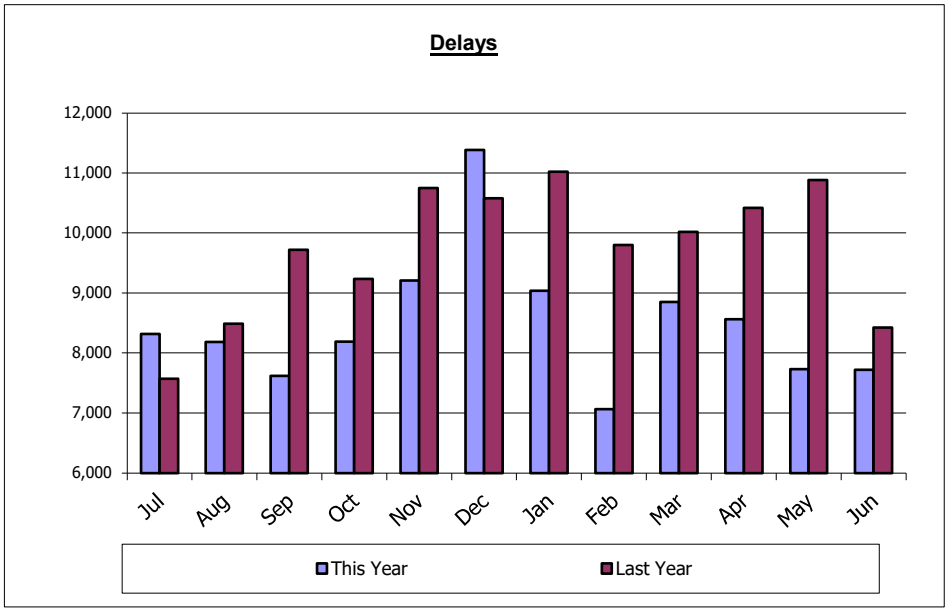



*** FY2022 Numbers reflect start of FY2022**

# Garage Performance Parameters

## June 2022

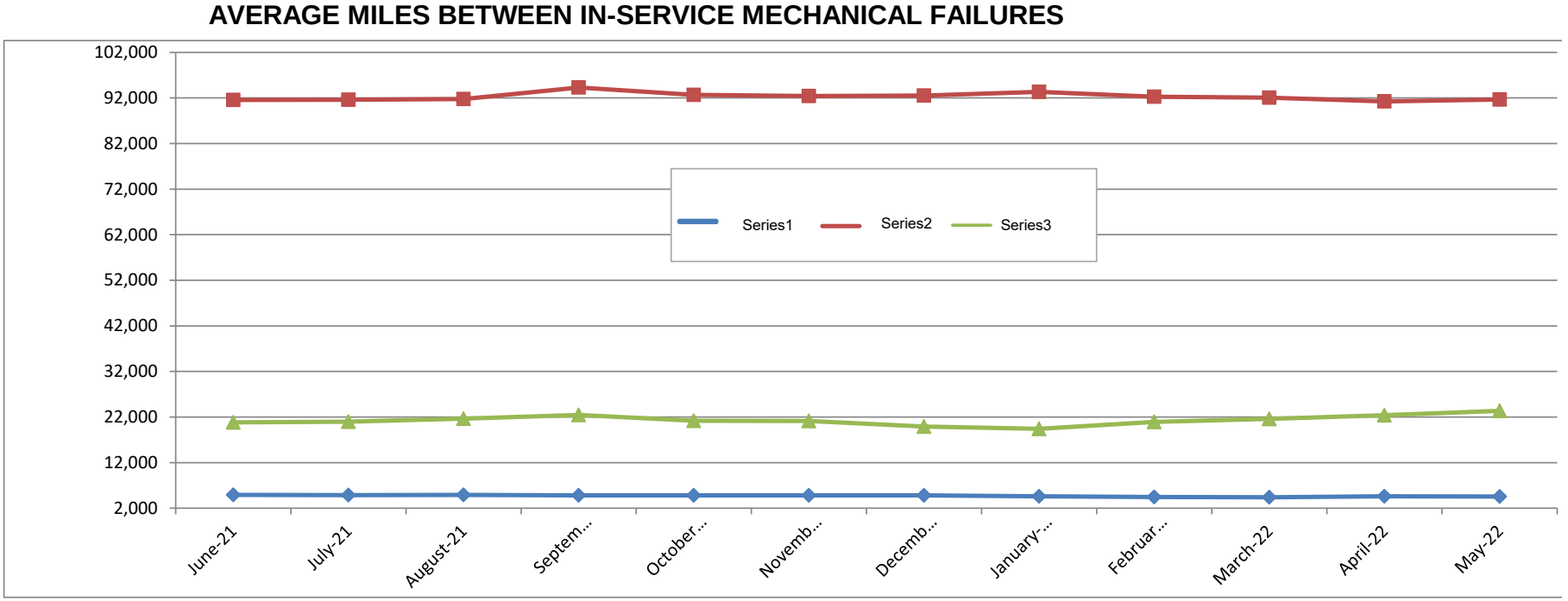
| Location | Miles Between In-Service Delays | | | |
|---|---|---|---|---|
| | FY2022 Goal | This Month | FY2022 YTD | FY2021 YTD |
| Fairview | 5,500 | 6,227 | 5,881 | 4,806 |
| Greenville | 7,000 | 3,992 | 5,219 | 5,356 |
| Market Street | 8,000 | 3,247 | 3,942 | 5,528 |
| Meadowlands | 9,500 | 6,353 | 6,695 | 5,571 |
| Oradell | 10,000 | 11,008 | 6,575 | 7,896 |
| Wayne | 16,000 | 12,021 | 14,437 | 17,632 |
| **Northern Division** | **-** | **6,722** | **6,711** | **7,308** |
| Big Tree | 8,800 | 4,337 | 5,294 | 5,473 |
| Hilton | 10,200 | 7,076 | 6,960 | 8,093 |
| Howell | 16,750 | 20,865 | 26,142 | 30,712 |
| Ironbound | 9,600 | 7,433 | 7,537 | 9,561 |
| Orange | 9,250 | 2,987 | 3,947 | 4,990 |
| Morris | 10,500 | 51,324 | 21,300 | 22,429 |
| **Central Division** | **-** | **6,900** | **7,945** | **9,433** |
| Egg Harbor | 15,000 | 11,713 | 12,956 | 15,213 |
| Hamilton | 13,000 | 6,906 | 9,854 | 11,438 |
| Newton Avenue | 14,000 | 12,370 | 15,964 | 16,922 |
| Washington Twp. | 16,000 | 16,008 | 16,448 | 20,671 |
| **Southern Division** | **-** | **11,857** | **13,883** | **16,300** |
| | - | - | - | - |
| ***Bus Operations*** | ***-*** | ***7,719*** | ***8,393*** | ***9,581*** |



# NJ TRANSIT - LIGHT RAIL, May 2022

## Average Miles Between In Service Failures

| NJT LIGHT RAIL | MDBSF * May 2022 | MDBSF * April 2022 |
|---|---|---|
| Newark Light Rail | 4,566 | 4,619 |
| Hudson Bergen | 91,650 | 91,244 |
| River LINE | 23,352 | 22,422 |



# DBE/SBE PROGRAM

# NJ TRANSIT - DBE/SBE Participation for June 2022

## State Funded Contracts

**State Fiscal Year 2022 - July 1, 2021 through June 30, 2022**

During the month of June **2022** NJ TRANSIT awarded **$2,307,252.10** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **$0.00** or **0%.**

**State Fiscal Year 2022 YTD** (July 1, 2021, through June 30, 2022) NJ TRANSIT awarded **$228,424,398.27** in state funded contracts. Of that total, SBEs received **$20,781,233.35 or 9.10%.**

*Note: The above reflects the Procurement Report of Awards dated July 7, 2022.*

SBE Goal Attainment from July 1, 2021 through June 30, 2022 (SFY 2022)

| | | |
|---|---|---|
| *Category 1 SBEs* | $2,494,211.20 | 1.09% |
| *Category 2 SBEs* | $5,730,720.31 | 2.51% |
| *Category 3 SBEs* | $10,820,214.93 | 4.74% |
| *Category 4 SBEs* | $621,847.00 | 0.27% |
| *Category 5 SBEs* | $1,114,239.91 | 0.49% |
| *Category 6 SBEs* | $0.00 | 0.00% |

## FTA Funded Contracts (Updated on a quarterly basis– next update will occur October 2022)

**Federal Fiscal Year (FFY) 2022 - October 1, 2021 through September 30, 2022**

During the **3rd Quarter** (April 1, 2022 – June 30, 2022) the FTA funded share of NJ TRANSIT's federal contracts awarded was **$34,040,325.63**. Of that total, Disadvantaged Business Enterprises (DBEs) received **$6,592,746.62** or **19.37%.**

**FFY 2020 through FFY 2022 Q3** (October 1, 2019 – June 30, 2022) NJ TRANSIT awarded **$2,089,586,137.22**** in federally funded contracts. Of that total, DBEs received **$142,457,792.07** or **6.82%.**

**Numbers reflect federal share*
*** Number includes subrecipient awards*

## Transit Vehicle Manufacturer (TVM)[1] Awards

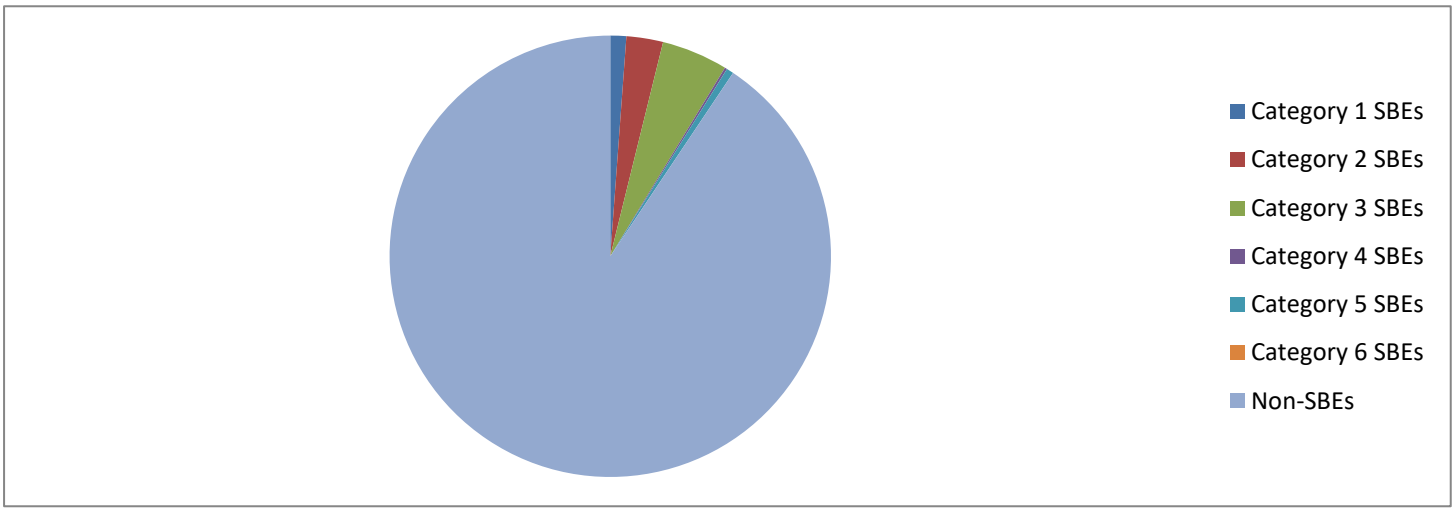
(Next update will occur in August 2022)

[1] Transit Vehicle Manufacturers (TVMs) will be reported to the President and CEO on a quarterly basis in the same manner that FTA-funded contracts are currently reported. TVMs are manufacturers whose primary business purpose is to build vehicles specifically for public mass transportation. The "TVM" designation indicates that the intended contract recipient/awardee has submitted to the Federal Transit Administration a plan to utilize Disadvantaged Business Enterprises on their contracts. NJ TRANSIT does not place a separate goal on Transit Vehicle Manufacturers.

STATE CONTRACTS
STATE FYTD 2022

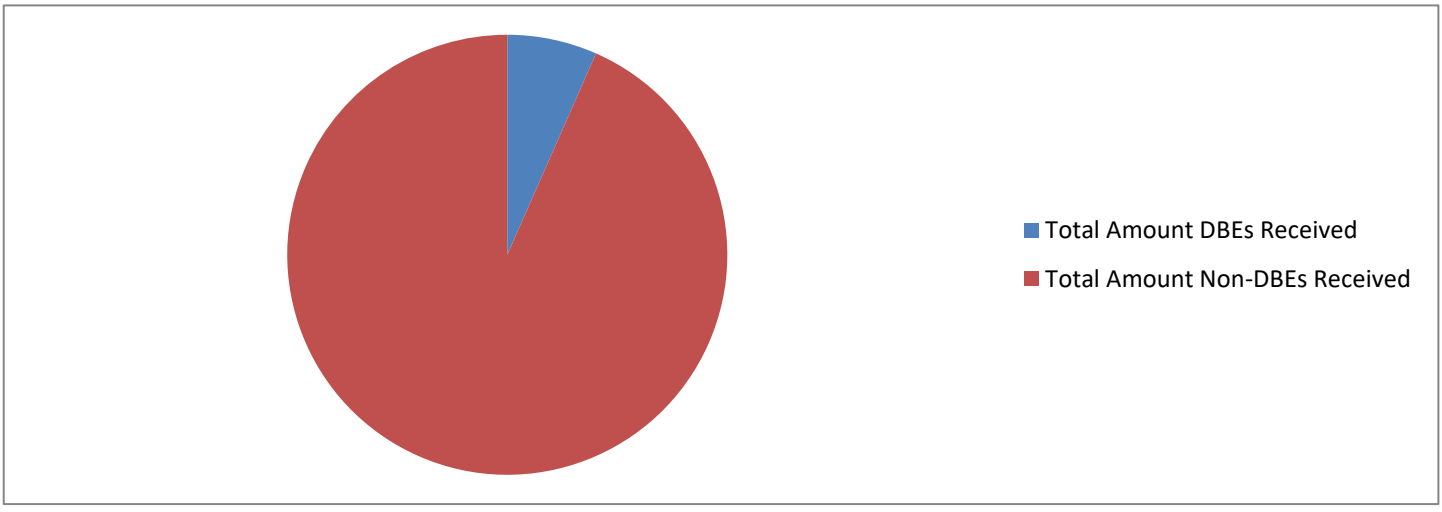


| | | |
|---|---|---|
| ***Category 1 SBEs*** | **$2,494,211.20** | **1.09%** |
| ***Category 2 SBEs*** | **$5,730,720.31** | **2.51%** |
| ***Category 3 SBEs*** | **$10,820,214.93** | **4.74%** |
| ***Category 4 SBEs*** | **$621,847.00** | **0.27%** |
| ***Category 5 SBEs*** | **$1,114,239.91** | **0.49%** |
| ***Category 6 SBEs*** | **$0.00** | **0.00%** |
| *Non-SBEs* | $207,643,164.92 | 90.90% |




DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FY 2020-2022

| | | |
|---|---|---|
| **Total Amount DBEs Received** | **$142,457,792.07** | **6.82%** |
| Total Amount Non-DBEs Received | $1,947,128,345.15 | 93.18% |



# EMPLOYEE RECOGNITION

**NJ TRANSIT employees bid farewell after outstanding careers**

The following NJ TRANSIT employees retired recently:

1. Reginald Belcher,TVM Terminal Agent -- Maplewood-- 14 years
2. Rudolph Butler, Supv Mechanical Desk -- Maplewood -- 33 years
3. Leonardo Cotte., Asst. Conductor -- Various -- 26 years
4. Ronald Croom, Asst. Conductor -- Maplewood-- 22 years
5. Felicia Farmer, Car Apperance Maintainer -- Maplewood-- 38 years
6. Richard Fryer, Conductor -- Maplewood--37 years
7. Noel Gunter, Supdt. Cars-- Various -- 34 years
8. Leslie Henry, Asst. Conductor. -- Maplewood-- 23 years
9. Randall Kleban, Carman-- Maplewood-- 32 years
10. Kesha Muhammad, Asst. Superintendent Rail Revenue -- NY Penn Station -- 32 years
11. Charles Pionegro, Foreman MOE Vacation/Relief --Maplewood -- 34 years
12. James Quinn, Conductor -- Maplewood -- 48 years
13. Catherine Rashada, Mgr Field Opps Revenue -- Various -- 32 years
14. Charles Thiel, Trng Instructor-ET -- Maplewood -- 10 years
15. Wesley Youmans, Locomotive Engineer -- Maplewood-- 46 years
16. George Tabron, Mechanic A -- Newark Bus -- 14 years
17. Winston Ancheta, Starter-- AC/Term -- 27 years
18. Alex A Fierro, Operator -- Greenville -- 28 years
19. Pierre W Pasteur, Repairman A -- Hilton -- 26 years
20. Larry D Taylor, Operator -- Big Tree -- 22 years
21. Yaneth Angel, Operator -- Market St.-- 17 years
22. Piotr Rozycki, Operator -- Meadowlands -- 22 years
23. Ramesh A Bhavasar, Proj. Engineer-- Penn Plaza -- 19 years
24. Gregory Diaz, Dir. Prop. Mgmt-- Penn Plaza -- 36 years
25. Michael Gray, Mgr Term Ops -- Fairview-- 39 years
26. Ronald D Nichols, Chief Light Rail -- Penn Plaza -- 32 years
27. Angel M Vazquez Jr, Genl Supt NLR -- VBF -- 21 years

# ACTION ITEMS

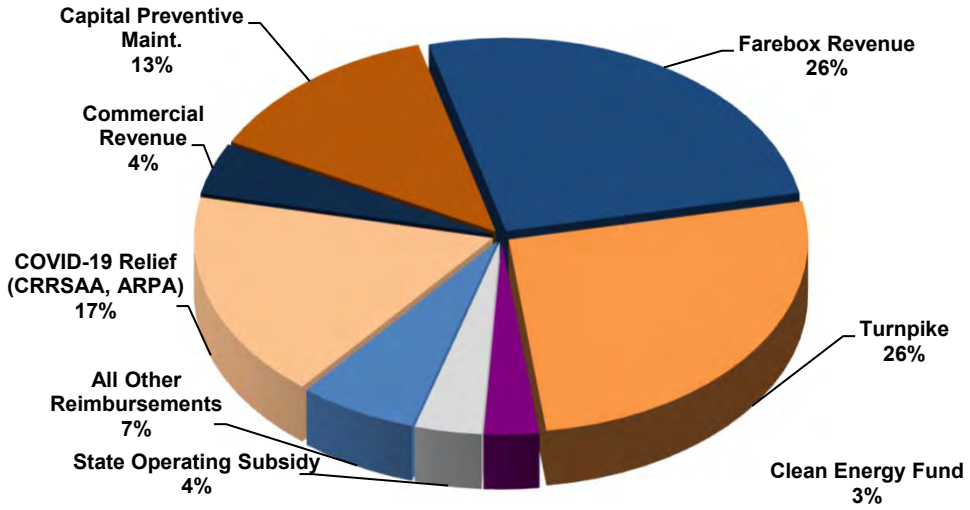
# NJ TRANSIT
# FY23 Operating Budget

**JULY 2022**

# Agenda


| Topic | Slide |
|---|---|
| FY23 Operating Budget - Revenues | |
| Summary by Revenue Category | 3 |
| Farebox Revenue Forecast | 4 |
| Net Revenue Forecast FY22 - FY26 | 5 |
| FY23 Operating Budget - Expenditures | |
| Summary by Expenditure Category | 6 |
| Expenditure Budget Item Detail | 7 - 9 |
| Expenditure Budget by Department | 10 |

# FY23 Operating Budget – Summary by Revenue Category

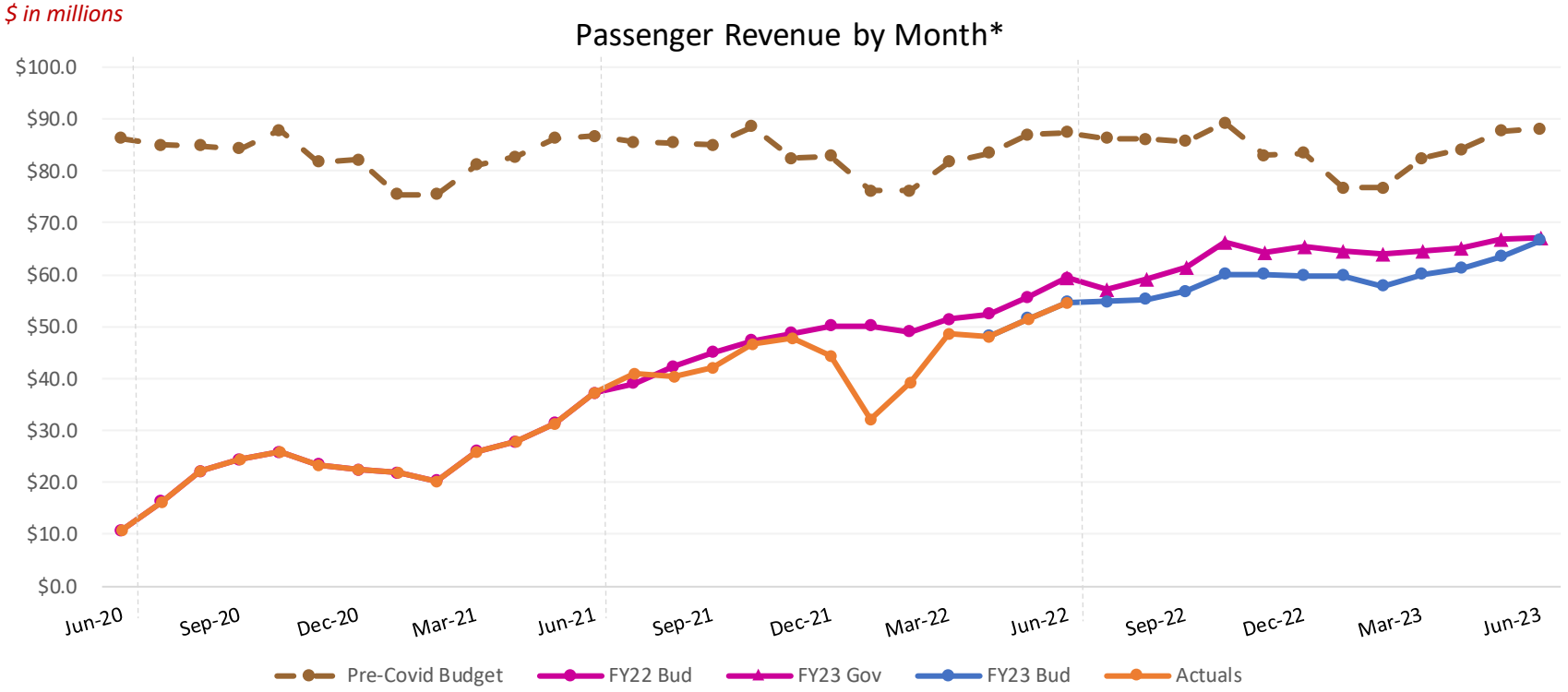



| ($ in millions) | FY22 Budget | FY22 Forecast | FY23 Budget | FY23B vs. FY22B Δ $ | FY23B vs. FY22B Δ % | FY23B vs. FY22F Δ $ | FY23B vs. FY22F Δ % |
|---|---|---|---|---|---|---|---|
| Farebox | $ 590.7 | $ 535.3 | $ 716.0[1] | $ 125.3 | 21.2% | $ 180.7 | 33.8% |
| Commercial Revenue | 79.6 | 104.6 | 118.7 | 39.1 | 49.1% | 14.1 | 13.5% |
| State Operating Subsidy | 100.0 | 100.0 | 100.0 | - | - | - | - |
| Turnpike Funding | 325.0 | 325.0 | 721.0 | 396.0 | 121.8% | 396.0 | 121.8% |
| Clean Energy Fund | 82.1 | 82.1 | 82.1[3] | - | - | - | - |
| Capital Preventive Maint. | 362.0 | 362.0 | 362.0 | - | - | - | - |
| Other Reimbursements | 154.7 | 182.7 | 176.4 | 21.7 | 14.0% | (6.3) | (3.4%) |
| COVID-19 Relief | 955.4 | 1,030.7 | 479.3[2] | (476.1) | (49.8%) | (551.4) | (53.5%) |
| **Total Resources** | **$ 2,649.5** | **$ 2,722.4** | **$ 2,755.5** | **$ 106.0** | **4.0%** | **$ 33.1** | **1.2%** |

*[1] $716.0m revised farebox revenue, down $50.2m from $766.2m in Governor's Budget Proposal*
*[2] $479.3m revised COVID-19 Relief, up $50.2m from $429.1m in Governor's Budget Proposal*
*[3] Eligible uses now include "bus electrification, and other clean energy projects".*

# Farebox Revenue Forecast

*$ in millions*




- Assumes no fare increases
- FY21 Actual $299.1m or ~30% Pre-COVID
- FY22 Forecast $535.3m is ~53% Pre-COVID ($55.4m lower than FY22 Budget of $590.7m or ~59% Pre-COVID)
- FY23 $716.0m is ~71% of Pre-COVID ($50.2m lower than FY23 Governor's Budget of $766.2m, or ~76% Pre-COVID)
- Farebox revenue return to 76% by June 2023
- 10% - 15% long term impact of passengers with remote/flexible work arrangements

*Developed by NJ Transit Finance and Planning in consultation with external consultant

# Budget Forecast FY22 – FY26

Scenario Planning

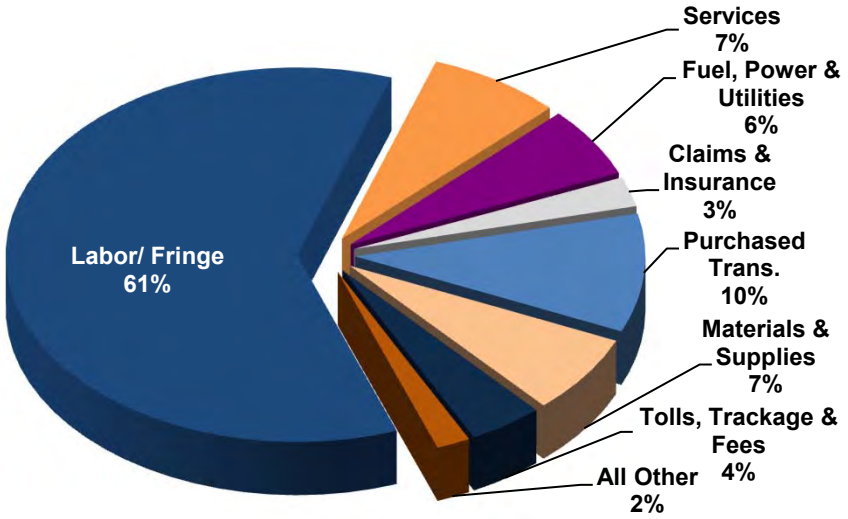
| Resources | FY22 Budget | FY22 Forecast | FY23 Budget | FY24 Prelim. | FY25 Forecast | FY26 Forecast |
|---|---|---|---|---|---|---|
| Farebox | $590.7 | $535.3 | $716.0 | $831.5 | $848.8 | $852.3 |
| Commercial Revenue | 79.6 | 104.6 | 118.7 | $121.0 | 124.7 | 128.4 |
| State Operating Subsidy | 100.0 | 100.0 | 100.0 | $100.0 | 100.0 | 100.0 |
| Turnpike Funding | 325.0 | 325.0 | 721.0 | $440.0 | 455.0 | 470.0 |
| Clean Energy Fund | 82.1 | 82.1 | 82.1 | $82.1 | 82.1 | 82.1 |
| Capital Preventive Maintenance | 362.0 | 362.0 | 362.0 | $362.0 | 362.0 | 362.0 |
| Other Reimbursements | 154.7 | 182.7 | 176.4 | $176.4 | 176.4 | 177.9 |
| COVID-19 Relief (CARES, CRRSAA, ARPA) | 955.4 | 1,030.7 | 479.2 | $746.8 | 795.3 | 16.1 |
| **Total Resources** | **$2,649.5** | **$2,722.4** | **$2,755.5** | **$2,859.8** | **$2,944.3** | **$2,188.8** |
| **Total Expenditures** | **$2,649.5** | **$2,596.3** | **$2,755.5** | **$2,859.8** | **$2,944.3** | **$3,031.5** |
| **Net Resource to Expense** | **$0.0** | **$126.1** | **$0.0** | **$0.0** | **$0.0** | **($842.6)** |
| ***COVID-19 Relief Funding Remaining*** | ***$2,112.7*** | ***$2,037.4*** | ***$1,558.1*** | ***$811.4*** | ***$16.1*** | ***$0.0*** |

**COVID-19 relief funding fully utilized in Q1 FY26**

- Farebox revenue:
  - Assumes no fare increases
  - Return to 82% of Pre-COVID levels in FY26
  - 10% - 15% of Passengers working remotely or flexible work arrangement
- Major annual funding assumptions:
  - $362m Preventive & Capital Maintenance
  - $100m State Operating Subsidy
  - $82m Clean Energy Fund

NJTRANSIT The Way To Go.®

# FY23 Operating Budget – Summary by Expense Category




| ($ in millions) | FY22 Budget | FY22 Forecast | FY23 Budget | FY23B vs. FY22B Δ $ | FY23B vs. FY22B Δ % | FY23B vs. FY22F Δ $ | FY23B vs. FY22F Δ % |
|---|---|---|---|---|---|---|---|
| Labor | $ 875.4 | $ 845.1 | $ 929.0 | $ 53.6 | 6.1% | $ 83.9 | 9.9% |
| Fringe Benefits | 715.2 | 727.8 | 746.4 | 31.2 | 4.4% | 18.6 | 2.6% |
| Services | 192.4 | 221.8 | 205.4 | 13.0 | 6.8% | (16.4) | (7.4%) |
| Fuel & Power | 112.1 | 97.7 | 113.0 | 0.9 | 0.8% | 15.3 | 15.7% |
| Utilities | 48.8 | 49.6 | 53.9 | 5.1 | 10.5% | 4.3 | 8.7% |
| Purchased Transportation | 287.0 | 234.5 | 281.4 | (5.6) | (2.0%) | 46.9 | 20.0% |
| Materials & Supplies | 181.2 | 189.6 | 189.3 | 8.1 | 4.5% | (0.3) | (0.2%) |
| Tolls, Trackage & Fees | 103.1 | 104.3 | 114.6 | 11.5 | 11.2% | 10.3 | 9.9% |
| Claims & Insurance | 83.3 | 85.3 | 70.8 | (12.5) | (15.0%) | (14.5) | (17.0%) |
| All Other Expenses | 51.0 | 40.6 | 51.7 | 0.7 | 1.4% | 11.1 | 27.3% |
| **Total Expenses** | **$ 2,649.5** | **$ 2,596.3** | **$ 2,755.5** | **$ 106.0** | **4.0%** | **$ 159.2** | **6.1%** |

# FY23 Operating Budget: $2.75 Billion (4% Increase from FY22)

*$ in millions*



# FY23 Operating Budget – 2.6% Mandatory & Contractual Increases



## Contractual Escalations 0 FTE, $84.0m

- Contractual labor agreements
- Security contract
- PABT Bus toll and parking
- Amtrak trackage fees
- Existing IT contract cost increases
- Wireless carrier cost increases including that of Bus onboard ticket validators



## State and Federal Mandates 20 FTE, $5.2m

- Staffing and funding for General Counsel Department
- Expanded Rail mechanical training programs
- Additional Capital Program FTE to support expanded capital improvement programs
- EEO management training
- Contractual increase for Drug & Alcohol Oversight Program
- Additional HC for whistle-blower program



## Reductions ($20.8m)

- Liability insurance premium budget reduction
- Adjustment for pace of hiring vacant positions
- Purchased transportation budget reduction
- Consolidate software spending
- Bus parts budget reduction due to new bus warranties
- Reduced bank fees and armored car services

# FY23 Operating Budget – 1.4% Discretionary Increases

## Discretionary Improvements 62 FTE, $37.7m



**Ensure the reliability and continued safety of our transit system**

- Additional operational staffing in Rail Infrastructure / Engineering, Mechanical, and Transportation departments (30 FTE, $10.1m)
- Increased Light Rail vehicle maintenance ($350k)
- Additional Police positions: increase police visibility across all modes (10 FTE, $1m)
- Additional System Safety positions: safety training, COVID-19 response, community outreach, accident/incident investigations (8 FTE, $1.2m)



**Deliver a high-quality experience for all our customers**



- Fully fund 129 Bus positions for service enhancements ($7.9m)
- Newark Bus System redesign, Newark Micro-Transit initiative and assumption of contracted bus routes ($1.3m)
- Additional funding for Planning projects ($2m)
- Communications & Customer Experience multi-media marketing campaigns ($283k)



**Build an accountable, innovative and inclusive organization**

- Salary adjustment for non-agreement employees – 3.0% FY22, 3.0% FY23 ($10m)
- HR Department enhanced recruitment, employee engagement, candidate experience, HRIS & training (11 FTE, $3.1m)
- Additional Procurement positions (3 FTE, $388k)

# FY23 Operating Budget – Summary by Department

| | FY23 | | | |
|---|---|---|---|---|
| *$ in millions* | **Budget** | **Budget %** | **FTE** | **FTE %** |
| Bus | 890.3 | 32.3% | 5,757 | 46.1% |
| Rail | 1,057.6 | 38.4% | 4,638 | 37.1% |
| Light Rail and Contracted Service | 278.3 | 10.1% | 232 | 1.9% |
| Police | 79.7 | 2.9% | 410 | 3.3% |
| System Safety | 9.2 | 0.3% | 69 | 0.6% |
| Info and Digital Technology | 119.9 | 4.4% | 183 | 1.5% |
| Admin | 320.5 | 11.6% | 1,205 | 9.6% |
| **NJT Total** | **$ 2,755.5** | **100%** | **12,493** | **100%** |

| | Positions | | | |
|---|---|---|---|---|
| | **FY22** | **FY23** | **Growth (#)** | **Growth (%)** |
| Bus | 5,757 | 5,757 | - | 0.0% |
| Rail | 4,608 | 4,638 | 30 | 0.7% |
| Light Rail and Contracted Service | 232 | 232 | - | 0.0% |
| Police | 400 | 410 | 10 | 2.5% |
| System Safety | 61 | 69 | 8 | 13.1% |
| Info and Digital Technology | 183 | 183 | - | 0.0% |
| Admin | 1,165 | 1,199 | 34 | 2.9% |
| **NJT Total** | **12,405** | **12,487** | **82** | **1%** |

**note: values and figures above include mandatory items, discretionary investments, and efficiency/savings offsets.*

## BUDGET

**Operations – 88.4% of Budget**

- Bus – 32.3%
- Rail – 38.4%
- Light Rail – 10.1%
- Police – 2.9%
- System Safety – 0.3%
- Info and Digital Technology – 4.4%

## HEADCOUNT

**Operations – 90.5% of FTE**

- Bus – 46.1%
- Rail – 37.1%
- Light Rail – 1.9%
- Police – 3.3%
- System Safety – 0.6%
- Info and Digital Technology – 1.5%

**ITEM 2207-46: FISCAL YEAR 2023 OPERATING BUDGET**

**WHEREAS,** Article II, Section 4(c) of the By-Laws requires the Board of Directors to adopt a final budget for NJ TRANSIT after the State of New Jersey has completed the process of appropriating funds for public transportation purposes; and

**WHEREAS**, the New Jersey Legislature has enacted a Fiscal Year 2023 State Budget which includes appropriations for public transportation purposes; and

**WHEREAS**, staff has recommended a Fiscal Year 2023 Operating Budget for NJ TRANSIT as detailed in this item and Exhibits A, B, and C attached hereto; and

**WHEREAS**, NJ TRANSIT's $2.7555 billion Fiscal Year 2023 Operating Budget provides continued support and investment in the operations of NJ TRANSIT Bus, Rail, Light Rail, and Access Link services; and

**WHEREAS**, this budget recommendation continues NJ TRANSIT's commitment to provide safe, reliable and efficient transportation services for its customers; and

**WHEREAS**, the Fiscal Year 2023 Operating Budget recognizes a State operating subsidy of $100.0 million, representing no change from Fiscal Year 2022; and

**WHEREAS**, the Fiscal Year 2023 Operating Budget recognizes New Jersey Clean Energy Program funding of $82.1 million, representing no change from Fiscal Year 2022; and

**WHEREAS**, the Fiscal Year 2023 Operating Budget recognizes New Jersey Turnpike Authority funding of $721.0 million, representing a $396.0 million increase from Fiscal Year 2022; and

**WHEREAS**, when compared to Fiscal Year 2022, total State assistance consisting of a State operating subsidy, New Jersey Clean Energy Program and New Jersey Turnpike Authority funding increases by $396.0 million or 78.1 percent to $903.1 million; and

**WHEREAS,** the Fiscal Year 2023 Operating Budget recognizes revenues of $479.3 million for reimbursement of eligible expenses from Federal COVID-19 relief programs including the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA); and

**WHEREAS**, total resources of $2.7555 billion are estimated to be available from various sources without a fare increase or service cuts, representing a $106.0 million or 4.0 percent increase from the Fiscal Year 2022 Operating Budget and approximately $33.1 million or 1.2 percent greater than Fiscal Year 2022 Forecast Results; and

**WHEREAS**, passenger and commercial revenue represent $834.7 million or 30.3 percent of the total Fiscal Year 2023 budget; and

**WHEREAS**, it is also necessary for NJ TRANSIT to enter into numerous agreements in order to advance and continue transportation related programs and business operations; and

**WHEREAS**, the State's Fiscal Year 2023 Budget was signed by the Governor and adopted by the State on June 30, 2022; and

**WHEREAS**, if the State's Fiscal Year 2024 Budget is not finalized prior to the June 2023 NJ TRANSIT Board meeting, the Board may defer adoption of the annual budget until the next special or regular Board meeting subsequent to the final actions by the State; and

**WHEREAS**, if the Board is unable to approve a Fiscal Year 2024 budget prior to July 2023, it will be necessary to expend funds after July 1, 2023, prior to the final adoption of the Fiscal Year 2024 budget;

**NOW, THEREFORE, BE IT RESOLVED** that the NJ TRANSIT Board of Directors adopts the Fiscal Year 2023 Operating Budget in the amount of $2.7555 billion; and

**BE IT FURTHER RESOLVED** that the Board of Directors acknowledges and accepts its responsibility to adopt a final operating budget; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to continue or enter into any agreements and expend funds in order to continue NJ TRANSIT's transportation related programs and business operations, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to provide local share and other in-kind services or act as a pass-through agency for Federal or State capital or operating funds subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to expend, in the normal course of business, the funds necessary to meet NJ TRANSIT's obligations, essentially in accordance with this Fiscal Year 2023 Operating Budget item, resolution and attachments and until the adoption and approval of the Fiscal Year 2024 Operating Budget.

**EXHIBIT A**

# FISCAL YEAR 2023 – OPERATING BUDGET
# RESOURCES

## Total Resources $2,755.5 million

NJ TRANSIT FY23 Operating Budget resources are budgeted at $2.7555 billion, reflecting an increase of $106.0 million or 4.0 percent compared to the FY22 Operating Budget.

Specific assumptions are described below:

## Farebox Revenue $716.0 million

The FY23 Operating Budget includes passenger revenue of $716.0 million, up 21.2 percent from the FY22 Operating Budget. Farebox Revenue in FY23 is anticipated to recover to approximately 71 percent of pre-COVID levels as averaged over the 12 months of the fiscal year. NJ TRANSIT has teamed with external experts to develop potential revenue recovery rates. The budget assumes a slow and steady recovery in ridership and revenue throughout FY23 with a projection of 76 percent of pre-COVID levels by June 30, 2023.

## Other Commercial Revenue $118.7 million

Other commercial revenues are budgeted at $118.7 million, $39.1 million or 49.1 percent more than the FY22 Operating Budget. This revenue includes advertising, parking and concessions, permit fees and other system generated revenue including transit-oriented development initiatives. The forecast increases in FY23 ridership is expected to result in corresponding increases in many of these commercial revenue streams.

## State Operating Subsidy $100.0 million

The State's operating subsidy is budgeted at $100.0 million in FY23, representing no change from the FY22 Operating Budget.

## New Jersey Turnpike Authority $721.0 million

The New Jersey Turnpike Authority has increased support of New Jersey Transit's Operating Budget by $396 million from FY22.

## Other Reimbursements $620.5 million

Other reimbursements are budgeted at $620.5 million in FY23. The largest component is comprised of $362.0 million in preventative maintenance funded by Federal grants. Preventative maintenance supports major repair and rehabilitation projects, including axle replacements, pantograph conversions, traction motor repairs, repairing engines, transmissions and alternators. These non-routine maintenance projects not only extend

the useful life of the asset being repaired, but also helps to keep those assets in a state of good repair.

Other sources of funding include an allocation from the State's Clean Energy Fund of $82.1 million. The remaining $176.4 million includes other State, federal, and third-party funding primarily for planning and expense projects.

## Federal COVID-19 Relief Programs $479.3 million

NJ TRANSIT is using the funds allocated to it by the Federal Transit Administration (FTA) to support and reimburse its eligible operating expenses. Some of these cost categories include, but are not limited to: labor and fringe benefits; professional services; electric propulsion power; fuel revenue vehicles; materials and supplies in response to and in mitigation of COVID-19; utilities; purchased transportation; tolls trackage and fees; and leases and rental. These grant programs include the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA).

**EXHIBIT B**

# FISCAL YEAR 2023 – OPERATING BUDGET
# EXPENSES

## Total Expenses $2,755.5 million

NJ TRANSIT expenses are budgeted at $2.7555 billion, an increase of $106.0 million or 4.0 percent compared to the Fiscal Year 2022 Operating Budget.

## Labor and Fringe Benefits $1,675.4 million

Labor and fringe benefits are budgeted to increase by $84.8 million to a total budgeted amount of $1.6754 billion. Labor and fringe benefits represent approximately 60 percent of the total operating expenses. This increase includes incremental funding to support contractual labor costs, continuation of the locomotive engineer and assistant conductor training programs, and 82 new positions primarily for providing service enhancements that improve the customer experience.

The total budgeted labor and fringe benefits growth is slightly offset by approximately $6 million in health benefit reform savings, largely from continued savings due to new provider contracts, implementation of care management programs, and initiation of a prescription drug savings program. Total budgeted labor and fringe benefits also reflects $3.0 million in labor and fringe benefit savings due to anticipated vacancy rates of three percent agency wide.

## Outside Services $205.4 million

Outside Services are budgeted at $205.4 million representing 7.5 percent of total operating expenses and a increase of $13.0 million or 6.8 percent from the Fiscal Year 2022 Operating Budget.

## Revenue Vehicle Fuel $113.0 million

Revenue Vehicle Fuel and Power is budgeted at $113.0 million representing a $0.9 million or 0.8 percent increase from the Fiscal Year 2021 Operating Budget. Despite recent increases to fuel prices, NJ TRANSIT holds contractual agreements that ensure the future purchase price of diesel fuel in Fiscal Year 2023.

## Materials and Supplies $189.3 million

Materials and Supplies are budgeted at $189.3 million representing 6.9 percent of total operating expenses and an increase of $8.1 million or 4.5 percent from the Fiscal Year 2022 Operating Budget.

## Purchased Transportation $281.4 million

Purchased transportation expenses are budgeted at $281.4 million for existing Access Link, Light Rail, and Private Carrier Bus contracts. These costs represent 10.2 percent of the total operating expenses.

## All Other Expenses $291.0 million

Finally, All Other Expenses, including Utilities, Claims and Insurance, Tolls, Trackage Fees and Other Miscellaneous costs are budgeted at $291.0 million or 10.6 percent of the total operating expenses representing an increase of $4.8 million or 1.7 percent from Fiscal Year 2022. This increase is primarily due to a $11.5 million or 11.2 percent increase in Tolls, Trackage and Fees and a $5.1 million increase or 10.5 percent increase in Utilities offset by a $12.5 million or 15.0 percent decrease in Claims and Insurance costs.

**EXHIBIT C**

# NEW JERSEY TRANSIT CONSOLIDATED OPERATIONS
# FISCAL YEAR 2023 Proposed Operating Budget
# ($ in millions)

| *($ in millions)* | FY22 Budget | FY22 Forecast | FY23 Budget | FY23B vs. FY22B | | FY23B vs. FY22F | |
|---|---|---|---|---|---|---|---|
| | | | | Δ $ | Δ % | Δ $ | Δ % |
| **RESOURCES** | | | | | | | |
| Farebox[i] | $ 590.7 | $ 535.3 | $ 716.0 | $ 125.3 | 21.2% | $ 180.7 | 33.8% |
| Commercial Revenue | 79.6 | 104.6 | 118.7 | 39.1 | 49.1% | 14.1 | 13.5% |
| State Operating Subsidy | 100.0 | 100.0 | 100.0 | - | 0.0% | - | 0.0% |
| Turnpike Funding | 325.0 | 325.0 | 721.0 | 396.0 | 121.8% | 396.0 | 121.8% |
| Clean Energy Fund[ii] | 82.1 | 82.1 | 82.1 | 0.0 | 0.0% | - | 0.0% |
| Capital Preventive Maint. | 362.0 | 362.0 | 362.0 | - | 0.0% | - | 0.0% |
| Other Reimbursements | 154.7 | 182.7 | 176.4 | 21.7 | 14.0% | (6.3) | -3.4% |
| COVID-19 Relief [iii] | 955.4 | 1,030.7 | 479.3 | (476.1) | -49.8% | (551.4) | -53.5% |
| **TOTAL RESOURCES** | **$ 2,649.5** | **$ 2,722.4** | **$ 2,755.5** | **$ 106.0** | **4.0%** | **$ 33.1** | **1.2%** |
| | | | | | | | |
| **EXPENSES** | | | | | | | |
| Labor | $ 875.4 | $ 845.1 | $ 929.0 | $ 53.6 | 6.1% | $ 83.9 | 9.9% |
| Fringe Benefits | 715.2 | 727.8 | 746.4 | 31.2 | 4.4% | 18.6 | 2.6% |
| Services | 192.4 | 221.8 | 205.4 | 13.0 | 6.8% | (16.4) | -7.4% |
| Fuel & Power | 112.1 | 97.7 | 113.0 | 0.9 | 0.8% | 15.3 | 15.7% |
| Utilities | 48.8 | 49.6 | 53.9 | 5.1 | 10.5% | 4.3 | 8.7% |
| Purchased Transportation | 287.0 | 234.5 | 281.4 | (5.6) | -2.0% | 46.9 | 20.0% |
| Materials & Supplies | 181.2 | 189.6 | 189.3 | 8.1 | 4.5% | (0.3) | -0.2% |
| Tolls, Trackage & Fees | 103.1 | 104.3 | 114.6 | 11.5 | 11.2% | 10.3 | 9.9% |
| Claims & Insurance | 83.3 | 85.3 | 70.8 | (12.5) | -15.0% | (14.5) | -17.0% |
| All Other Expenses | 51.0 | 40.6 | 51.7 | 0.7 | 1.4% | 11.1 | 27.3% |
| **TOTAL EXPENSES** | **$ 2,649.5** | **$ 2,596.3** | **$ 2,755.5** | **$ 106.0** | **4.0%** | **$ 159.2** | **6.1%** |

[i] *$716.0m revised farebox revenue, down $50.2m from $766.2m in Governor's Budget Proposal*

[ii] *Eligible uses now include "bus electrification, and other clean energy projects".*

[iii] *$479.3m revised COVID-19 Relief, up $50.2m from $429.1m in Governor's Budget Proposal*

# NJ TRANSIT CAPITAL PLAN UPDATE

## Presentation to the Board of Directors
## July 20, 2022



# AGENDA

- Project and Program Progress
- Major Investments & Seeded Projects
- Capital Plan Update 2022 – Emerging Topics

# MEGA AWARD OCCURRED IN FY2022

## Portal North Bridge Contract Award

NJ TRANSIT awarded the $1.559 Billion construction contract to build a critical mega-project to build a new, fixed, two-track railroad bridge across the Hackensack River.






# MAJOR ROLLING STOCK PURCHASES

## 113 Multilevel III Rail Vehicles

- Approved in December 2018
- First delivery expected 2024




## 1,104 Cruiser Buses

- Approved in February 2015
- *First Bus delivered in February 2016*
- *Last Bus expected in 2022*



# MAJOR INFRASTRUCTURE PROJECTS IN CONSTRUCTION

- **Raritan River Bridge**
  - Complete replacement of the existing bridge over the Raritan River servicing the North Jersey Coast Line
  - *Awarded Phase 1 in July 2020*



- **Hoboken Long Slip Fill & Rail**
  - Phase 1 - Filling of Long Slip Canal for use as a staging area for storm disruption
  - Phase 2 – Six new electrified tracks with boarding platforms
  - *Awarded Phase 1 in January 2020*
  - *Phase 2 construction to be advertised in 2022*



# MAJOR STATION PROJECTS IN CONSTRUCTION

- **Elizabeth Station**
  - New station building with elevators and high-level platforms
  - *Awarded in November 2018*
  - *Construction expected to be completed 2023*



- **Lyndhurst Station**
  - Two new high-level platforms with accessible parking and an ADA compliant path
  - *Awarded in January 2021*
  - *Construction expected to be completed 2023*



# MAJOR POWER PROJECTS IN CONSTRUCTION

- Mason Substation
- Henderson Street Substation
- Bay Head Substation
- HBLR Traction/Station Power
- ROC Unit Substation
- Hoboken Terminal House Power
- Distributed Generation (6 sites)



# MAJOR FACILITY PROJECTS IN CONSTRUCTION

- **Market Street Bus Garage**

  Replacement of all major components of the building's mechanical, electrical and structural systems.

  *Awarded in March 2021*

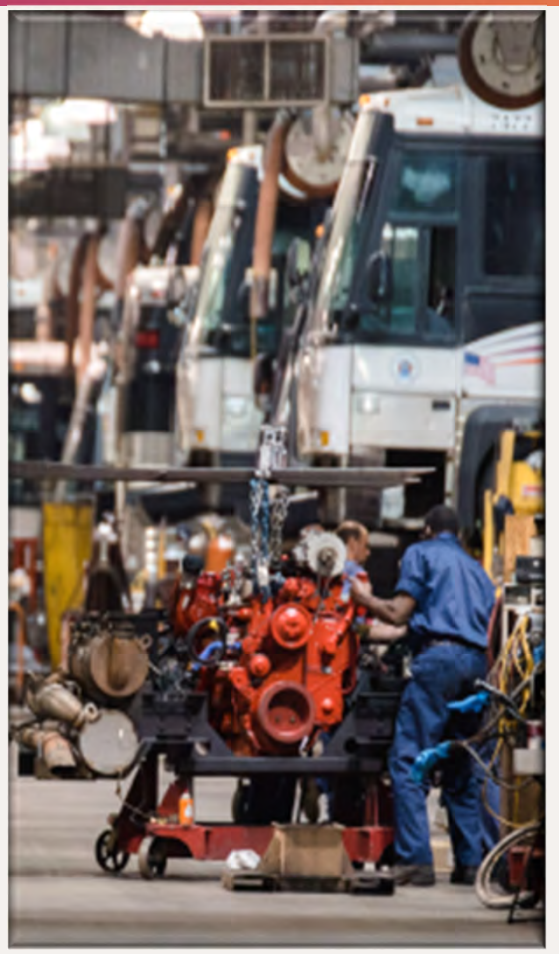
  *Construction expected to be completed 2024*

- **Bus Operations Control Center**

  New Control Center at GOB and Southern Division Control Center in South Jersey.

  *Awarded in February 2020*

  *Construction expected to be completed 2022*



# RECENT CONSTRUCTION AWARDS

- **Hoboken Yard Signal/Wayside Power Repair**

  Raised and upgraded feeder and branch cables, transformers, sectionalizing switches, poles, catenary structures and associated hardware

- **Perth Amboy Station Improvements**

  New high-level platforms to provide full commuter rail accessibility at the Renaissance Revival style station originally built in 1927

- **Lackawanna Cut-Off**

  First phase (Tunnel Restoration) of the Lackawanna Cut-Off Project from Port Morris to Andover (7.3 miles)





# MAJOR PROJECTS IN DESIGN AND DEVELOPMENT

- **NJ TRANSITGRID**
  Re-imagined Microgrid Central Facility
  *Advertised Contract in December 2021*
- **Northern Bus Garage**
  Modern Bus Maintenance Facility
  *Concept Design in 2022*
- **Newark Penn Station**
  Restoration of Historic Station
  *Issue RFP for a Master Plan/Design in December 2021*
  *Awarded RFP March 2022*
- **Zero Emissions Bus Pilots**
  Pilot buses and supporting infrastructure at 2 garages
  *NTP in January 2022*
- **Secaucus to Meadowlands Transitway**
  *Award Design in October 2021.*
  *Preliminary Design Report in 2022*





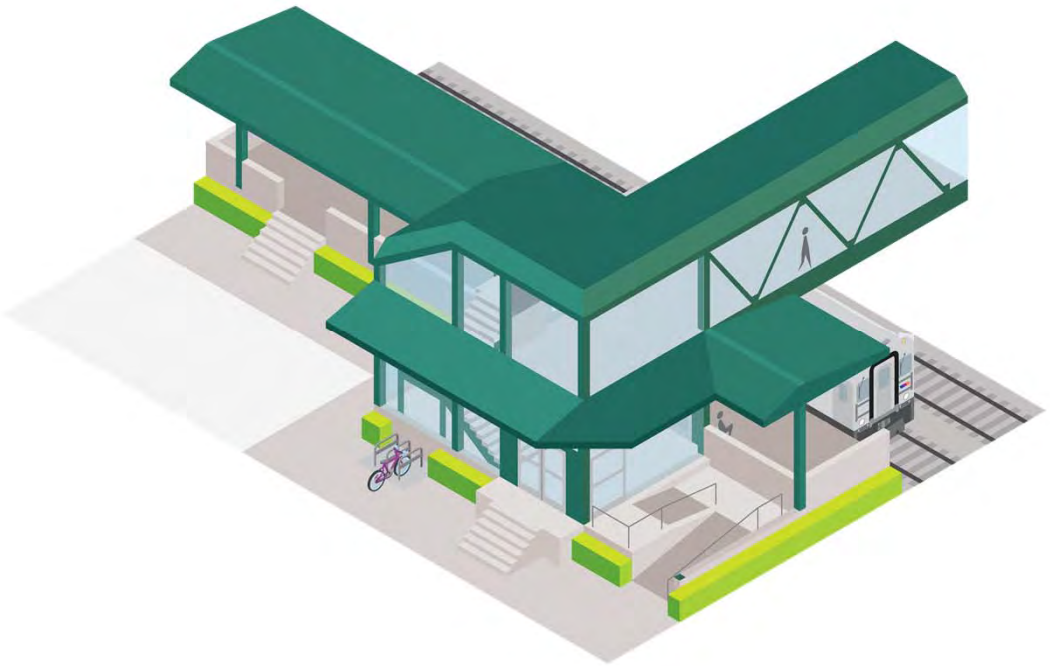




# OTHER MAJOR PROJECTS IN DESIGN OR DEVELOPMENT

- **Rail Station Rehabilitations**
  - Roselle Park (in design)
  - Trenton Transit Center (in design)
  - Brick Church Station House (in design)
  - North Elizabeth (concept development)
  - Bloomfield (advertisement pending)
  - Long Branch (in study)

- **Rail Infrastructure Projects**
  - **Brielle Draw Bridge**
    - RFP for design pending
  - **Newark Draw Bridge**
    - RFP for design late 2022



# OTHER MAJOR PROJECTS IN DESIGN OR DEVELOPMENT

- **Bus Infrastructure & Facilities**
  - **Walter Rand** (in design)
  - **Garage Modernization** (in design)
  - **Passaic Bus Terminal** (in design)
  - **Union City Bus Depot** (in concept)



# CAPITAL PLAN UPDATE 2022 – EMERGING TOPICS

- FY2023 Capital Funding Appropriation
- Process Update
- ZEB Milestones
- Inflation & Supply Chain Disruptions

# FY2023 CAPITAL FUNDING APPROPRIATION

- NJ TRANSIT allocates federal, state, and other funds to the Capital Program on an annual basis
- In March 2022, the Board of Directors approved a two-year capital plan appropriation that:
  - Is required by the NJT Reform Law and the NJ TRANSIT budget approval process
  - Includes a two-year capital plan appropriation for fiscal years (FY) 2023 and 2024
  - Represents the first year of a two-year appropriation
- Board of Directors annually authorize the Chair or President & CEO to take whatever actions are necessary to seek and secure funds envisioned by this Program
- Apportionment of the Debt Defeasance and Prevention Funds was enumerated in the New Jersey Senate and Assembly resolutions and signed by Gov. Murphy

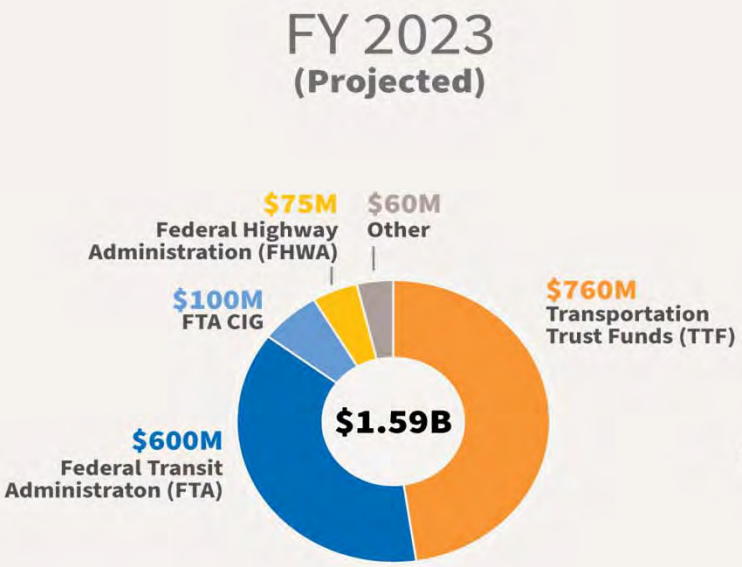
# FY2023 CAPITAL FUNDING APPROPRIATION

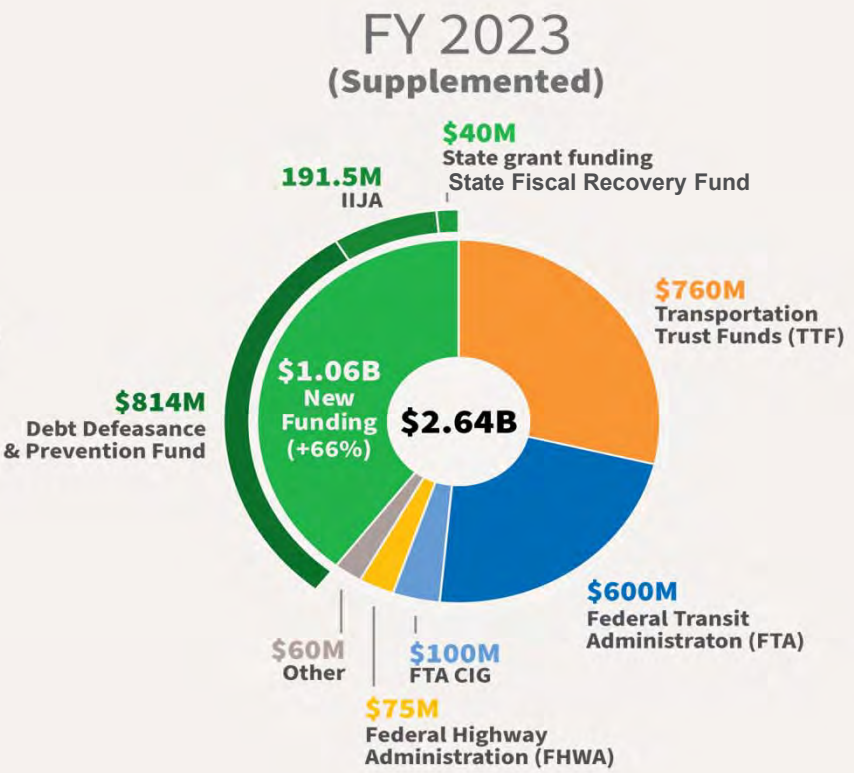
- In FY2023, NJ TRANSIT's capital funding allocation is **$2.64 billion** which is an increase of **$1.045 billion** above the previously approved amount of **$1.59 billion**

- **The additional $1.045 billion** is derived from a number of new sources:
  - **$814 million** from the New Jersey Debt Defeasance and Prevention Fund
  - **$191 million** from the Infrastructure Investment and Jobs Act (IIJA) funds
  - **$40 million** from the State Fiscal Recovery Fund

- IIJA funds will be used to advance projects in the Capital Plan
- State Fiscal Recovery Funds will be used for investments in business process and customer facing technologies

# FY2023 CAPITAL FUNDING APPROPRIATION



# DEBT DEFEASANCE AND PREVENTION FUND:

- **Total Apportionment: $814 million**

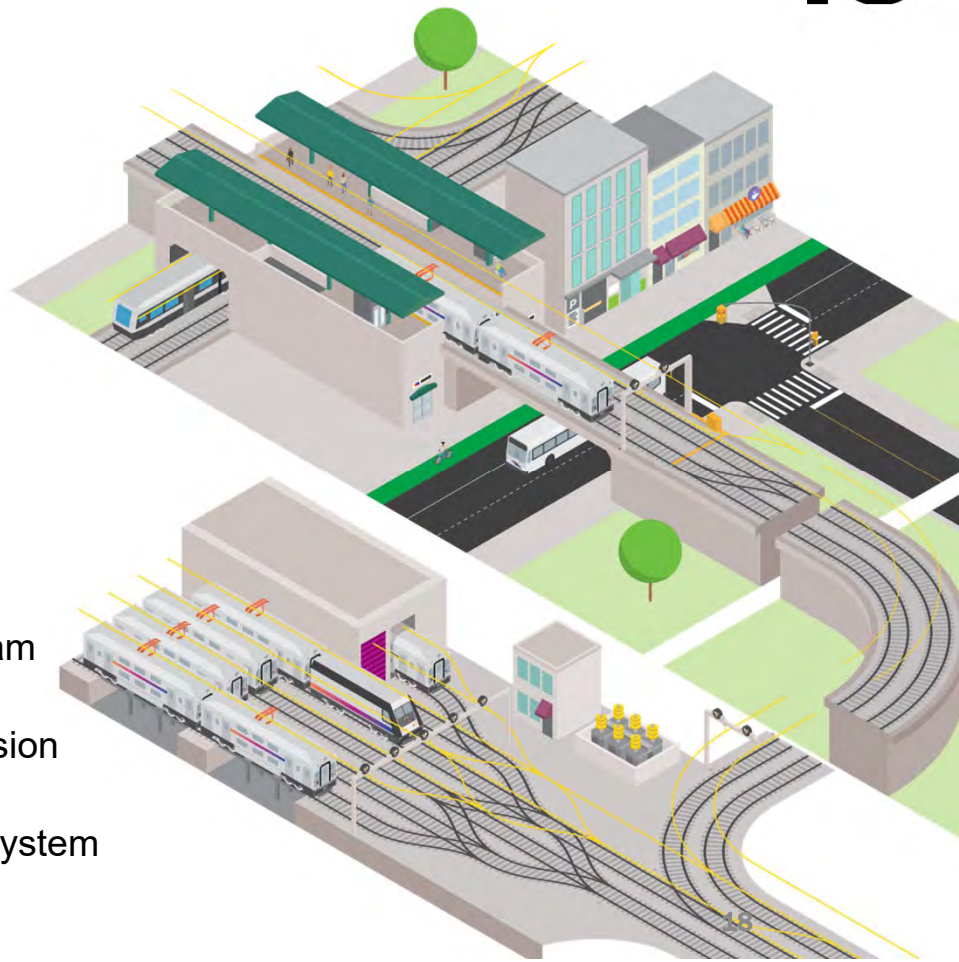
- **Major Terminals and Public Facilities**
  - $191 million for Newark Penn Station
  - $176 million for Hoboken Terminal
  - $250 million for Walter Rand Transportation Center
- **Rail Station Modernization**
  - $48 million for Bloomfield Station
  - $33 million for Brick Church Station
  - $49 million for New Brunswick Station
  - $27 million for Roselle Park Station
- **Rail Maintenance Facilities**
  - $40 million for the Northern Maintenance of Way (MOW) Facility



# INFRASTRUCTURE INVESTMENT AND JOBS ACT:

- **Funding Increase: $191 million**

- **State of Good Repair Projects** under construction:
  - Agency-wide State of Good Repair Program
  - The Midlife Overhaul of the RiverLINE Fleet
  - Rail Infrastructure & Facilities
- **Resiliency Projects** under construction:
  - Critical Power Infrastructure
  - Resilient Yards & Storage Facilities
  - Resilient Rail Infrastructure
- **Design Projects** for critical future investments:
  - Design for Northern Bus Garage
  - Design for NJ TRANSIT's Bus Garage Modernization Program
- **Future Expansions:**
  - Key early construction activities for HBLR Route 440 Expansion
- **Investments in Enterprise Asset Management (EAM):**
  - Advancing NJ TRANSIT's adoption of a agency-wide EAM system



# CAPITAL PLAN FINANCIAL SUMMARY

Appendix A Table 1: Capital Plan Financial Summary (Update)

($ in Millions)

| CAPITAL PLAN FY2021-2025 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | 5 YEAR TOTAL |
|---|---|---|---|---|---|---|
| Major Projects and Programs *Table 2* | 314.48 | 711.77 | 1,048.08 | 1,907.25 | 1,644.61 | 5,626.19 |
| Other Ongoing NJ TRANSIT Projects and Programs *Table 3* | 975.29 | 848.31 | 1,183.66 | 1,028.37 | 1,169.21 | 5,204.84 |
| TOTAL EXISTING FUNDING | 1,289.77 | 1,560.08 | 2,231.74 | 2,935.62 | 2,813.82 | 10,831.03 |

| Unfunded Projects and Programs | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | 5 YEAR TOTAL |
|---|---|---|---|---|---|---|
| Major Projects and Programs *Table 2* | - | - | 273.60 | 690.62 | 903.57 | 1,867.80 |
| Other Rehabilitation Projects and Programs *Table 4* | - | - | 239.03 | 188.78 | 156.28 | 584.08 |
| TOTAL FUNDING NEED | | | 512.63 | 879.40 | 1,059.85 | 2,451.87 |

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL CAPITAL PLAN | 1,289.77 | 1,560.08 | 2,744.37 | 3,815.02 | 3,873.66 | 13,282.90 |

# STATE FISCAL RECOVERY FUND FY23 FUNDING:

- **Funding Increase: $40 million**

- **Customer Facing Technologies:**
  - Bus Farebox Replacement & Modernization
  - LRT & Rail Faregate Replacement & Modernization

- **Business Continuity During Disaster**
  - Mainframe Code Migration/Disaster Recovery

- **Business Process and Efficiency Investments**
  - Procurement Technology Upgrades



# CAPITAL PLAN UPDATE 2022 – EMERGING TOPICS

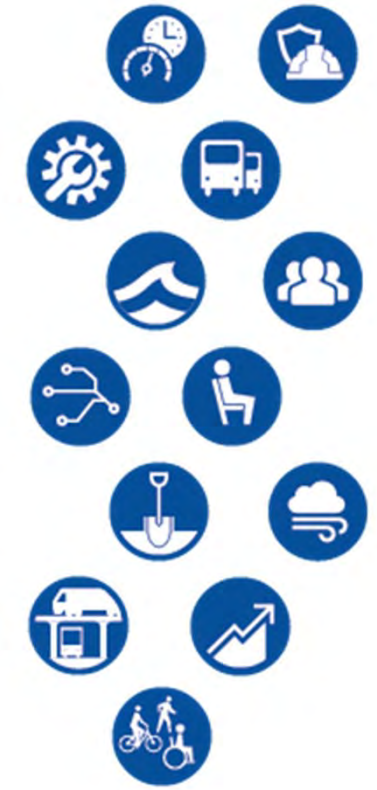
- FY2023 Capital Funding Appropriation
- Process Update
- ZEB Milestones
- Inflation & Supply Chain Disruptions

# UPDATES TO PROJECT PRIORITIZATION

- Every year projects and programs are evaluated using a set of **evaluation criteria** which tie directly to the NJT2030 Strategic Plan goals and the agency's performance indicators

- Different "**weights**" are assigned for relative importance of each evaluation criterion, based on the agency's goals

- Final scores are calculated for all projects and compared with **overall needs of the system, value for the dollar invested** in each project, and how **quickly projects can be delivered**



# UPDATES TO PROJECT PRIORITIZATION

## PROJECT EVALUATION CRITERIA

- State of Good Repair
- Equity, Inclusion, and Accessibility / Social Sustainability
- Service Reliability / On-Time Performance
- Health and Safety
- Business Performance / Financial Sustainability
- Environmental Sustainability / Air Quality
- Regional Effect / Socioeconomic Sustainability
- Resiliency
- Ridership / Capacity
- Service Frequency
- Comfort
- Intermodal Integration
- Project Readiness / Risk Factor
- NEW System Connectivity
- NEW Innovation/New Technology

# UPDATES TO PROJECT PRIORITIZATION

## Evaluation Criteria

***Changes in 2022 Update***

### Highest Priority

- Business Performance / Financial Sustainability
- Equity, Inclusion, and Accessibility / Social Sustainability → *Added Environmental Justice language*
- Health and Safety
- Service Reliability / On-Time Performance
- State of Good Repair → *Added cyber-security to definition*

### High Priority

- Environmental Sustainability / Air Quality
- Regional Effect / Socioeconomic Sustainability → *Included Economic Competitiveness and Job Creation / Stabilization in definition*
- Resiliency
- Ridership / Capacity
- Service Frequency

### Medium Priority

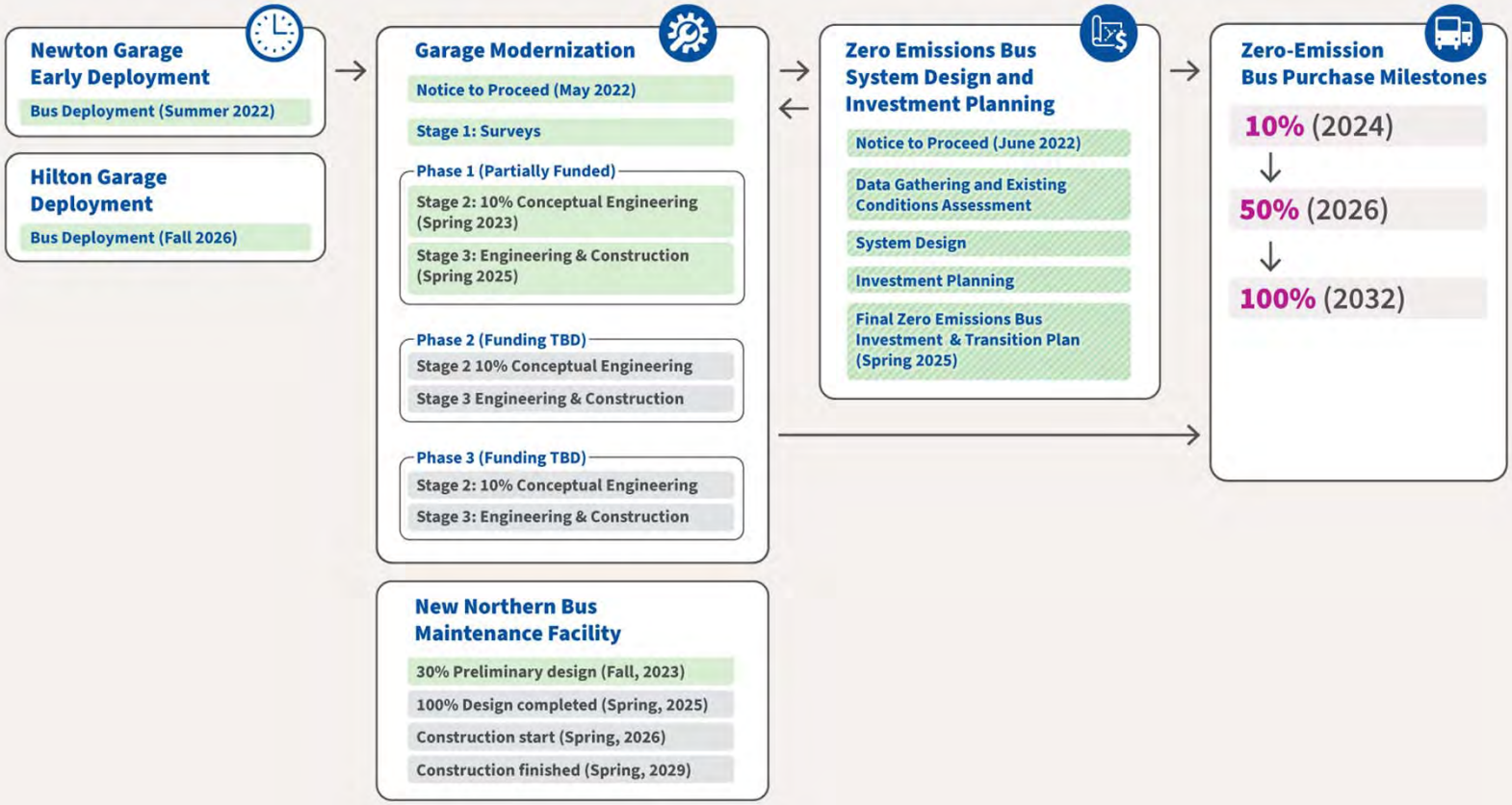
- Comfort
- Intermodal Integration
- Project Readiness / Risk Factor
- System Connectivity
- Innovation/New Technology

→ *Added new criteria to account for INNOVATION, CONNECTIVITY TO NEC*

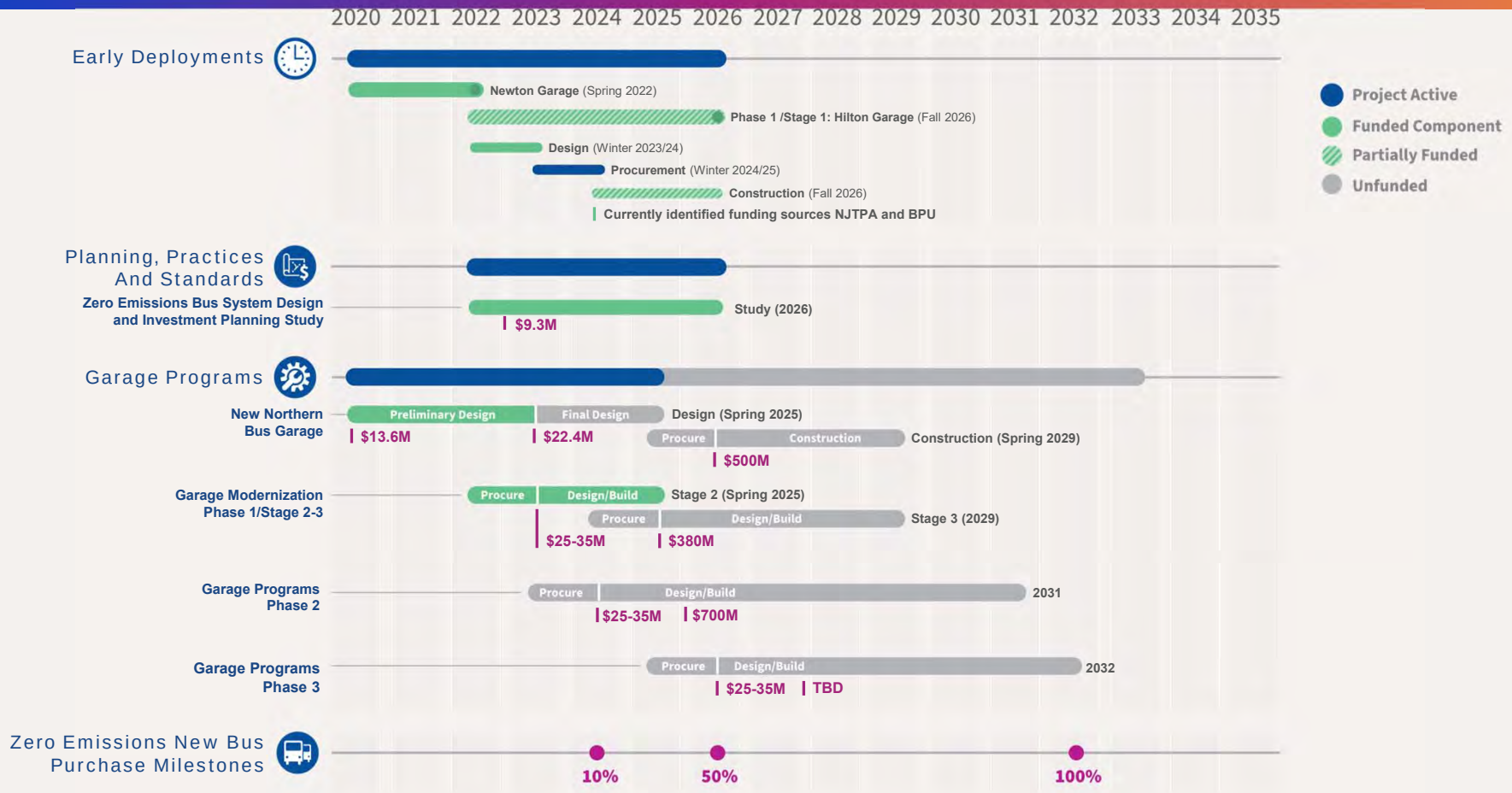
# CAPITAL PLAN UPDATE 2022 – EMERGING TOPICS

- FY2023 Capital Funding Appropriation
- Process Update
- ZEB Milestones
- Inflation & Supply Chain Disruptions

# ZEB PROGRAM


Newton Garage Early Deployment
Bus Deployment (Summer 2022)
Hilton Garage Deployment
Bus Deployment (Fall 2026)
Garage Modernization
Notice to Proceed (May 2022)
Stage 1: Surveys
Phase 1 (Partially Funded)
Stage 2: 10% Conceptual Engineering (Spring 2023)
Stage 3: Engineering & Construction (Spring 2025)
Phase 2 (Funding TBD)
Stage 2 10% Conceptual Engineering
Stage 3 Engineering & Construction
Phase 3 (Funding TBD)
Stage 2: 10% Conceptual Engineering
Stage 3: Engineering & Construction
New Northern Bus Maintenance Facility
30% Preliminary design (Fall, 2023)
100% Design completed (Spring, 2025)
Construction start (Spring, 2026)
Construction finished (Spring, 2029)
Zero Emissions Bus System Design and Investment Planning
Notice to Proceed (June 2022)
Data Gathering and Existing Conditions Assessment
System Design
Investment Planning
Final Zero Emissions Bus Investment & Transition Plan (Spring 2025)
Zero-Emission Bus Purchase Milestones
10% (2024)
50% (2026)
100% (2032)

# ZEB PROGRAM MILESTONES



# CAPITAL PLAN UPDATE 2022 – EMERGING TOPICS

- FY2023 Capital Funding Appropriation
- Process Update
- ZEB Milestones
- **Inflation & Supply Chain Disruptions**

# INFLATION & SUPPLY CHAIN DISRUPTION

- Project funding needs are increasingly driven by cost escalation and supply chain disruptions.

- Engineering News-Record (ENR) Cost Index in New York indicates that from May of 2021 to May of 2022 inflation was at 8.5 percent

- Industrywide consensus leans to approximately 4 percent annual cost escalation rate for the New York-New Jersey area after 2023

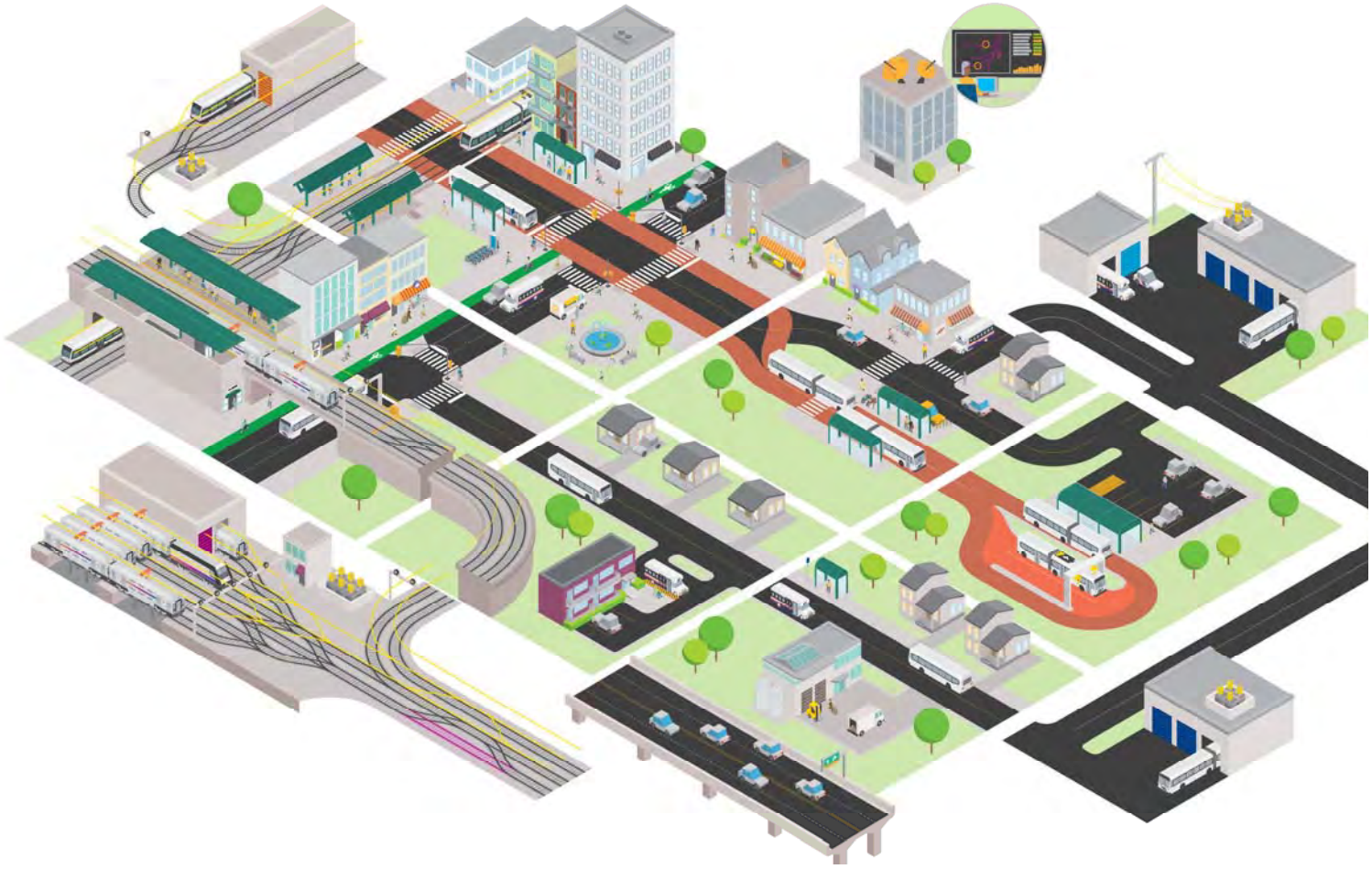
- The updated capital plan is factoring inflation for projects not in construction based on industry best practices, including the Northern Branch Corridor Project.

# PROJECTS ACCELERATED BY CAPITAL PLANNING

- Zero Emission Bus
- Northern Bus Garage
- Walter Rand
- Newark Penn Station
- Secaucus to Meadowlands Transitway
- Garage Modernization
- Union City Bus Garage
- NJ TRANSIT Fleet Plan Updates
- Long Branch Station Improvements
- Newark Light Rail Station Modernization Study



# THANK YOU!



**ITEM 2207-47: NJ TRANSIT 2022 CAPITAL PLAN UPDATE ADOPTION AND FISCAL YEAR 2023 AUTHORIZATION TO SECURE CAPITAL FUNDING**

**WHEREAS,** NJ TRANSIT's Five-Year Capital Plan addresses the needs of NJ TRANSIT customers by ensuring system safety and reliability through state-of-good-repair investments, addressing system capacity demands, and investing in planned system expansion; and

**WHEREAS**, in October 2020, NJ TRANSIT Board of Directors approved an unconstrained vision called *A 5-Year Capital Plan* – to demonstrate opportunities for safety, service reliability, resiliency, sustainability, and other improvements critical to NJ TRANSIT. *A 5-Year Capital Plan* was the result of a rigorous process involving all agency planning, operating, safety, financial, police, customer service, environmental, and engineering personnel; and

**WHEREAS**, working together, they established and prioritized a pool of projects, balancing corporate strategic objectives to ensure the highest and best use of limited capital funds. This Plan called for continued investment in the State's transit infrastructure to maintain a state of good repair and provide reliable transit service. It included comprehensive, sustainable, and measurable initiatives to ensure passenger and public safety for the system; and

**WHEREAS**, to provide a regular set of updates to the Capital Plan, NJ TRANSIT has formulated the *2022 Capital Plan Update* which contains two (2) sets of planned and proposed capital investments totaling $13.3 Billion – the first set includes $10.8 billion worth of investments already funded from previous, current and/or future expected funding resources. The second set identifies another $2.5 billion worth of investments without any source of past, current and/or future funding. Although there are no sources of funds for the second set of investments, NJ TRANSIT believes, nonetheless, that these additional projects are necessary to achieve its vision of providing world class service which increases reliability by reducing equipment breakdowns, infrastructure failures and service interruptions; and

**WHEREAS**, annually, NJ TRANSIT is appropriated expected funding from a variety of Federal, State, and other sources, which it then allocates to different multi-year investments in various stages of planning, design, and construction; and

**WHEREAS**, this year's Fiscal Year 2023 Capital Funding Appropriation equals $2.64 billion and represents an expected funding source that will provide, along with other past and future annual appropriations, the funds needed to execute the $10.8 billion FUNDED portion of investments in the FY2021-FY2025 Capital Plan. The Fiscal Year 2023 Capital Funding Appropriation allocates funds only to those existing projects and does not address any outstanding funding needs identified in the *2022 Capital Plan Update*; and

**WHEREAS**, in March 2022, as required by current law (P.L. 2018, c. 162), and as part of the NJ TRANSIT budget approval process, NJ TRANSIT's Board of Directors approved a two-year capital plan appropriation document for Fiscal Years 2022 and 2023; and

**WHEREAS,** this Fiscal Year 2023 Appropriation of $2.6 billion consists of $600 million from the Federal Transit Administration (FTA), $100 million in federal Capital Investment Grants (CIG), $191 Million provided through the federal Infrastructure Investment and Jobs Act (IIJA), $75 million in flexed funds from the Federal Highway Administration (FHWA) provided through the New Jersey Department of Transportation (DOT), $814 million provided from the New Jersey Debt Defeasance and Prevention Fund, $40 million provided by the State Fiscal Recovery Fund, $760 Million from the New Jersey Transportation Trust Fund (TTF), and $60 million of Local Match, Turnpike Authority funds, and other State general funds; and

**WHEREAS,** each Fiscal Year, NJ TRANSIT's Board of Directors authorizes the Chair or President & CEO to take whatever actions are necessary to seek and secure the funds envisioned by the Program of Projects with the understanding that the Board will approve individual fiscal year capital plans for the upcoming fiscal years;

**NOW, THEREFORE, BE IT RESOLVED** that the NJ TRANSIT Board of Directors adopts the *2022 Capital Plan Update,* which is an update to *A 5-Year Capital Plan,* an unconstrained vision of projects to demonstrate opportunities for safety, service reliability, resiliency, sustainability, and other improvements critical to NJ TRANSIT; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to take whatever actions are necessary to seek and secure the funds envisioned by this Program of Projects; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to transfer funding sources and amounts among programmed projects as circumstances require, in compliance with the terms and conditions of the grants and other funding sources; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to make application, execute contracts or agreements, and take whatever other actions are necessary to seek and secure funds, consistent with the basic intent of this program, which may become available subsequent to its adoption.

NJ TRANSIT CAPITAL PLAN UPDATE – 2022
July 8, 2022

## Overview

NJ TRANSIT's Five-Year Capital Plan ("Capital Plan") is a comprehensive investment strategy that illustrates what can be achieved with sustained funding over an extended period of time. The Capital Plan describes the projects that have received funding and are currently advancing, indicates where projects stand in relation to agency priorities, and provides an unconstrained vision for what can be accomplished over twenty years with additional financial support. As detailed here, Fiscal Year 2023 offers a historic new investment opportunity to support critical projects and initiatives that will transform the customer experience and further the goals articulated in NJ TRANSIT's Strategic Plan, NJT 2030. This update is a progress report on the second year of the Plan and describes how the project prioritization has been adjusted to reflect changes affecting the transit system and how NJ TRANSIT allocates and requests funding. NJ TRANSIT remains committed to the Capital Plan and is advancing capital projects.

## Additional Funding FY 2023

In Fiscal Year (FY) 2023, NJ TRANSIT received additional funding for the Capital Plan from the following sources:

- $814 million in New Jersey Debt Defeasance and Prevention Fund (Senate Bill 2944 and Assembly Bill 4162) monies to be used for a variety of projects described below.
- $191.519 million in Infrastructure Investment and Jobs Act (IIJA) monies.
- $40 million in State Fiscal Recovery Fund monies for fare collection, procurement and disaster recovery.

Together with the $1.59 billion previously allocated, this additional $1.045 billion will mean that NJ TRANSIT will benefit from $2.64 billion in funding for the capital program in FY 2023 – a 66 percent increase from the previously approved amount. As a result, the FY23 Capital Plan represents the single largest annual capital program in NJ TRANSIT's history.

## Signature Projects

As NJ TRANSIT has advanced the Capital Plan over the past years, several projects have received additional funding. These newly funded projects demonstrate NJ TRANSIT's commitment to improving service to low-income and disadvantaged communities, expanding transit capacity, increasing system resiliency, and promoting local and regional economic development.

- **Newark Penn Station Modernization** ($191 million in additional funding) provides for the restoration of the busiest New Jersey train station on the Northeast Corridor. The restoration includes improvements to circulation, functionality, appearance, and to the interface with the City of Newark and surrounding communities. Construction is in progress to restore initial key components of the historic waiting room. Plans are

being accelerated for near-term site circulation and landscaping improvements to the North and South grounds. A design team has been engaged to develop the station master plan and is working towards its completion.




*Figure 1: Newark Penn Station Near Term Public Realm Improvements (rendering of potential improvements under consideration)*

- Planning and design are underway at **Brick Church Station** ($33 million in additional funding) along the Morris and Essex Line and at **Bloomfield Station** ($48 million in additional funding) along the Montclair-Boonton Line. Both stations need comprehensive restoration, accessibility, and state of good repair improvements to serve as community hubs.




*Figure 2: Brick Church Station Building Improvements*

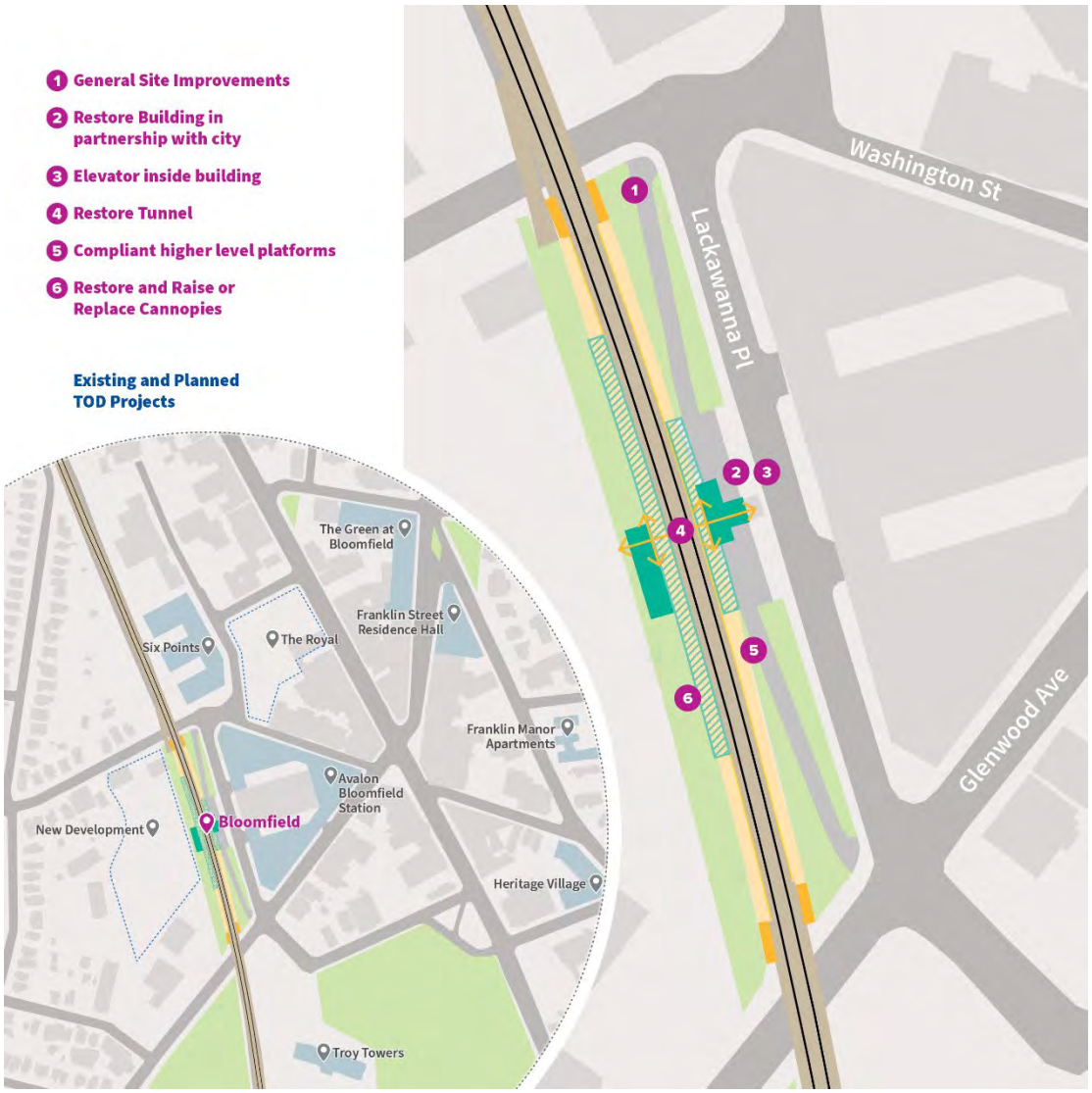



*Figure 3: Bloomfield Station Improvements*

- The **Walter Rand Transportation Center Redevelopment** project ($250 million in additional funding) will convert the existing intermodal facility into an expanded multi-purpose transportation center, providing improved transit connections for residents of Camden, the surrounding South Jersey region, and Philadelphia. The new transportation center will better accommodate the bus lines that serve the facility and provide improved intermodal connectivity with the PATCO Speedline and the River LINE. The improved design also aims to provide additional parking, administrative offices, and retail opportunities adjacent to a growing educational and healthcare corridor. The project will enable the introduction of more zero-emission buses in South Jersey.

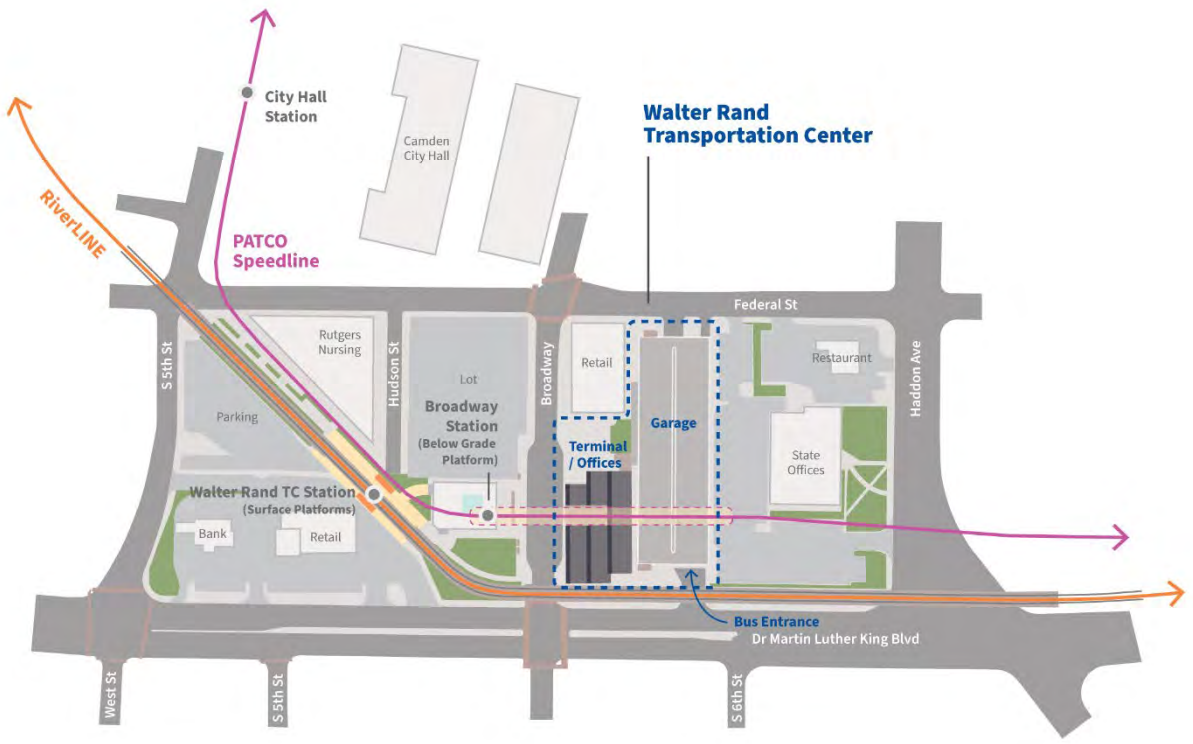



*Figure 4: Walter Rand Transportation Center Site Detail*

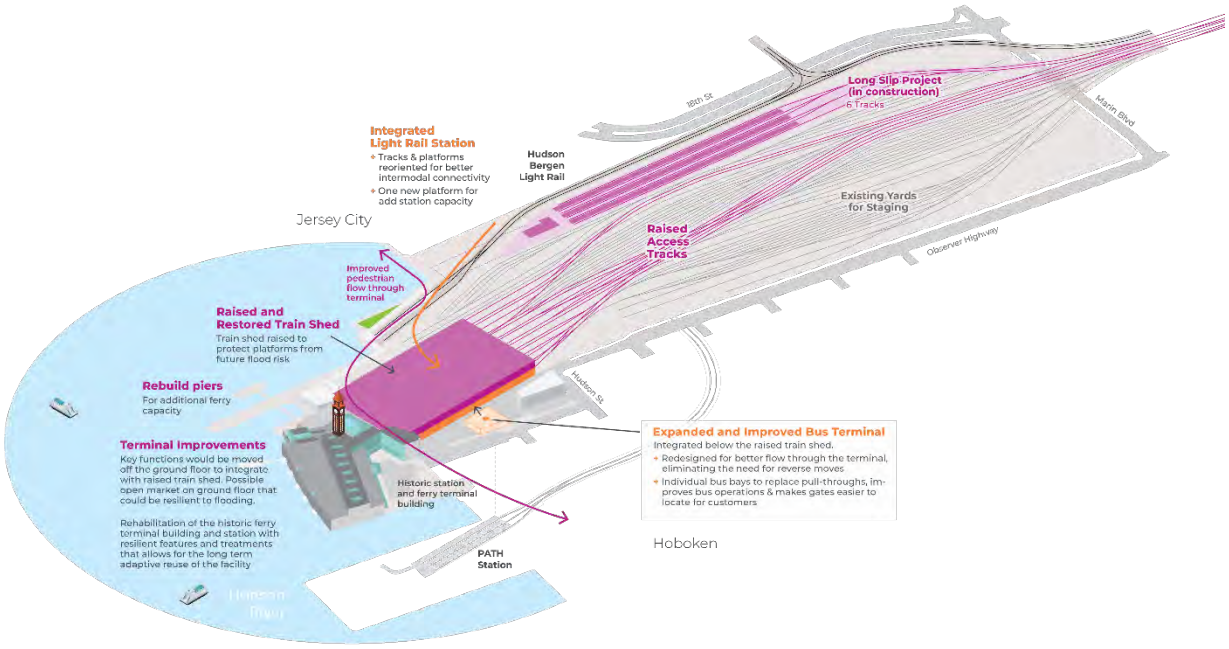



*Figure 5: Hoboken Terminal Improvements*

- Rail yard and resiliency investments at **Hoboken Terminal** ($176 million in additional funding) will expand the operations and functions at a major train terminal and allow the terminal to prepare for, and better withstand, extreme weather events. The most significant progress over the past year has been the design completion of substructure work to shore up the historic terminal building, demolition of the Records Building, and the filling of the canal at Long Slip in preparation for construction of two pedestal pits and six electrified elevated track platforms long enough to support intercity rail train sets.

NJ TRANSIT has leveraged its long-established working relationship with Rutgers University, New Jersey's largest higher education institution, to collaborate with its Center for Advanced Infrastructure and Transportation ("Rutgers") on a series of targeted studies. These studies will identify ways to improve the Capital Planning process and advance projects in a manner consistent with best practices to achieve the greatest economic and transit benefits from each project. Rutgers has begun work on a study to assess the economic value and impact of the Hoboken Terminal improvements and how to enhance transit service, capacity, and resiliency at the terminal complex.

## Changes in the Capital Planning Environment

Increases in funding for fiscal year 2023, emerging policy priorities at the State and federal level, supply chain disruptions and inflation, have all impacted how NJ TRANSIT is advancing the Capital Plan:

- Congress has enacted the IIJA, providing additional funding for transit projects. The IIJA includes $39 billion for transit nationwide and has created new opportunities for transit agencies. NJ TRANSIT anticipates that the vast majority of this funding will be made available through discretionary competitive grant programs and are not intended to be relied on as a continuous funding source. As USDOT advances the process, NJ TRANSIT will continue to devote all available resources towards submitting competitive grant applications. NJ TRANSIT will receive $191.519 million in IIJA funding for FY 2023 projects.
- Additional funding of $66 billion is expected for improvements to the national rail system, including Amtrak's Northeast Corridor.
- The new federal Justice40 Initiative requires that federally funded projects benefit disadvantaged communities and advance equity. NJ TRANSIT is working to advance this important policy priority, which aligns with NJ TRANSIT's Strategic Plan, NJT 2030.
- The COVID-19 pandemic has continued to impact NJ TRANSIT ridership and farebox revenue, despite substantial gains over the past year. As of May 2022, rail ridership had climbed from 30% to over 55% of 2019 pre-pandemic levels since the last update of the Capital Plan, with weekend ridership rising to 80% and some trains at 100%. Interstate bus ridership has climbed from 50% to 72%, and intrastate bus ridership rose from 60% to 77% of 2019 pre-pandemic levels. These increases reflect a drop in the number of COVID-19 cases and are likely to continue as the pandemic abates, but it appears unlikely that ridership will return to the levels that prevailed before the pandemic. Travel patterns and transit use have evolved in response to changing schedules for office workers. Remote work from home or other locations and more flexible hours are yielding lasting changes to ridership levels and patterns, especially on Mondays and Fridays.
- The effects of inflation are now running at 8.5% in the region. Industrywide consensus leans to approximately 4% annual cost escalation rate for the New York-New Jersey area after 2023. The updated Capital Plan factors in inflation for projects not in construction based on industry best practices.
- Supply chain disruptions are affecting capital project delivery milestones. For example, signals equipment and cable for substation projects are experiencing longer than anticipated lead times.

## Progress on Major Projects

The most significant Capital Plan projects that advance NJ TRANSIT's key policy objectives are discussed in more detail below.

- **Investments that improve sustainability of the transit system and advance the goal of reducing greenhouse gas emissions**. The introduction of zero emissions

buses (ZEB), along with charging and maintenance infrastructure, will enable the fleet of over 3,000 buses to meet State goals, established by statute, for purchasing 100% ZEB by 2032. Increases in funding for NJ TRANSIT have allowed the agency to significantly fund critical projects and initiatives necessary to meet these goals. NJ TRANSIT is also aggressively seeking funds from available Federal Transit Authority sources.

- Early deployments at Newton and Hilton Garages will be critical for NJ TRANSIT to develop institutional knowledge necessary to build and manage advanced energy systems and ZEBs. Eight plug-in bus charging stations have been installed at the Newton Avenue Bus Garage in Camden, and a contract has been awarded for the purchase of eight battery electric buses (BEB). NJ TRANSIT's next deployment of twelve BEBs will be at the Hilton Bus Garage.
- In 2022, NJ TRANSIT has advanced $360 million in bus and facility grants through the Low or No Emissions and Buses and Bus Facilities federal grant opportunities. These opportunities allow NJ TRANSIT to apply for projects that focus on transitioning to a ZEB fleet or improving the sustainability of NJ TRANSIT's bus operations, including:
    - Building an all-electric 40-bus facility at a currently unused NJ TRANSIT facility in Union City,
    - Modernizing Hilton Bus Garage to be ready for ZEBs. This project includes building a solar canopy and making critical state of good repair improvements to the facility,
    - Procuring hybrid-electric buses to replace buses that require immediate replacement, which will improve the sustainability of NJ TRANSIT's existing bus fleet as we continue to advance our transition to a 100% zero-emissions fleet,
    - Building a BEB charging and storage facility with a solar canopy at Greenville's auxiliary parking lot that will allow for the deployment of up to 24 BEBs.
- In FY2023, NJ TRANSIT is also investing in advancing design and planning to meet the challenge of transforming NJ TRANSIT's fleet to ZEBs.
    - Additional funding ($9.5 million) will be allocated to comprehensive planning and design activity for the transition to ZEB, including the development of practices, standards and specifications based on global best practices. NJ TRANSIT is currently procuring a team to implement this activity and develop the agency's comprehensive long-term ZEB Investment and Transition Plan.

- Additional funding ($25 million) will be allocated to designs for modernizing five garages as a part of phase 1 of the garage modernization program.
- Additional funding ($27 million) will be allocated to the design of an up-to 500-bus Northern Bus Garage in Ridgefield Park that will play a key role in allowing NJ TRANSIT to maintain operations during major construction activities at existing garages.

NJ TRANSIT has teamed with Rutgers to develop an expert panel made up of global leaders in ZEB technologies to provide recommendations on the ZEBs conversion process as these critical initiatives progress.

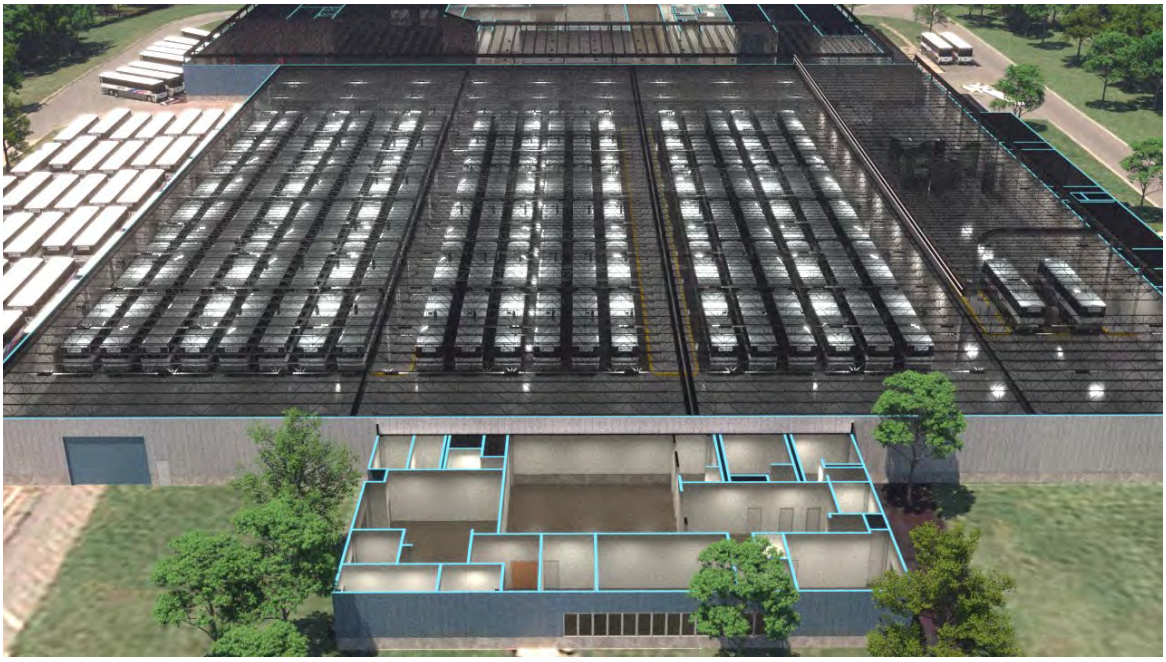


*Figure 6: Newton Electric Bus Garage Rendering (potential layout subject to change)*

- **Projects that facilitate economic growth, improve accessibility, and revitalize central hubs.** At Newark Penn Station, selective restoration of the historic waiting room is under way, a design team has been selected for the station master plan, and design is proceeding for improvement of the public spaces surrounding the station. Concept design is underway for the rehabilitation of the Walter Rand Transit Center, which will consolidate existing curbside services into one facility, improve access and connectivity to Camden, support community development opportunities.
- **Projects that expand the reach of the transit system,** include a concept design and preliminary engineering for the Secaucus-Meadowlands Transitway Project, which will connect the Secaucus Junction Station to the Meadowlands Sports and Entertainment Complex, with the ability to expand west to Montclair and east to Jersey City.

- **Projects that fix bottlenecks on congested corridors** will reduce delays and provide more reliable rides to large numbers of riders and address regional needs, such as advancing construction of the Portal North Bridge Replacement project, one of the largest projects in NJ TRANSIT's history.
- **Better customer experience and increased accessibility of the system** has been accelerated through the design and construction of fully accessible, renewed or replaced rail stations at Brick Church, Bloomfield, Perth Amboy (construction contract awarded), Elizabeth, Lyndhurst, New Brunswick ($49 million in additional funding), Roselle Park ($27 million in additional funding), New York Penn Station, Trenton Station, and North Elizabeth – all in various levels of project development from concept to construction. As new bus garage capacity is added to the system, larger articulated buses will be purchased to reduce overcrowding during peak periods. In fiscal years 2021 and 2022 alone, 590 new cruiser and transit buses have been purchased. A contract for 25 new Multilevel III "Power Cars" will allow for replacement of older rolling stock with new rail cars that can be added to locomotive-hauled trains to lengthen trains.
- **Projects that address equity** by meeting the needs of underserved communities, communities that suffer from high levels of air pollution, and individuals who have not had full access to the transit system. A larger bus fleet and cleaner, electrified buses, together with new and upgraded garages and maintenance facilities, provide the tools to address these priorities. The purchase of 75 mobility access vehicles and 258 cutaway minibuses are moving forward to increase access for the transit system. Accessibility improvements will improve rail station access and an improved Access Link system will further augment fixed transit service.
- **Projects that integrate new technologies.** NJ TRANSIT is modernizing its fare collection system, with 558 new rail ticket vending machines and handheld ticketing equipment for conductors that allow passengers to make contactless fare payments.
- **Projects that advance State of Good Repair.** $40 million in additional funding has been allocated to the construction of the Clifton Maintenance-of-Way Facility. A major contract has been executed to replace the generators at seven key locations to improve the reliability and resiliency of the commuter rail and bus systems. The generators are at Secaucus and Broad Street stations; the Meadowlands, Wayne and Greenville bus garages; and the Port Imperial Ferry Terminal, which collectively serve more than half of NJ TRANSIT's riders.

## Refinements to the Capital Plan Process

As part of the process of updating the Capital Plan, minor adjustments were made to the processes used to generate projects, evaluate project benefits, prioritize, and support implementation. These changes are in response to shifts in federal and state policies and other external factors that impact projects within the capital plan. Some of the key refinements are mentioned below:

Changes in the economy, including inflation, supply chain disruptions, and higher interest rates, have affected the environment in which NJ TRANSIT is advancing the Capital Plan. The effects of inflation on the cost of construction vary among projects, depending on what stage of the development process it is in. NJ TRANSIT analyzed financial information for each project in the Capital Plan, including past expenditures and future estimates, and applied an escalation rate to calculate costs in 2022 in real terms. This methodology included researching escalation rates from a variety of official sources, including the *Engineering News-Record (ENR)* Building Cost Index for the New York-New Jersey area. After confirming each project's schedule, costs were escalated to the mid-point of construction, as per industry standards. Several factors can create variance in the impact of inflation: the project scope, the year the project is expected to go into construction, and the year of the most recent cost estimate.

In the project prioritization process, consideration of equity now has a more targeted focus beyond environmental justice, and cyber security is now included as an essential element in the definition of "state of good repair." More attention has been given to effective and efficient use of innovation/new technology, as well as each project's potential contribution to job creation, job stability, and economic competitiveness. Particular reference is made to connectivity to the Northeast Corridor as projects, such as new signal systems and the Hunter Flyover, that involve the Northeast Corridor may benefit from the large increase in federal funding for Amtrak.

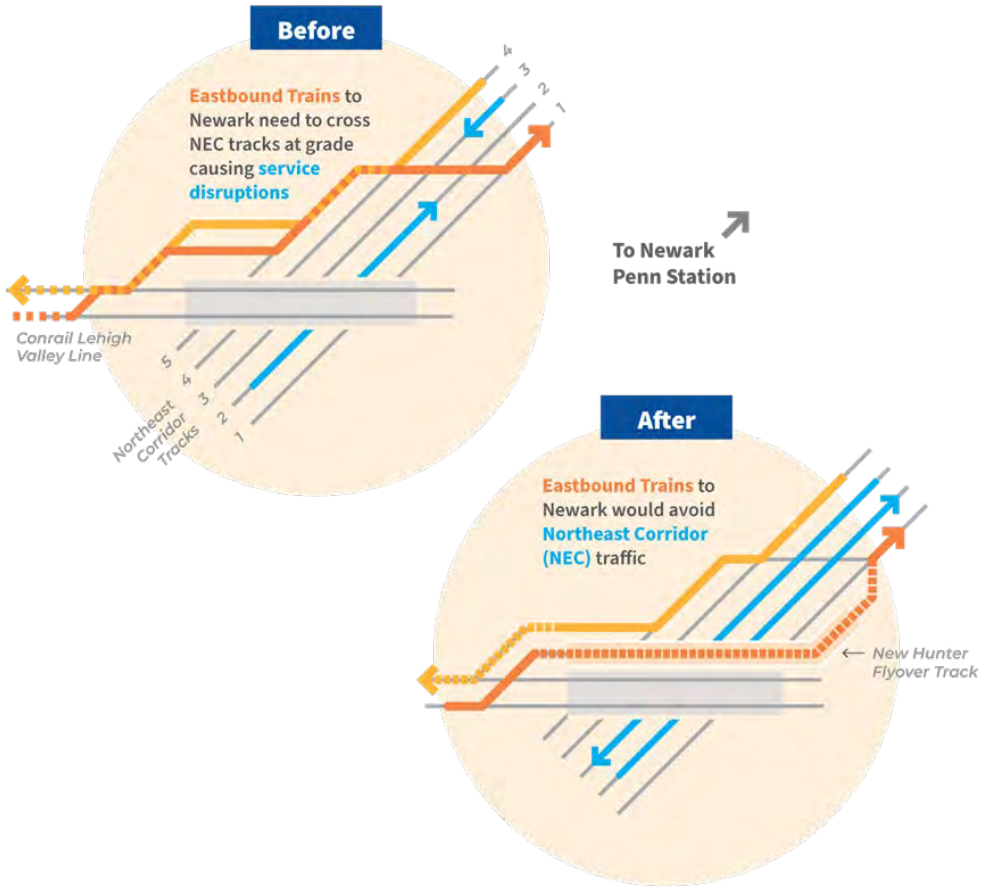



*Figure 7: Hunter Flyover and Newark Penn Station Platform A improvements*

## Capital Spending Numbers

This Capital Plan update projects total capital expenditures of $10.83 billion over the FY 2021 to FY 2025 period. According to Appendix A Table 1, NJ TRANSIT spent $1.29 billion in FY2021 and projects to spend $1.56 billion in FY 2022, $2.23 billion in FY 2023, $2.94 billion in FY 2024, and $2.81 billion in FY 2025. Funding for this $10.83 billion worth of initiatives is assigned, meaning that these funds already have been allocated, obligated, or assigned (in a manner consistent with the actions of the Board of Directors) from grants or funds from either previous year funding allocations, the current year allocation, or future expected funding allocations.

In this Capital Plan update, NJ TRANSIT has also identified an additional $2.45 billion of investments currently unfunded but deemed necessary and critical to increase reliability by reducing equipment breakdowns, infrastructure failures, and service interruptions. These

investments, added to the funded portion of the Capital Plan, result in a total Capital Plan worth $13.28 billion, of which $10.83 billion is funded and $2.45 billion remains unfunded at this time.

## FY 2023 Capital Funding Allocation

In March 2022, as required by the NJ TRANSIT Reform Law, and as part of the NJ TRANSIT budget approval process, its Board of Directors approved a 2-year capital plan appropriation document for fiscal years 2023 and 2024. The Fiscal Year 2023 Appropriation represents the first year of that two-year appropriation.

The Board of Directors has also authorized the Chair and the President & CEO to take whatever actions are necessary to seek and secure funds envisioned by the Capital Plan program. The $814 million in New Jersey Debt Defeasance and Prevention Fund (Senate Bill 2944 and Assembly Bill 4162) ensures that additional funds for projects do not just address immediate budgetary needs, but also lock in funds to initiate construction.

Each July, NJ TRANSIT presents to the Board of Directors on the expected sources of funds for the coming fiscal year. The FY 2023 Capital Funding Allocation is a bundle of resources amounting to $2.64 billion, which is a 66 percent increase over previous allocations, as an additional $1.05 billion from State and federal sources will supplement the $1.59 billion previously allocated for FY 2023. This Fiscal Year 2023 Appropriation of $2.64 billion consists of $600 million from the Federal Transit Administration (FTA), $100 million in federal Capital Investment Grants (CIG), $191 Million provided through the federal Infrastructure Investment and Jobs Act (IIJA), $75 million in flexed funds from the Federal Highway Administration (FHWA) provided through the New Jersey Department of Transportation (DOT), $814 million provided from the New Jersey Debt Defeasance and Prevention Fund, $40 million provided by the State Fiscal Recovery Fund, $760 Million from the New Jersey Transportation Trust Fund (TTF), and $60 million of Local Match, Turnpike Authority funds, and other State general funds.

## Capital Plan Process

This is the second update of the Capital Plan. NJ TRANSIT anticipates preparing regular updates to inform the public on the progress of the Capital Plan as projects are planned, funded, designed, and constructed. The updates will describe the current programming of funds and address the evolving needs of New Jersey, changes in technology, and other factors that shift the direction in the implementation of the Capital Plan.

Next year, in the middle of the five-year cycle, NJ TRANSIT will prepare a Mid-Plan update. The Mid-Plan update will communicate the Capital Plan's progress and implementation status; the plan's anticipated state at the end of the five-year cycle; emerging challenges, trends and opportunities that may influence the revision of the Capital Plan and how lessons learned thus far will impact the next five-year planning process.

At the end of the five-year cycle, NJ TRANSIT will release a new five-year Capital Plan that will respond to 20-year project/program needs.

# APPENDIX A

## Capital Plan Financial Sheets

# Appendix A: Unconstrained Financial Summary

Table 1 - Capital Plan Financial Summary

Appendix A Table 1: Capital Plan Financial Summary (Update)

($ in Millions)

| CAPITAL PLAN FY2021-2025 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | 5 YEAR TOTAL |
|---|---|---|---|---|---|---|
| Major Projects and Programs Table 2 | 314.48 | 711.77 | 1,048.08 | 1,907.25 | 1,644.61 | 5,626.19 |
| Other Ongoing NJ TRANSIT Projects and Programs Table 3 | 975.29 | 848.31 | 1,183.66 | 1,028.37 | 1,169.21 | 5,204.84 |
| TOTAL EXISTING FUNDING | 1,289.77 | 1,560.08 | 2,231.74 | 2,935.62 | 2,813.82 | 10,831.03 |

| Unfunded Projects and Programs | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | 5 YEAR TOTAL |
|---|---|---|---|---|---|---|
| Major Projects and Programs Table 2 | - | - | 273.60 | 690.62 | 903.57 | 1,867.80 |
| Other Rehabilitation Projects and Programs Table 4 | - | - | 239.03 | 188.78 | 156.28 | 584.08 |
| TOTAL FUNDING NEED | | | 512.63 | 879.40 | 1,059.85 | 2,451.87 |

| | | | | | | |
|---|---|---|---|---|---|---|
| TOTAL CAPITAL PLAN | 1,289.77 | 1,560.08 | 2,744.37 | 3,815.02 | 3,873.66 | 13,282.90 |

# Appendix A: Unconstrained Financial Summary

Table 2 - Capital Plan: Major Projects and Programs Unconstrained Estimated Cash-flow Sheet

KEY for Appendix A Table 2: Capital Plan Major Projects and Programs, Progress and Unconstrainted Estimated Cash Flow

| MODE/PROJECT CATEGORY | | $ Total Estimated Costs for all projects in this Mode/Project Category |
|---|---|---|
| | Project/Mode Subcategory | |
| | Project Name | Total Estimated Project Cost |

| LEGEND | |
|---|---|
| Concept Development | |
| Preliminary Engineering | *** |
| Final Design | |
| Design Build | |
| Construction | |

***NEPA durations are assumed parallel to Preliminary Engineering durations shown.

Appendix A Table 2: Capital Plan Major Projects and Programs, Progress and Unconstrainted Estimated Cash Flow
($ in Millions)

| PROJECT CATEGORY | PROJECT NAME | TOTAL AVAILABLE FUNDING (PROJECTED) | TOTAL ESTIMATED PROJECT COSTS (2022 DOLLARS) | 5-YEAR ESTIMATED TOTAL PROJECT COST | FY26-30 ESTIMATED TOTAL PROJECT COST | FY30+ ESTIMATED TOTAL PROJECT COST | PRIOR YEAR COMMITTED FUNDING (PRE FY21) | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUS GARAGES | | | 4,052.59 | $282.38 | $3,531.92 | $1,537.97 | | | | | | |
| | Expansion | | | | | | | | | | | |
| | Northern Bus Garage *Excludes Property Acquisition Costs | 115.42 | 1,435.00 | 95.55 | 1339.12 | 0.00 | 0.33 | 41.24 | 2.31 | 16.00 | 16.00 | 20.00 |
| | Second Northern Bus Garage | 0.00 | 400.00 | 3.00 | 112.44 | 284.56 | | | | | 2.00 | 1.00 |
| | Union City Bus Garage | 6.00 | 68.93 | 13.88 | 55.05 | 0.00 | | | | 9.88 | 2.00 | 2.00 |
| | | | | | | | | | | | | |
| | Modernization | | | | | | | | | | | |
| | Wayne Bus Garage Improvement | 30.00 | 35.00 | 28.04 | 6.96 | 0.00 | 0.00 | 0.02 | 0.11 | 1.28 | 18.60 | 8.03 |
| | Bus Garage Modernization and Replacement Program | | | | | | | | | | | |
| | Bus Garage Modernization | | | 81.92 | 593.13 | 624.94 | | 0.04 | 0.09 | 1.79 | 50.00 | 30.00 |
| | Phase 1 - Stage 1 | 9.90 | 25.00 | 25.00 | 0.00 | 0.00 | | | 0.13 | 6.00 | 8.00 | 10.87 |
| | Phase 1 - Stage 2 & 3 | 25.00 | 407.00 | 27.00 | 300.00 | 80.00 | | | | | 13.50 | 13.50 |
| | Phase 2 | | 735.00 | 0.00 | 735.00 | 0.00 | | | | | | |
| | Phase 3 | | 133.00 | 0.00 | 75.18 | 57.83 | | | | | | |
| | Bus Garage Replacement Program | 0.00 | 813.67 | 8.00 | 315.03 | 490.63 | | | | | 3.00 | 5.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUS FLEET | | | 6,235.98 | $945.25 | $1,368.24 | $3,625.00 | | | | | | |
| | Zero Emissions Buses | | | | | | | | | | | |
| | Bus Fleet Electrification Implementation Program | 0.00 | 310.50 | 4.00 | 306.50 | 0.00 | | | | 0.50 | 0.50 | 3.00 |
| | Hilton 40 Foot Electric Buses | 0.00 | 10.10 | 10.10 | 0.00 | 0.00 | | | | 0.08 | 0.08 | 9.95 |
| | Hilton Articulated Electric Buses | 4.00 | 7.27 | 4.15 | 3.12 | 0.00 | | | | 0.08 | 0.08 | 4.00 |
| | Zero Emission Bus System Design and Investment Planning Study | 7.50 | 9.50 | 7.20 | 2.30 | 0.00 | | | | 0.30 | 3.40 | 3.50 |
| | | | | | | | | | | | | |
| | Fleet Replacement | | | | | | | | | | | |
| | Bus Fleet Replacement - Cruiser Busess - 1222 | 745.58 | 668.33 | 382.45 | - | - | 285.88 | 0.65 | 317.65 | 64.15 | 0.00 | 0.00 |
| | Bus Fleet Replacement - Cruiser Buses - 172 | 99.82 | 130.95 | 130.95 | - | - | 0.00 | 0.00 | 0.08 | 0.87 | 130.00 | 0.00 |
| | | | | | | | | | | | | |
| | Fleet Replacement and/or Capacity Enhancement | | | | | | | | | | | |
| | Bus Fleet Replacement - NABI | 1182.00 | 1,182.00 | 325.68 | 856.32 | 0.00 | 0.00 | 0.00 | 0.01 | 2.00 | 145.00 | 178.67 |
| | Bus Fleet Replacement - Articulated Buses | 100.12 | 92.32 | 80.71 | 0.00 | 0.00 | 11.61 | 70.88 | 3.85 | 5.98 | 0.00 | 0.00 |
| | Bus Fleet Replacement Program | 491.58 | 3,825.00 | 0.00 | 200.00 | 3625.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUS INFRASTRUCTURE | | | 1,146.26 | $101.07 | $755.12 | $289.55 | | | | | | |
| | Public Spaces & Stations | | | | | | | | | | | |
| | Walter Rand Transportation Center Redevelopment | 250.00 | 275.00 | 60.31 | 214.66 | 0.00 | 0.03 | 0.06 | 0.09 | 10.16 | 25.0 | 25.0 |
| | Park & Ride Bus Shelter Modernization Program | 0.00 | 75.00 | 6.00 | 69.00 | 0.00 | | | | 1.00 | 4.00 | 1.00 |
| | Passaic Bus Terminal Redevelopment | 6.09 | 21.82 | 15.75 | 5.57 | 0.00 | 0.50 | 0.10 | 0.11 | 0.55 | 5.00 | 10.00 |
| | | | | | | | | | | | | |
| | Rapid Surface Transit System | | | | | | | | | | | |
| | Rapid Surface Transit System Development & Design Program | 0.00 | 544.44 | 9.00 | 279.00 | 256.44 | | | | 2.00 | 2.00 | 5.00 |
| | Bergen County Bus Rapid Transit Network | 0.00 | 168.51 | 9.00 | 126.41 | 33.11 | | | | 2.00 | 2.00 | 5.00 |
| | Princeton Transitway | 0.00 | 61.49 | 1.00 | 60.49 | 0.00 | | | | | | 1.00 |

| PROJECT CATEGORY | PROJECT NAME | TOTAL AVAILABLE FUNDING (PROJECTED) | TOTAL ESTIMATED PROJECT COSTS (2022 DOLLARS) | 5-YEAR ESTIMATED TOTAL PROJECT COST | FY26-30 ESTIMATED TOTAL PROJECT COST | FY30+ ESTIMATED TOTAL PROJECT COST | PRIOR YEAR COMMITTED FUNDING (PRE FY21) | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ACCESS LINK | | | 52.36 | $43.04 | $9.32 | $0.00 | | | | | | |
| | Fleet | | | | | | | | | | | |
| | Access Link Fleet Modernization and Expansion | 91.00 | 49.86 | 40.54 | 9.32 | 0.00 | 0.00 | 0.25 | 0.65 | 22.85 | 8.55 | 8.25 |
| | | | | | | | | | | | | |
| | Technology | | | | | | | | | | | |
| | Access Link Electric Vehicle (EV) Pilot Program | 0.00 | 2.50 | 2.50 | 0.00 | 0.00 | | | | | 0.50 | 2.00 |
| LIGHT RAIL | | | 2,816.50 | $162.96 | $1,207.53 | $1,428.00 | | | | | | |
| | River LINE | | | | | | | | | | | |
| | River LINE Right-of-Way Flooding | 0.00 | 1.06 | 1.00 | 0.00 | 0.00 | | | | 0.50 | 0.50 | |
| | River LINE Fleet Overhaul - Repower | 18.00 | 31.40 | 12.77 | 17.24 | 0.00 | 1.38 | 1.54 | 1.04 | 4.20 | 3.00 | 3.00 |
| | River LINE Fleet Overhaul - Fleet Replacement | 0.00 | 70.57 | 0.00 | 70.57 | 0.00 | | | | | | |
| | | | | | | | | | | | | |
| | Newark Light Rail | | | | | | | | | | | |
| | Newark Light Rail (NLR) Capacity Enhancement | 0.00 | 32.50 | 17.50 | 15.00 | 0.00 | | | | 0.50 | 2.00 | 15.00 |
| | Newark Light Rail (NLR) Station Modernization & Access Program | | | | | | | | | | | |
| | NLR Norfolk Station ADA Upgrades (Design) | 0.56 | 0.56 | 0.55 | 0.00 | 0.00 | 0.01 | 0.20 | 0.35 | 0.00 | 0.00 | 0.00 |
| | NLR Park Ave Station ADA Upgrades (Design) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.98 | 0.00 | 0.00 | 0.00 |
| | NLR Norfolk Station Structural Repairs | 2.02 | 2.02 | 1.84 | 0.00 | 0.00 | 0.17 | 0.02 | 0.02 | 1.80 | 0.00 | 0.00 |
| | Phase II | 0.00 | 127.40 | 0.00 | 127.40 | 0.00 | | | | | | |
| | | | | | | | | | | | | |
| | Hudson-Bergen Light Rail | | | | | | | | | | | |
| | Hudson-Bergen Light Rail (HBLR) Hoboken WYE Bypass | 0.00 | 120.00 | 6.25 | 113.75 | 0.00 | | | | | 2.50 | 3.75 |
| | Hudson-Bergen Light Rail (HBLR) Northern Branch Corridor | 98.95 | 2,000.00 | 0.00 | 659.99 | 1340.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Hudson-Bergen Light Rail (HBLR) Route 440 Extension | 50.00 | 285.00 | 120.04 | 148.58 | 0.00 | 16.38 | 2.86 | 0.18 | 2.00 | 40.00 | 75.00 |
| | Paterson Avenue Grade Crossing Elimination | 0.00 | 145.00 | 2.00 | 55.00 | 88.00 | | | | | 1.00 | 1.00 |
| RAIL FLEET | | | 5,455.12 | $1,369.37 | $2,389.22 | $1,480.97 | | | | | | |
| | Fleet Replacement | | | | | | | | | | | |
| | Rail Fleet Replacement - Phase I - Overhaul | | | | | | | | | | | |
| | GP -40 Diesel Locomotive Overhaul (7) Proposed | 23.44 | 23.44 | 22.10 | 1.34 | 0.00 | 0.00 | 0.00 | 0.02 | 3.49 | 8.04 | 10.56 |
| | PL42 Diesel Locomotive Overhaul (10) | 78.61 | 78.61 | 73.24 | 5.21 | 0.00 | 0.16 | 0.00 | 0.03 | 10.39 | 11.38 | 51.44 |
| | ALP-46 (29) | 0.00 | 103.39 | 24.96 | 78.44 | 0.00 | | | | | | 24.96 |
| | ALP-46A (36) | 0.16 | 131.29 | 68.09 | 63.20 | 0.00 | | | | 19.35 | 13.73 | 35.02 |
| | ML I (329) | 0.00 | 496.00 | 295.50 | 193.76 | 6.74 | | | | 90.46 | 102.52 | 102.52 |
| | ALP-45DP (35) 5-Year Engine/DCU Overhaul (5 year) | 0.00 | 120.06 | 35.01 | 0.00 | 85.05 | | | | 11.67 | 11.67 | 11.67 |
| | ALP-45DP (35) Locomotive Overhaul | 0.00 | 217.81 | 0.00 | 123.27 | 94.54 | | | | | | |
| | ML II (100) | 0.00 | 180.81 | 1.60 | 176.83 | 2.38 | | | | 0.80 | 0.80 | |
| | ALP-45DPA (25) 5-Year Engine/DCU Overhaul | 0.00 | 125.70 | 0.00 | 40.80 | 84.90 | | | | | | |
| | ALP-45DPA Option (25) | 0.00 | 155.56 | 0.00 | 0.00 | 155.56 | | | | | | |
| | Fleet and/or Capacity Enhancement | 0.00 | | | | | | | | | | |
| | Rail Fleet Replacement - Phase II - New Car Purchases | | | | | | | | | | | |
| | Existing Funding - Multilevel IIIs | 727.53 | 725.90 | 331.00 | 220.36 | 0.00 | 174.54 | 45.00 | 17.00 | 20.00 | 72.00 | 177.00 |
| | Existing Funding - Dual Power ALP 45 locamotives (17) (Includes EDA funding) | 177.52 | 177.23 | 136.36 | 0.00 | 0.00 | 40.87 | 10.57 | 79.59 | 32.29 | 4.55 | 9.36 |
| | Existing Funding - Dual Locos (8) | 78.45 | 78.99 | 78.99 | 0.00 | 0.00 | 0.00 | 18.47 | 0.00 | 56.47 | 4.04 | |
| | ML III Option A1 Portal North Bridge Growth (25) | 0.00 | 75.00 | 26.25 | 48.75 | 0.00 | | | 18.75 | 7.50 | | |
| | ML III Option B, C Replace Comet IV (100) | 0.00 | 337.18 | 118.01 | 202.31 | 16.86 | | | | | 84.29 | 33.72 |
| | ML III Option D, E, F Replace Comet II (160) | 0.00 | 563.05 | 140.76 | 394.14 | 28.15 | | | | | | 140.76 |
| | ML III Option G, H, I, J Replace Comet V (265) | 0.00 | 739.29 | 0.00 | 406.61 | 332.68 | | | | | | |
| | ML III Option L Portal Bridge Growth (50) | 0.00 | 228.53 | 0.00 | 79.99 | 148.54 | | | | | | |
| | ML III Option K Growth Option (65 MN CV) | 0.00 | 248.67 | 0.00 | 87.04 | 161.64 | | | | | | |
| | ML III Option A2 Growth Option (36) | 0.00 | 153.01 | 0.00 | 53.56 | 99.45 | | | | | | |
| | Electric Loco (29) ALP46 Replace | 0.00 | 417.60 | 0.00 | 153.12 | 264.48 | | | | | | |
| | | | | | | | | | | | | |
| | Overhaul/State of Good Repair | | | | | | | | | | | |
| | Train Battery Pilot | 0.00 | 46.00 | 0.50 | 45.50 | 0.00 | | | | 0.50 | | |
| | Machine Vision Implementation Program | 0.00 | 32.00 | 17.00 | 15.00 | 0.00 | | | | | 2.00 | 15.00 |

| PROJECT CATEGORY | PROJECT NAME | TOTAL AVAILABLE FUNDING (PROJECTED) | TOTAL ESTIMATED PROJECT COSTS (2022 DOLLARS) | 5-YEAR ESTIMATED TOTAL PROJECT COST | FY26-30 ESTIMATED TOTAL PROJECT COST | FY30+ ESTIMATED TOTAL PROJECT COST | PRIOR YEAR COMMITTED FUNDING (PRE FY21) | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 11,768.24 | $1,683.39 | $4,667.92 | $5,274.40 | | | | | | |
| | Bridges | | | | | | | | | | | |
| | Raritan River Bridge Replacement* | 915.67 | 1,010.00 | 643.86 | 332.70 | 0.00 | 33.44 | 69.32 | 93.67 | 145.60 | 187.06 | 148.22 |
| | Demolition and fender system | | 90.00 | 0.00 | 0.00 | 90.00 | | | | | | |
| | Overhead Bridge Replacement Program | 0.00 | 907.19 | 5.50 | 214.69 | 687.00 | | | | 0.50 | 1.00 | 4.00 |
| | Newark Draw Bridge Replacement & Capacity Enhancement | | | | | | 0.00 | | | | | |
| | Newark Draw Replacement Study | 1.22 | 1.22 | 1.22 | 0.00 | 0.00 | | 0.18 | 1.04 | 0.00 | 0.00 | 0.00 |
| | Phase II | 0.00 | 668.79 | 6.00 | 176.00 | 486.79 | | | | | 3.00 | 3.00 |
| | Undergrade Bridge Replacement Program | 0.00 | 1,973.95 | 13.00 | 490.24 | 1470.71 | | | | 2.00 | 2.00 | 9.00 |
| | South Laurel Ave Bridge Replacement & Clearance Improvement | 0.00 | 46.64 | 2.50 | 44.14 | 0.00 | | | | | 0.50 | 2.00 |
| | Brielle Draw Bridge Replacement & Capacity | | | | | | | | | | | |
| | Brielle Drawbridge-U.G. Bridge #36.09 NJCL Replcmnt Design | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Phase II | 0.00 | 200.00 | 5.00 | 195.00 | 0.00 | | | | | | 5.00 |
| | HX Draw Bridge Replacement | 0.00 | 310.00 | 0.00 | 22.00 | 288.00 | | | | | | |
| | Upper Hack Lift Bridge Capacity Enhancement | 0.00 | 305.00 | 2.00 | 32.50 | 270.50 | | | | | | 2.00 |
| | Shark River Draw Bridge Replacement | 0.00 | 250.00 | 0.00 | 1.07 | 248.93 | | | | | | |
| | West Front Street Bridge Replacement Study | 0.00 | 2.00 | 0.00 | 2.00 | 0.00 | | | | | | |
| | Morgan Draw Bridge Replacement | 0.00 | 300.00 | 0.00 | 10.43 | 289.58 | | | | | | |
| | | | | | | | | | | | | |
| | Signals & Interlockings | | | | | | | | | | | |
| | WC interlocking Reconfiguration | 0.00 | 13.07 | 2.00 | 11.00 | 0.00 | | | | 0.50 | 1.00 | 0.50 |
| | West Summit Interlocking | | | | | | | | | | | |
| | Phase I: Interlocking Relocation | 18.00 | 61.34 | 59.26 | 0.00 | 0.00 | 2.08 | 0.00 | 0.01 | 7.02 | 52.23 | 0.00 |
| | Phase II - Wall Repair & Drainage Design | 2.00 | 2.00 | 1.91 | 0.00 | 0.00 | 0.09 | 0.08 | 0.33 | 1.50 | 0.00 | 0.00 |
| | Phase II - Wall Repair & Drainage Construction | 16.00 | 16.00 | 0.00 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Phase III | 0.00 | 25.49 | 0.00 | 25.49 | 0.00 | | | | | | |
| RAIL INFRASTRUCTURE | Dover Interlocking Reconfiguration Study | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | | 0.50 | 0.50 | |
| | | | | | | | | | | | | |
| | Stations & Public Spaces | | | | | | | | | | | |
| | Newark Penn Station Modernization | | | | | | | | | | | |
| | Requested Funding - NPS Special Phase 2.0 Master plan | 191.00 | 190.00 | 28.50 | 125.02 | 36.48 | | | 0.11 | 5.39 | 13.59 | 9.42 |
| | Requested Funding - NPS Special Phase 3.0 Master plan | 0.00 | 335.84 | 3.00 | 39.89 | 292.95 | | | | | | 3.00 |
| | Newark Penn Station Platform D Improvements | | | | | | | | | | | |
| | Newark Penn Station (NPS) Platform D | 24.45 | 38.45 | 25.74 | 12.71 | 0.00 | | 0.01 | 0.10 | 0.63 | 5.00 | 20.00 |
| | Trenton Station Improvements | 26.37 | 39.00 | 15.39 | 23.61 | 0.00 | | 0.06 | 0.30 | 1.75 | 1.33 | 11.95 |
| | Regional Rail Station Modernization & Access Program | | | | | | | | | | | |
| | Bloomfield Station | 48.00 | 47.57 | 32.57 | 15.00 | 0.00 | | | | 0.53 | 16.02 | 16.02 |
| | Brick Church Station | 33.00 | 33.50 | 16.59 | 16.91 | 0.00 | | 0.06 | 0.42 | 1.59 | 11.05 | 3.48 |
| | Long Branch Station | 0.00 | 26.17 | 26.17 | 0.00 | 0.00 | | | | 12.86 | 13.31 | 0.00 |
| | Phase II | 0.00 | 682.93 | 6.97 | 555.00 | 120.97 | | | | | 4.00 | 2.97 |
| | Perth Amboy | 65.01 | 62.84 | 58.62 | 0.00 | 0.00 | 4.22 | 1.82 | 2.60 | 24.70 | 29.51 | 0.00 |
| | Lyndhurst Station | 31.84 | 31.59 | 27.85 | 0.00 | 0.00 | 3.74 | 1.27 | 6.96 | 19.62 | 0.00 | 0.00 |
| | Roselle Park Station Improvements | 27.00 | 38.25 | 38.12 | 0.00 | 0.00 | 0.13 | 0.92 | 0.97 | 1.40 | 20.00 | 14.83 |
| | Edison Station Improvements | 0.00 | 35.50 | 3.50 | 32.00 | 0.00 | | | | | 2.50 | 1.00 |
| | Elizabeth Station Improvements | 98.65 | 70.96 | 52.94 | 0.00 | 0.00 | 18.02 | 12.34 | 14.39 | 26.20 | 0.00 | 0.00 |
| | Jersey Avenue Station | 0.00 | 245.79 | 0.00 | 59.90 | 185.89 | | | | | | |
| | Metuchen Station Improvements | 0.00 | 31.42 | 1.50 | 29.92 | 0.00 | | | | | 0.50 | 1.00 |
| | New Brunswick Station Improvements | | | | | | | | | | | |
| | New Brunswick Station Internal and External Improvements | 49.00 | 49.00 | 49.00 | 0.00 | 0.00 | | | | 5.00 | 20.00 | 24.00 |
| | New Brunswick Station Repairs | 2.00 | 1.91 | 0.10 | 0.00 | 0.00 | 1.81 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 |
| | Liberty Corridor New Brunswick (Walkway Overpass) | 4.00 | 4.00 | 3.44 | 0.00 | 0.00 | 0.56 | 0.00 | 3.44 | 0.00 | 0.00 | 0.00 |
| | Liberty Corridor New Brunswick (Elevator Rehabilitation) | 5.51 | 3.56 | 1.14 | 0.00 | 0.00 | 2.42 | 0.69 | 0.45 | 0.00 | 0.00 | 0.00 |
| | Liberty Corridor New Brunswick (Soft Costs) | 4.76 | 5.41 | 2.19 | 0.00 | 0.00 | 3.22 | 0.55 | 1.65 | 0.00 | 0.00 | 0.00 |
| | Liberty Corridor New Brunswick (Escalator Replacement) | 3.09 | 3.73 | 3.73 | 0.00 | 0.00 | 0.00 | 0.00 | 3.73 | 0.00 | 0.00 | 0.00 |
| | NEC Middle Zone Stations: New Brunswick Eastbound Pltfrm Ext | 5.69 | 5.69 | 4.98 | 0.00 | 0.00 | 0.70 | 0.15 | 0.07 | 1.45 | 1.53 | 1.79 |
| | North Elizabeth Station Improvements | | | 0.00 | 0.00 | 0.00 | | | | | | |
| | North Elizabeth Station Repairs | 2.40 | 2.40 | 2.08 | 0.00 | 0.00 | 0.32 | 0.01 | 0.04 | 2.04 | 0.00 | 0.00 |
| | North Elizabeth Station Improvements | 0.00 | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | | | | | |
| | North Brunswick Station | 50.00 | 150.00 | 25.18 | 124.81 | 0.00 | 0.00 | 0.02 | 0.18 | 4.98 | 10.00 | 10.00 |

| PROJECT CATEGORY | PROJECT NAME | TOTAL AVAILABLE FUNDING (PROJECTED) | TOTAL ESTIMATED PROJECT COSTS (2022 DOLLARS) | 5-YEAR ESTIMATED TOTAL PROJECT COST | FY26-30 ESTIMATED TOTAL PROJECT COST | FY30+ ESTIMATED TOTAL PROJECT COST | PRIOR YEAR COMMITTED FUNDING (PRE FY21) | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RAIL INFRASTRUCTURE | | | | | | | | | | | | |
| | Track & Yards | | | | | | | | | | | |
| | Roseville Cut Improvements | 0.00 | 111.85 | 6.00 | 83.67 | 22.18 | | | | | 2.00 | 4.00 |
| | Morristown Yard and Pocket Track | 0.00 | 152.05 | 2.00 | 13.36 | 136.69 | | | | | | 2.00 |
| | Delco Lead | 269.35 | 421.00 | 63.55 | 335.06 | 0.00 | 22.39 | 2.44 | 2.13 | 0.47 | 25.00 | 33.50 |
| | County Yard Expansion | 175.73 | 225.00 | 109.47 | 97.50 | 0.00 | 18.02 | 1.02 | 1.04 | 7.41 | 50.00 | 50.00 |
| | Small Yards Rehabilitation Program | 0.00 | 451.21 | 0.00 | 208.38 | 242.83 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Modify Lyons Siding on Gladstone Line | 0.00 | 11.42 | 0.00 | 1.56 | 9.86 | | | | | | |
| | New Boonton Yard | 0.00 | 40.79 | 0.00 | 4.65 | 36.15 | | | | | | |
| | Midline Loop | 10.94 | 511.41 | 0.00 | 239.80 | 271.61 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Hunter Flyover | 0.00 | 302.49 | 0.00 | 245.31 | 57.18 | | | | | | |
| | Distribution, Transmission & Power | | | | | | | | | | | |
| | Rail Electric Traction Substation Assessment | 6.73 | 14.27 | 14.27 | 0.00 | 0.00 | | 0.87 | 5.65 | 3.87 | 3.87 | 0.00 |
| | New Graw Signal Substation | 0.00 | 20.26 | 0.00 | 20.26 | 0.00 | | | | | | |
| | Suffern Substation and Crew Quarters | 0.00 | 21.00 | 2.00 | 19.00 | 0.00 | | | | 0.50 | 1.00 | 0.50 |
| | Wood to Steel Pole Conversion on Gladstone Branch | 0.00 | 81.00 | 6.00 | 75.00 | 0.00 | | | | 1.00 | 3.00 | 2.00 |
| | NJ TRANSITGRID | 639.56 | 577.35 | 285.38 | 260.70 | 0.00 | 31.28 | 4.51 | 4.34 | 76.54 | 100.00 | 100.00 |
| | Facilities | | | | | | | | | | | |
| | Auxiliary Transit Operations Facility | 0.00 | 130.92 | 2.00 | 98.82 | 30.10 | | | | 1.00 | 0.50 | 0.50 |
| | Red Bank Crew Quarters Replacement | 0.00 | 7.02 | 1.00 | 6.02 | 0.00 | | | | | 0.50 | 0.50 |
| | Northern MOW Facility | 60.00 | 165.00 | 12.19 | 152.80 | 0.00 | 0.01 | 0.17 | 0.71 | 1.31 | 6.00 | 4.00 |
| | Tunnels | | | | | | | | | | | |
| | Bergen Tunnel South Tube Rehabilitation | 0.00 | 155.00 | 7.00 | 148.00 | 0.00 | | | | 1.00 | 2.00 | 4.00 |
| RAIL EXPANSION | | | 2,477.79 | $36.22 | $120.65 | $2,306.01 | | | | | | |
| | Lackawanna Cutoff | | | | | | | | | | | |
| | Lackawanna Cut-off - Port Morris-Andover | 53.36 | 75.00 | 36.22 | 23.87 | 0.00 | 14.91 | 0.05 | 0.16 | 3.02 | 20.00 | 13.00 |
| | Phase 1 | 0.00 | 150.00 | 0.00 | 25.08 | 124.92 | | | | | | |
| | Phase 2 | 0.00 | 200.00 | 0.00 | 62.26 | 137.74 | | | | | | |
| | Third Track Between Waldwick to Suffern | 0.00 | 700.72 | 0.00 | 0.00 | 700.72 | | | | | | |
| | Lehigh Third and Fourth Tracks | 0.00 | 855.40 | 0.00 | 0.00 | 855.40 | | | | | | |
| | Westbound Waterfront Connector | 0.00 | 496.67 | 0.00 | 9.43 | 487.24 | | | | | | |
| REGIONAL TRANSIT PROJECTS | | | 10,166.87 | $2,468.95 | $2,830.48 | $4,837.66 | | | | | | |
| | Secaucus to Meadowlands (Boonton) Transitway | 3.58 | 535.43 | 120.78 | 414.65 | 0.00 | | 0.00 | 0.28 | 9.53 | 10.9 | 100.1 |
| | Northeast Corridor | | | | | | | | | | | |
| | Portal Bridge North | | | | | | | | | | | |
| | NJT Budget (does not include Amtrak work) | 2081.56 | 2,081.56 | 1767.39 | 306.91 | 0.00 | 7.26 | 4.371 | 90.661 | 343.423 | 778.220 | 550.716 |
| | Financing | 180.00 | 180.00 | 60.00 | 120.00 | 0.00 | | | | | 30.000 | 30.0 |
| | Portal Bridge South Capacity Enhancement | 0.00 | 800.00 | 0.00 | 0.00 | 800.00 | | | | | | |
| | Penn Station New York | | | | | | | | | | | |
| | Penn Station New York – NJ TRANSIT Access Improvement | | | | | | | | | | | |
| | Phase 2 | 0.00 | 336.55 | 10.50 | 326.05 | 0.00 | | | | | 2.50 | 8.00 |
| | Hoboken Terminal And Yard Resilient Redevelopment Program | | | | | | | | | | | |
| | Hoboken Terminal And Yard Resilient Redevelopment Program - Phase I | 226.00 | 433.78 | 17.50 | 416.28 | 0.00 | | | | | 8.00 | 9.50 |
| | Hoboken Terminal And Yard Resilient Redevelopment Program - Phase II | 0.00 | 3,008.93 | 14.00 | 127.64 | 2867.28 | | | | | | 14.00 |
| | Hoboken Long Slip | 283.53 | 268.65 | 246.13 | 0.00 | 0.00 | 22.52 | 15.85 | 23.71 | 55.52 | 75.52 | 75.52 |
| | Track, Bridge, Mobility and Capacity Improvements | 22.60 | 27.05 | 27.05 | 0.00 | 0.00 | | | 0.09 | 10.95 | 10.00 | 6.00 |
| | Traction Power, Catenary and Control System Improvements | 20.90 | 24.32 | 24.32 | 0.00 | 0.00 | | | 0.12 | 8.20 | 8.00 | 8.00 |
| | Mechanical Equipment Inspection Improvements | 45.40 | 45.28 | 45.28 | 0.00 | 0.00 | | | 0.11 | 17.17 | 14.00 | 14.00 |
| | Gateway | | | | | | | | | | | |
| | Gateway Storage Yard and Maintenance Facility | 0.00 | 2,425.33 | 136.00 | 1118.95 | 1170.37 | | | | | 130.00 | 6.00 |

| PROJECT CATEGORY | PROJECT NAME | TOTAL AVAILABLE FUNDING (PROJECTED) | TOTAL ESTIMATED PROJECT COSTS (2022 DOLLARS) | 5-YEAR ESTIMATED TOTAL PROJECT COST | FY26-30 ESTIMATED TOTAL PROJECT COST | FY30+ ESTIMATED TOTAL PROJECT COST | PRIOR YEAR COMMITTED FUNDING (PRE FY21) | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FERRY | | | 421.31 | $5.00 | $108.91 | $307.40 | | | | | | |
| | New Jersey Ferry Fleet Improvements | $0.00 | 421.31 | 5.00 | 108.91 | 307.40 | | | | | 3.00 | 2.00 |
| HEALTH AND SAFETY | | | 12.48 | $2.00 | $10.48 | $0.00 | | | | | | |
| | Local Police Shelter Implementation Program | $0.00 | 12.48 | 2.00 | 10.48 | 0.00 | | | | 0.50 | 0.50 | 1.00 |
| TECHNOLOGY, ASSET MGMT. & PLANNING | | | 839.51 | $394.35 | $444.60 | $0.00 | | | | | | |
| | Information & Digital Technologies | | | | | | | | | | | |
| | IT Business Unit Improvements | | | | | | | | | | | |
| | BU (Business Unit) Improvements | 0.00 | 63.23 | 26.06 | 37.16 | 0.00 | | | | 7.00 | 6.71 | 12.35 |
| | BU1 - FMP Component Enhancements / Replacement | 40.00 | 60.97 | 48.77 | 12.20 | 0.00 | | | | 1.35 | 20.80 | 26.62 |
| | BU2 - Internal Enhancements - Finance, Procurement, HR, Data | 0.00 | 22.00 | 4.60 | 17.40 | 0.00 | | | | 2.00 | 0.12 | 2.48 |
| | BU3 - Passenger Related Enhancements | 0.00 | 14.20 | 13.20 | 1.00 | 0.00 | | | | 6.50 | 5.70 | 1.00 |
| | HQ Improvements (IT / Infrastructure Improvements) | 0.00 | 86.63 | 42.93 | 43.70 | 0.00 | | | | 7.70 | 20.33 | 14.90 |
| | IT Surface Transit Improvements | | | | | | | | | | | |
| | Surface Transit Improvements | 0.00 | 136.44 | 23.01 | 113.43 | 0.00 | | | | 0.60 | 1.84 | 20.57 |
| | Surface Transit1 - Connected Bus - Digital Connectivity | 0.00 | 15.00 | 15.00 | 0.00 | 0.00 | | | | 6.00 | 4.00 | 5.00 |
| | Surface Transit2 - PA Upgrade and Wi-Fi | 0.00 | 10.28 | 10.28 | 0.00 | 0.00 | | | | 3.28 | 2.00 | 5.00 |
| | IT Rail Improvements | | | | | | | | | | | |
| | Rail Improvements | 0.00 | 57.14 | 27.28 | 29.86 | 0.00 | | | | 0.60 | 3.50 | 23.18 |
| | Rail1 - Rail Station Infrastructure Upgrade | 0.00 | 128.00 | 70.00 | 58.00 | 0.00 | | | | 25.00 | 23.00 | 22.00 |
| | Rail2 - Connected Train | 0.00 | 40.00 | 30.00 | 10.00 | 0.00 | | | | 8.00 | 11.00 | 11.00 |
| | Rail3 - Display, Signage and other enhancements | 0.00 | 7.35 | 7.35 | 0.00 | 0.00 | | | | 2.45 | 2.26 | 2.66 |
| | Trip Planner & Mobile App | 0.00 | 12.00 | 8.20 | 3.80 | 0.00 | | | | 4.00 | 2.30 | 1.90 |
| | Surface Transportation Technology Innovation Program | 0.00 | 21.36 | 12.00 | 9.36 | 0.00 | | | | 4.00 | 4.00 | 4.00 |
| | Enterprise Asset Management & Planning | | | | | | | | | | | |
| | Enterprise Asset Management: Facility Inspections FY21 – FY23 | 9.25 | 7.07 | 7.07 | 0.00 | 0.00 | | 0.03 | 1.60 | 3.44 | 1.00 | 1.00 |
| | Enterprise Asset Management PMO | 7.72 | 9.60 | 9.60 | 0.00 | 0.00 | | 1.70 | 0.73 | 5.17 | 1.00 | 1.00 |
| | Stations and Public Facility Priority Repairs | | | | | | | | | | | |
| | SoGR Program | | | | | | | | | | | |
| | State of Good Repair Program | 10.42 | 2.00 | 0.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | NJTSGRP, LR-Hudson Bergen | 5.06 | 5.69 | 5.69 | 0.00 | 0.00 | | 0.56 | 0.20 | 4.93 | 0.00 | 0.00 |
| | NJTSGRP, CR-Newark | 4.18 | 4.40 | 4.40 | 0.00 | 0.00 | | 0.36 | 1.48 | 2.56 | 0.00 | 0.00 |
| | NJTSGRP, CR-Hoboken | 0.20 | 0.69 | 0.69 | 0.00 | 0.00 | | 0.07 | 0.17 | 0.44 | 0.00 | 0.00 |
| | NJTSGRP, BUS-Central Division | 2.69 | 1.71 | 1.71 | 0.00 | 0.00 | | 0.08 | 1.63 | 0.00 | 0.00 | 0.00 |
| | NJTSGRP, BUS-North | 3.24 | 5.20 | 5.20 | 0.00 | 0.00 | | | 0.02 | 5.18 | 0.00 | 0.00 |
| | NJ TRANSIT State of Good Repair Program (NJTSGRP) | 60.06 | 21.87 | 21.32 | 0.00 | 0.00 | 0.55 | 2.95 | 3.38 | 5.00 | 5.00 | 5.00 |
| | LTWP | 0.00 | 100.00 | 0.00 | 100.00 | 0.00 | | | | | | |
| | ADA Compliance | 0.00 | 3.69 | 0.00 | 3.69 | 0.00 | | | | | | |
| | Kingsland Station Decommisioning Project | 0.00 | 3.00 | 0.00 | 3.00 | 0.00 | | | | | | |
| | Total Estimated Project Costs | | | $7,493.99 | $17,444.39 | $21,086.96 | | $314.48 | $711.77 | $1,321.68 | $2,597.88 | $2,548.18 |

# Appendix A: Unconstrained Financial Summary

Table 3 - Capital Plan: Rehabilitation and Programs Unconstraineed Estimated Cash-flow Sheet

Appendix A Table 3: Capital Plan: Other Existing NJ TRANSIT Program Items Estimated Cash-flow Sheet

($ in Millions)

| Total of Ongoing Capital Projects (FUNDED PROGRAM) | | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|
| | | 975.29 | 848.31 | 1,183.66 | 1,028.37 | 1,169.21 |
| Project Category | Access Link | 0.26 | 0.44 | 0.18 | 0.18 | 0.18 |
| | Bus Operations | 15.67 | 32.85 | 45.00 | 26.71 | 56.74 |
| | Capital Lease (PRIIA) | 60.11 | 22.63 | 122.49 | 116.87 | 116.87 |
| | Fixed Expenses (PM, Debt Service, Pass Through) | 566.89 | 518.78 | 528.34 | 432.53 | 531.02 |
| | IT Innovation and Transport Network Improvements | 16.25 | 18.78 | 30.73 | 30.39 | 27.06 |
| | Light Rail | 14.36 | 16.16 | 39.54 | 37.42 | 32.37 |
| | Other(police, study dev., Env., Adm., HQ etc) | 36.07 | 55.28 | 127.21 | 36.79 | 33.78 |
| | Rail | 255.82 | 177.00 | 235.62 | 287.88 | 314.56 |
| | Regional Transit Projects | 9.86 | 6.39 | 54.56 | 59.59 | 56.63 |

# Appendix A: Unconstrained Financial Summary

Table 4 - Capital Plan: Other Existing NJ TRANSIT Program Items Estimated Cash-flow Sheet

Appendix A Table 4: Capital Plan: Rehabilitation Projects and Programs, Progress and Unconstrainted Estimated Cash Flow

*$ in Millions*

| | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|
| Total for Departmental Rehabilitation Projects | 0.00 | 0.00 | 239.03 | 188.78 | 156.28 |

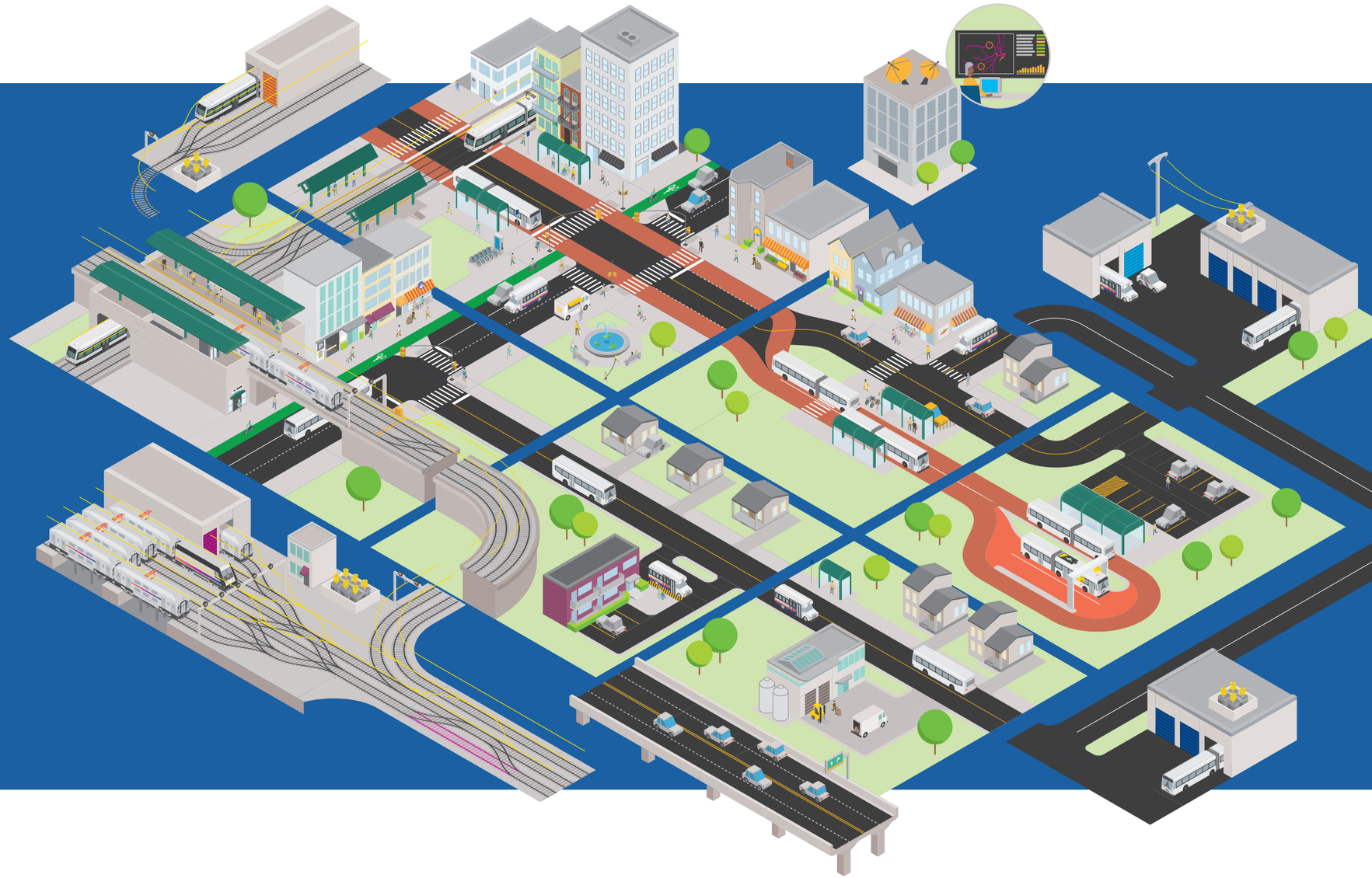
| PROJECT CATEGORY | | PROJECT | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|
| RAIL FLEET | | Rail Fleet Reliability Program | 0.0 | 0.0 | 40.6 | 16.7 | 14.0 |
| | | | | | | | |
| | | MMC SOGR Program | 0.0 | 0.0 | 14.4 | 15.7 | 9.8 |
| RAIL INFRASTRUCTURE | | Switch Snow Melter Program | 0.0 | 0.0 | 1.5 | 1.5 | 1.5 |
| | | | | | | | |
| | | Electrical Infrastructure Enhancement Program | 0.0 | 0.0 | 0.6 | 0.9 | 0.9 |
| | | | | | | | |
| | | IT Infrastructure Enhancement Program | 0.0 | 0.0 | 2.0 | 1.0 | 1.0 |
| | | | | | | | |
| | | Signal System SoGR Program | 0.0 | 0.0 | 14.0 | 14.8 | 10.8 |
| | | | | | | | |
| | | ET Reliability Program | 0.0 | 0.0 | 11.7 | 13.7 | 22.8 |
| | | | | | | | |
| | | Rail Operations Work Equipment Upgrades | 0.0 | 0.0 | 11.4 | 9.1 | 4.8 |
| | | | | | | | |
| | | Track Rehabilitation Program | 0.0 | 0.0 | 14.8 | 15.8 | 15.2 |
| | | | | | | | |
| | | MEP SoGR Program | 0.0 | 0.0 | 0.9 | 0.9 | 0.9 |

| PROJECT CATEGORY | | PROJECT | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|
| RAIL INFRASTRUCTURE | | Vertical Transportation Renewal Program | 0.0 | 0.0 | 5.0 | 9.5 | 9.5 |
| | | Morrisville SOGR Program | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| | | Bridge Protection SOGR Program | 0.0 | 0.0 | 0.6 | 0.6 | 0.6 |
| | | Undergrade Bridge Rehabilitation Program | 0.0 | 0.0 | 2.6 | 2.6 | 2.6 |
| | | Overhead Bridge Rehabilitation Program | 0.0 | 0.0 | 3.7 | 3.7 | 3.7 |
| | | Tie Deck Program | 0.0 | 0.0 | 1.5 | 1.5 | 2.9 |
| | | Bridge Inspection Program | 0.0 | 0.0 | 1.0 | 2.0 | 2.0 |
| | | Culvert Inspection Program | 0.0 | 0.0 | 1.7 | 1.5 | 1.5 |
| | | Retaining Wall Inspection Program | 0.0 | 0.0 | 0.3 | 0.1 | 0.1 |
| | | Bridge Painting Program | 0.0 | 0.0 | 2.5 | 2.5 | 2.5 |
| | | Facilities | 0 | 0.0 | 0.5 | 1.0 | 1.0 |
| | | ROW Reliability and Improvement Program | 0.0 | 0.0 | 6.5 | 6.8 | 7.0 |
| LIGHT RAIL | | Hudson-Bergen Light Rail SOGR and Rehab Program | 0.0 | 0.0 | 40.3 | 19.7 | 5.7 |
| | | Newark Light Rail SOGR and Rehab Program | 0.0 | 0.0 | 23.5 | 20.9 | 12.3 |
| | | River LINE SOGR and Rehab Program | 0.0 | 0.0 | 16.5 | 6.3 | 2.8 |

| PROJECT CATEGORY | | PROJECT | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 |
|---|---|---|---|---|---|---|---|
| BUS INFRASTRUCTURE | | BUS SOGR & Rehab Program | 0.0 | 0.0 | 4.3 | 4.3 | 4.3 |
| PLANNING | | TRANSIT Planning, Design & Development Program | 0.0 | 0.0 | 7.5 | 7.5 | 7.5 |
| INFORMATION AND DIGITAL TECHNOLOGY | | IT Upgrade Program | 0.0 | 0.0 | 7.3 | 7.6 | 7.8 |
| ECMS | | ECMS | | 0.0 | 1.0 | 1.0 | 1.0 |

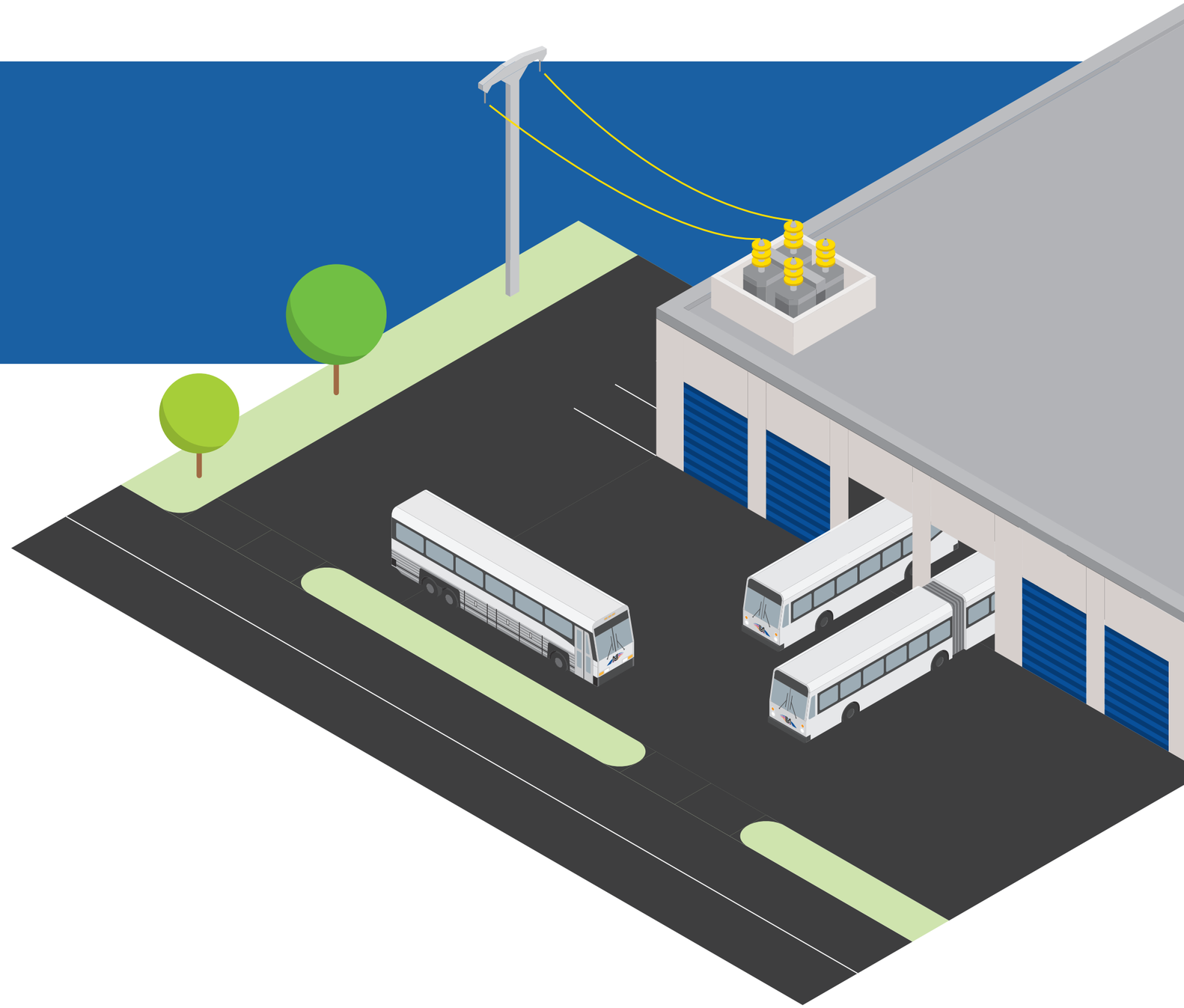
Appendix B

# Capital Plan Project Sheets



NJ®

# Bus Garages



# PROJECT SHEET NORTHERN BUS GARAGE (ZERO EMISSION BUS FLEET READY)

## Description

NJ TRANSIT operates 16 bus garages throughout the State which range in age from 22 to 120 years old. No major rehabilitation work has been performed at the garages since 1998. Nearly all of the existing garages are currently operating at or above their capacities, with capacity constraints especially being an issue in Northern New Jersey. Rehabilitation of major garage systems, modernization of existing garages, and replacement of aging facilities is challenging since these activities would potentially result in the loss of capacity on bus lines while each garage is taken out of service for improvements.

The Northern Bus Garage project would construct a new bus garage in Ridgefield Park that would accommodate between 300 and 500 buses, depending on the vehicle type. The garage would support the articulated and zero emission bus fleet with new storage and maintenance capacity to meet current needs and allow for future service expansion. This increase in capacity would help NJ TRANSIT keep pace with anticipated growth in bus ridership and provide additional capacity to absorb buses from other garages while they are rehabilitated, upgraded, or replaced.

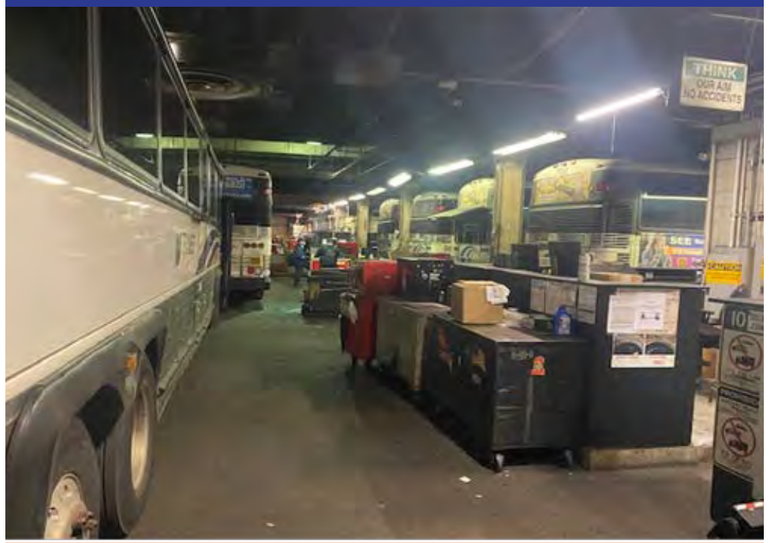
The new Northern Bus Garage would be designed to accommodate a 100% zero emission bus fleet, include solar panels on the roof, and feature modern fleet diagnostics and maintenance equipment. The project is currently in the preliminary engineering phase and a site has been acquired.

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

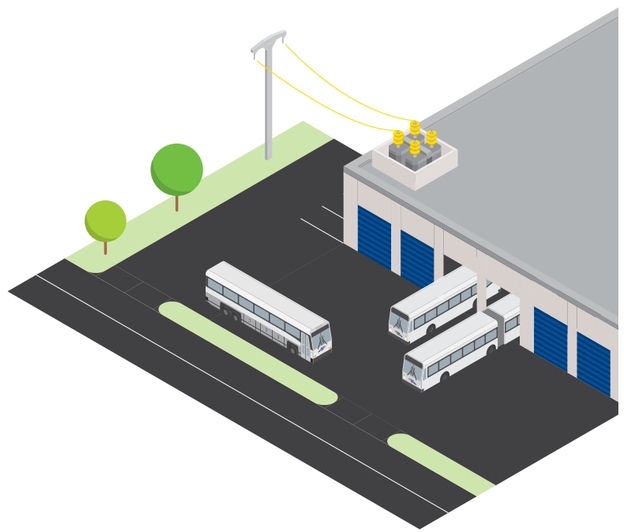
***$1.435 Billion**

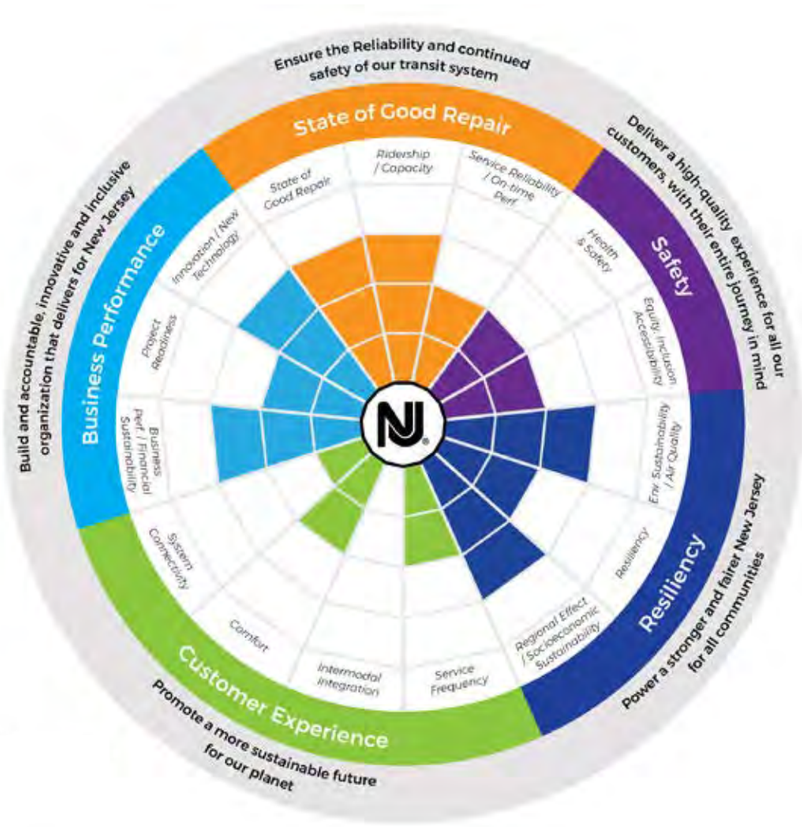
**Excludes property acquisition costs (land secured by NJ TRANSIT)*

**EXISTING:**
Overcrowded Bus Garages (Oradell Garage shown)



**PROPOSED:**
New Garage Facility






### Value to Customers

- Expands bus fleet, increases bus availability, reduces depot delays

### Value to State

- Increases return on investment for revenue vehicles owned by NJ TRANSIT
- New sustainable facilities reduce lifecycle maintenance costs and enable more efficient use of taxpayer funds

# PROJECT SHEET NORTHERN BUS GARAGE (ZERO EMISSION BUS FLEET READY)

## ESTIMATED TOTAL PROJECT COSTS

***$1.435B**

**EXCLUDES PROPERTY ACQUISITION COSTS (LAND SECURED BY NJ TRANSIT)*

***Regional Impact/Socioeconomic Sustainability***
The new facility would relieve congestion on the garage system and enable additional fleet capacity to support expanded service

***Environmental Sustainability/Air Quality***
The garage would support the rollout of zero emission buses

***Ridership/Capacity***
Additional garage capacity would allow NJ TRANSIT to keep pace with current and future ridership growth

***State of Good Repair***
A modern garage with solar panels and new maintenance equipment would reduce average age of bus fleet to industry norms

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The new garage would **increase bus storage, maintenance capacity,** and **meet current and future ridership** of the NJ TRANSIT bus network.*

# PROJECT SHEET SECOND NORTHERN BUS GARAGE (ZERO EMISSION BUS FLEET READY)

## Description

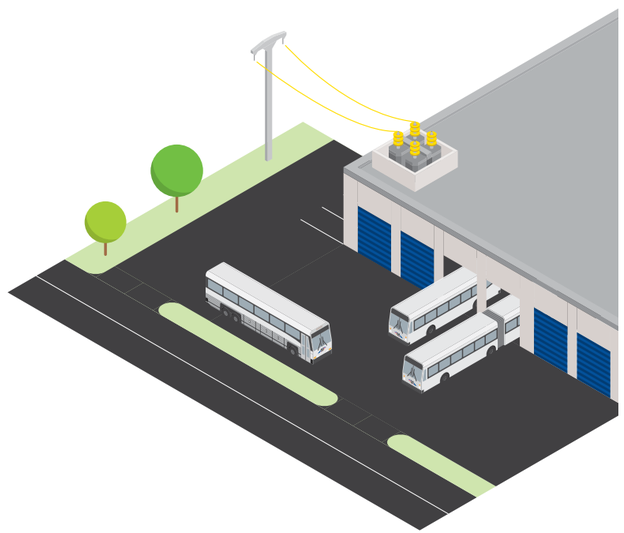
NJ TRANSIT operates 16 bus garages throughout the State which range in age from 22 to 120 years old. No major rehabilitation work has been performed at the garages since 1998. Nearly all of the existing garages are currently operating at or above their capacities, with capacity constraints especially being an issue in Northern New Jersey. Rehabilitation of major garage systems, modernization of existing garages, and replacement of aging facilities is challenging since these activities would potentially result in the loss of capacity on bus lines while each garage is taken out of service for improvements.

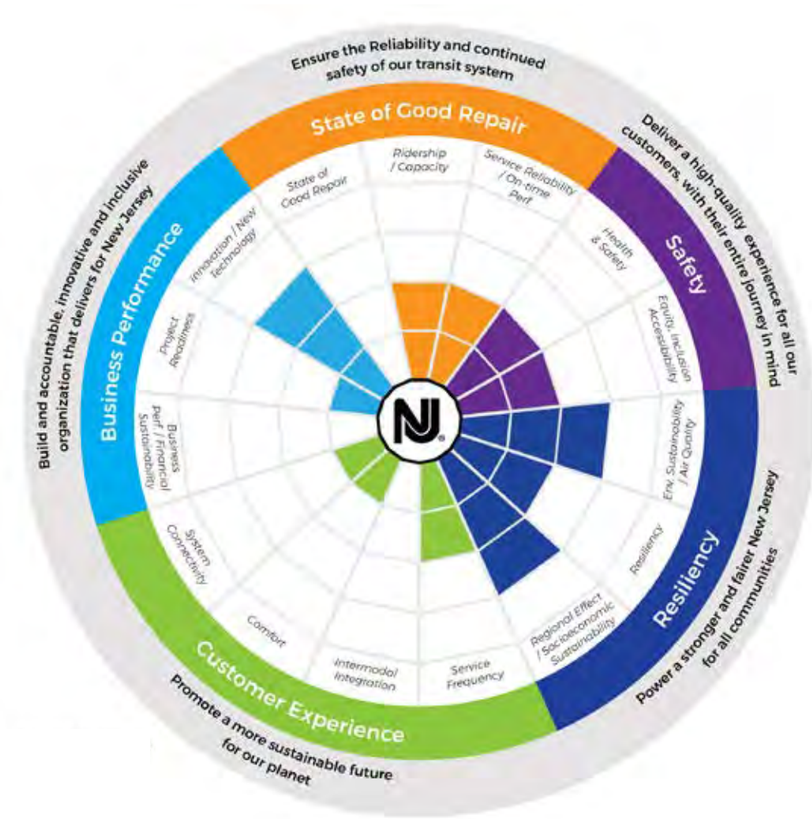
The addition of a Second New Northern Bus Garage would augment the existing new Northern Bus Garage Project to further increase its bus storage and maintenance capacity. This would enable NJ TRANSIT to better accommodate the current bus fleet, allow for future service expansion, and accommodate a larger zero emission bus fleet. This increase in capacity would help NJ TRANSIT keep pace with anticipated bus ridership growth and provide additional capacity to absorb buses from other garages while they are rehabilitated, upgraded, or replaced. The Second New Northern Bus Garage would be LEED certified and designed to accommodate a zero emission bus fleet, include solar panels on the roof, and feature modern fleet diagnostics and maintenance equipment.

**EXISTING:**
**Overcrowded Bus Garages (Oradell Garage shown)**




**PROPOSED:**
**New Garage Facility**






**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

***$400 Million**

**Estimate based upon concept design*

### Value to Customers

- Expands bus fleet, increases bus availability, reduces depot delays

### Value to State

- Increases return on investment for revenue vehicles owned by NJ TRANSIT
- New sustainable facilities reduce lifecycle maintenance costs and enable more efficient use of taxpayer funds

# PROJECT SHEET SECOND NORTHERN BUS GARAGE (ZERO EMISSION BUS FLEET READY)

**ESTIMATED TOTAL PROJECT COSTS**

**$400M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Environmental Sustainability/Air Quality***
The garage would support the rollout of the zero emission buses

***Resiliency***
An additional bus garage in the northern region of New Jersey is necessary to create redundancy for better recovery of bus network

***Ridership/Capacity***
Increased capacity to service existing and future bus fleet is necessary to expand bus fleet and accommodate ridership growth

NEW

***Innovation/New Technology***
A modern garage with advanced fleet diagnostics would improve operation and maintenance of fleet

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The addition of a new garage would **increase bus maintenance and storage capacity** to match current bus fleet size and **allow for future service expansion**.*

# PROJECT SHEET UNION CITY BUS GARAGE (ZERO EMISSION BUS FLEET READY)

## Description

NJ TRANSIT operates 16 bus garages throughout the state which range in age from 22 to 120 years old. No major rehabilitation work has been performed at the garages since 1998. Nearly all of the existing garages are currently operating at or above their capacities, with capacity constraints especially an issue in Northern New Jersey. Rehabilitation of major garage systems, modernization of existing garages, and replacement of aging facilities is challenging since these activities would potentially result in the loss of capacity on bus lines while each garage is taken out of service for improvements.

NJ TRANSIT ceased operations at the Union City Bus Garage in 2011. Since then, a portion of the facility at the north end of the property has been leased to the Union City Department of Public Works for storage of various vehicles, equipment, and road salt stockpiling. The remaining unused main facility is in a state of severe distress from disuse and age. Recent inspection of the facility found the building to be unsafe, and the public and all personnel are currently barred from entry. The roof structure, which is integral to the larger building structure, has widespread structural failures, and various internal structural components are heavily deteriorated or fallen. A variety of internal components have been subjected to severe corrosion with rotten timbers throughout, making the entire interior of the structure unsafe.

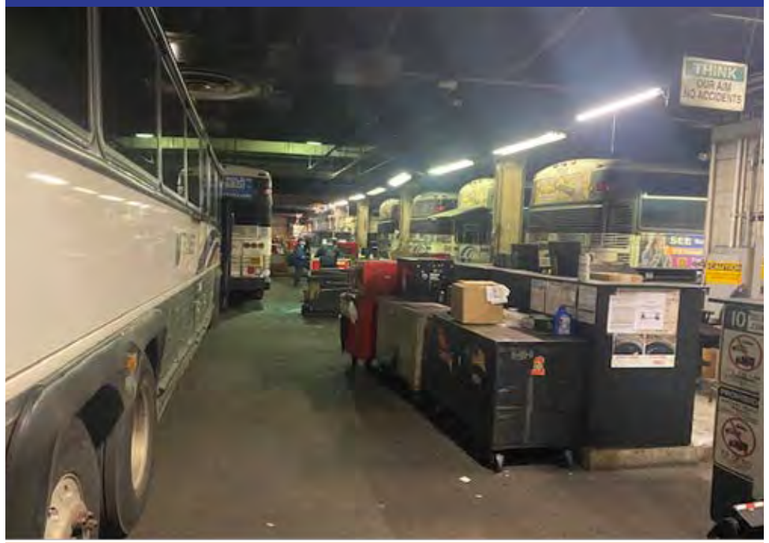
Continued deterioration of the building cannot be permitted without risking the overall structural stability of the facility up to and including the potential for a partial or complete collapse. As the structure is both functionally obsolete and far too deteriorated to attempt its salvage, the only practicable recourse is to immediately demolish it in its entirety. The existing Union City Bus Garage will be rebuilt as a storage facility to support maintenance and storage of articulated and zero emission buses.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

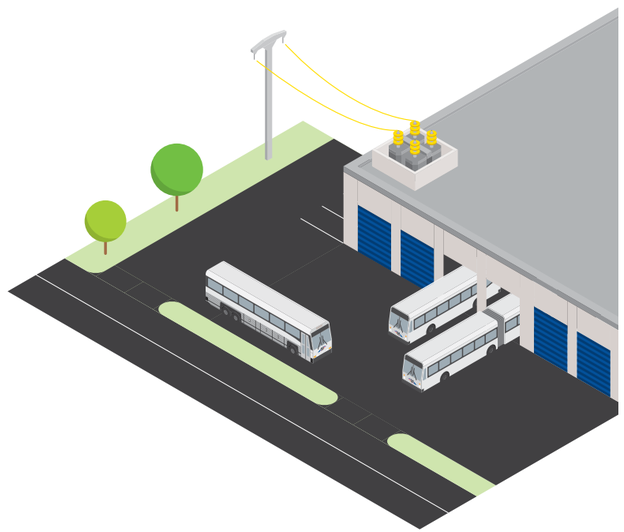
***$68.9 Million**

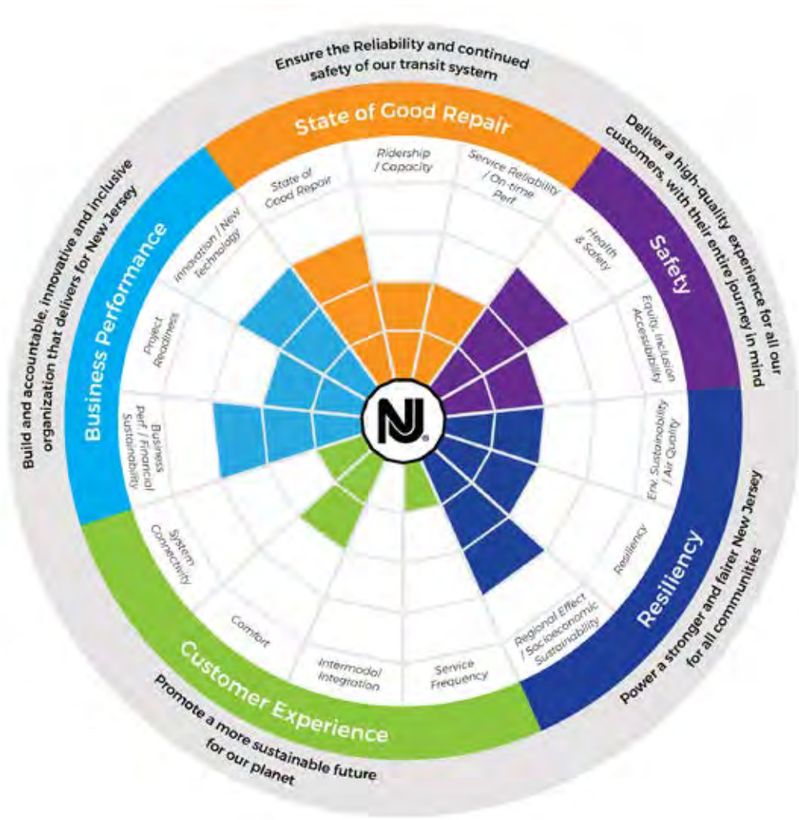
**Estimate based upon concept design*

**EXISTING:**
**Overcrowded Bus Garages (Oradell Garage shown)**



**PROPOSED:**
**New Garage Facility**






## Value to Customers

› Supports expanded bus fleet, increases bus availability, reduces depot delays

## Value to State

› Increases return on investment for revenue vehicles owned by NJ TRANSIT

› New sustainable facilities reduce lifecycle maintenance costs and enable more efficient use of taxpayer funds

› Improves overall state of good repair of facilities

# PROJECT SHEET UNION CITY BUS GARAGE (ZERO EMISSION BUS FLEET READY)

**ESTIMATED TOTAL PROJECT COSTS**

**$68.9M**

***Environmental Sustainability/Air Quality***
The garage would support the rollout of the zero emission buses

***Service Reliability***
Reducing the overflow of buses being serviced at other garages would increase on-time performance and reduce delays due to vehicle maintenance issues

***Ridership/Capacity***
Increased capacity to service more buses would accommodate projected future ridership growth

***Regional Impact/Socioeconomic Sustainability***
A new garage would keep pace with growing ridership demand without overwhelming operations and maintenance at existing garages

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The addition of Union City bus garage will* ***increase bus maintenance and storage capacity*** *to support the* ***transition to zero emission buses.***

# PROJECT SHEET BUS GARAGE MODERNIZATION PROGRAM (ZERO EMISSION BUS FLEET READY)

## Description

NJ TRANSIT operates 16 bus garages throughout the State with a fleet of over 3,000 buses. NJ TRANSIT is embarking on an ambitious program to provide a world class electric bus fleet that would increase efficien , improve reliability, reduce the environmental footprint, and cut operating costs throughout the fleet.

The Bus Garage Modernization Program will provide NJ TRANSIT with the necessary garage infrastructure to house and maintain a zero emission bus fleet. Upgra es will include charging stations, electrical service upgrades, and other related equipment.

Phase 1 will convert five garages (Wayne, Hilton, Greenville, Hamilton, and Newton Avenue) to support zero emission bus operations. The five garages were selected for the first phase of electrification due to their limited-range routes, the level of service provided, and the greatest impact to ridership capacity. Conversion of these five garages will support the replacement of 40-foot diesel transit buses with 40-foot zero emission buses and the addition of 60-foot articulated zero emission buses.

Phases 2 and 3 are expected to occur after 2025 and will include the full modernization and replacement of garages where needed. This project is funded through the preliminary design of Phase 1, which is expected to commence in late FY 2022.

### Sustainability

The Bus Garage Modernization Program will coincide with the State of New Jersey's sustainability vision, supporting the reduction of greenhouse gases by contributing to the reduction of air pollutants from diesel emissions.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

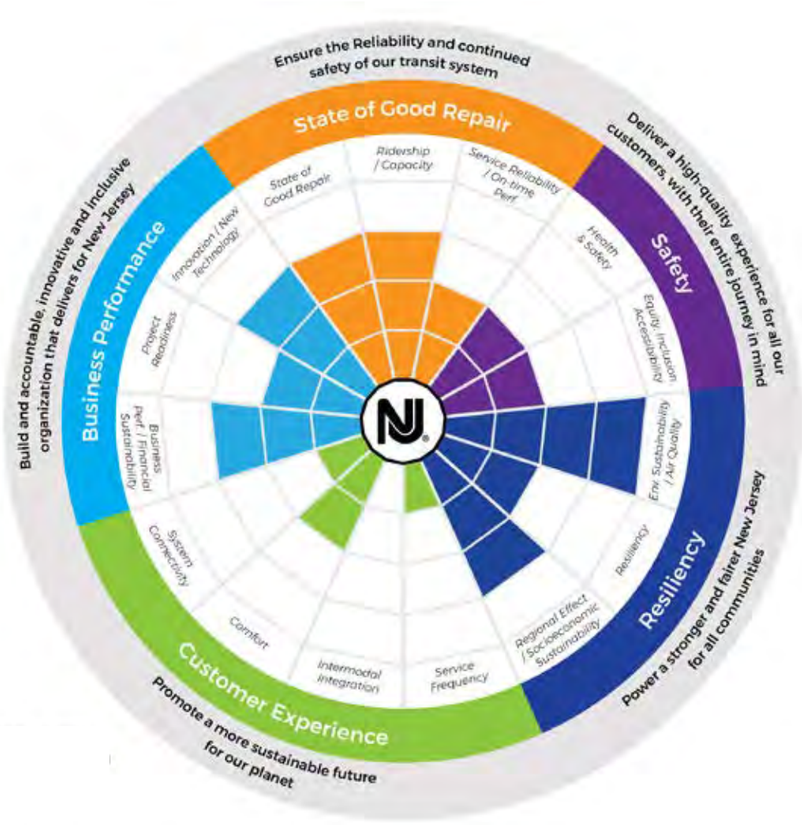
**$1.3 Billion**

**EXISTING:**
**Garage Equipment in Use Beyond Service Life**



**PROPOSED:**
**Modernized Garage Facilities**






## Value to Customers

- Increases reliability of bus schedule
- Increases safety through modernized communication

## Value to State

- Lowers operating costs for more efficient use of public funds
- Reduces injuries from component replacement work
- Increases return on investment for revenue vehicles owned by NJ TRANSIT

# PROJECT SHEET BUS GARAGE MODERNIZATION PROGRAM (ZERO EMISSION BUS FLEET READY)




**Bus Garage Modernization**

**Bus Garage Moderization**
*Newton and Hilton Zero Emission Bus Deployments*

**Replaced Bus Garage**

**New Garage**

NJTRANSIT The Way To Go.

# PROJECT SHEET BUS GARAGE MODERNIZATION PROGRAM (ZERO EMISSION BUS FLEET READY)

**ESTIMATED TOTAL PROJECT COSTS**

***$1.3B***

NEW

***Innovation/New Technology***
Servicing a zero emission fleet with new equipment would minimize operations and maintenance costs and increase efficiency

***Regional Impact/Socioeconomic Sustainability***
Modernizing all sixteen garages would positively impact the entire NJ TRANSIT bus fleet and system operations

## STRATEGIC GOALS MET

*Promote a more sustainable future for our planet*

*Ensure the reliability and continued safety of our transit system*

***Environmental Sustainability/Air Quality***
Servicing a zero emission bus fleet would significantly reduce emissions and improve air quality across the State

***State of Good Repair***
Four garages would be planned for full re-construction and the other twelve garages would be planned for full modernization

***A cost-effective, modern, and state-of-the-art bus garage infrastructure*** *would support zero emission bus fleet rollout.*

# PROJECT SHEET BUS GARAGE REPLACEMENT PROGRAM (ZERO EMISSION BUS FLEET READY)

## Description

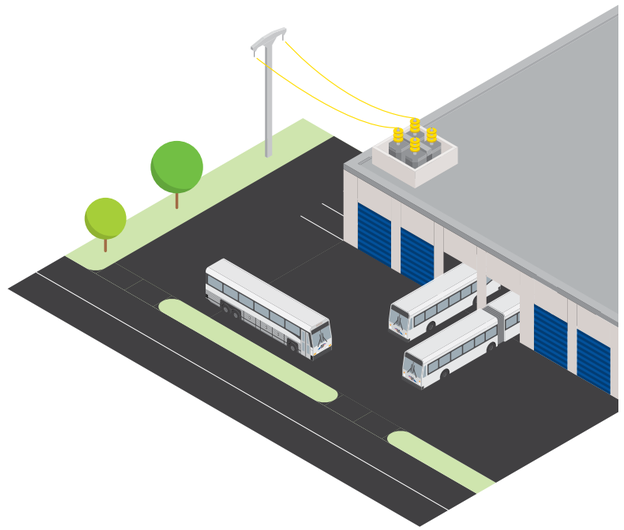
NJ TRANSIT operates 16 bus garages throughout the State. The four oldest (Big Tree, Fairview, Market Street, and Oradell) range from 60 to 120 years old. No major rehabilitation work has been performed at the garages since 1998. Market Street is currently slated to receive basic work to maintain its serviceability, but its configur tion and size prevent it from accommodating new, larger buses and electric bus fleet upgrades. Each of these garages is located within urban areas which makes expansion challenging. Currently, these garages are operating at or above existing storage and maintenance capacity and will not be able to cope with anticipated ridership growth and bus fleet changes, such as an increased number of articulated buses and the implementation of a zero emission fleet

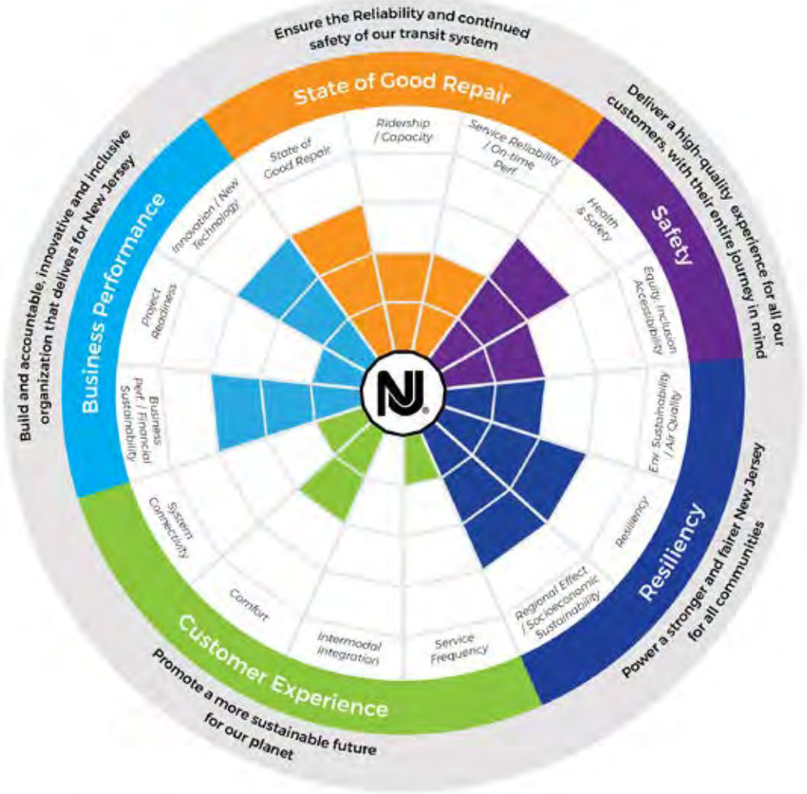
The Bus Garage Replacement Program would replace the four oldest bus garages (Big Tree, Fairview, Market Street, and Oradell) with state-of-the-art facilities that can meet the needs of the zero emission bus fleet and are capable of storing and maintaining existing buses, new 45-foot buses, and 60-foot articulated buses. The new garages would be constructed with solar panels on the roofs, modern fleet diagnostics and maintenance equipment. The size of these new facilities would accommodate anticipated ridership growth. Where feasible, new garages would be constructed within the footprint of existing facilities to reduce property acquisition costs. The new garages would be LEED certified.

**EXISTING:**
**Market Street Garage (built in 1903)**



**PROPOSED:**
**Newer Bus Garage Facility**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$814 Million**

**Estimate based upon concept design*

## Value to Customers

- Increases bus availability and reduces depot delays providing more frequent and reliable service
- Improves bus on-time performance
- Improves state of good repair of bus fleet
- Improves cleanliness and hygiene of bus fleet

## Value to State

- Increases return on investment for revenue vehicles
- Reduces lifecycle maintenance costs and results in more efficient use of taxpayer funds through implementation of new sustainable facilities

# PROJECT SHEET BUS GARAGE REPLACEMENT PROGRAM (ZERO EMISSION BUS FLEET READY)

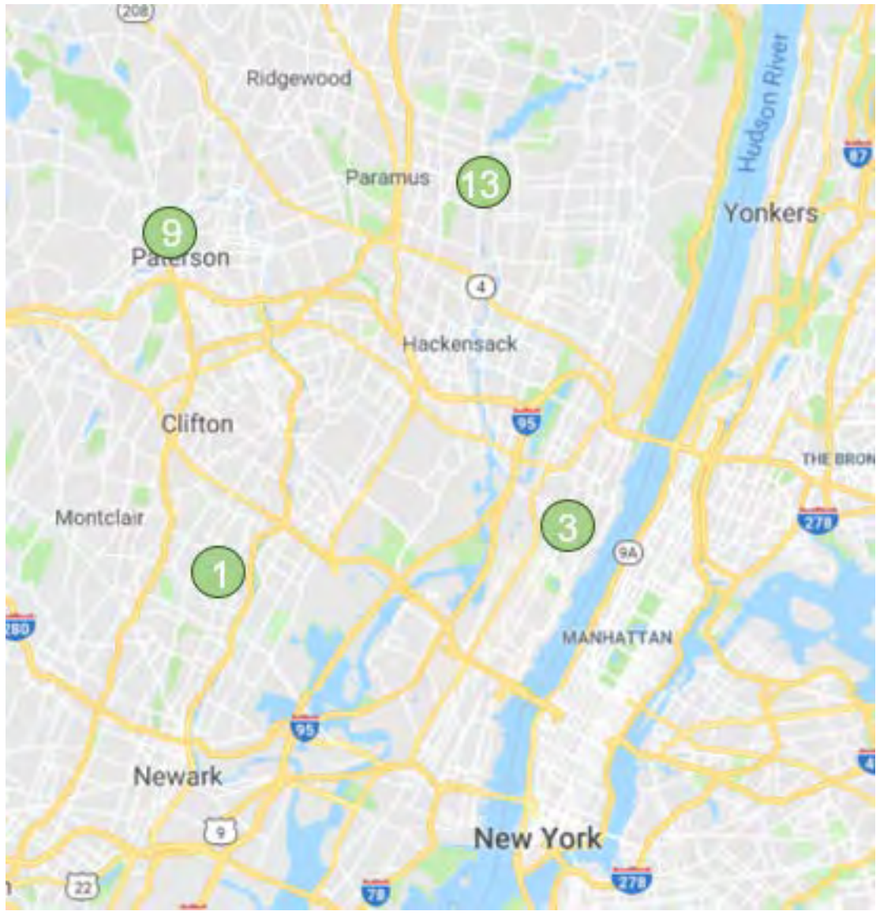
## Market Street Garage (Built 1903)



## Oradell Garage (Built 1960)



## Existing Bus Garage Locations




## Market Street Garage (Built 1903)



## Oradell Garage (Built 1960)



| Number | Garage Name | Age | New Building SQFT | New Parking SQFT | Percent Larger |
|---|---|---|---|---|---|
| *1* | *Big Tree* | *111* | *57,000* | *73,000* | 20% |
| *3* | *Fairview* | *74* | *95,000* | *75,000* | 126% |
| *9* | *Market Street* | *116* | *120,000* | *55,000* | 14% |
| *13* | *Oradell* | *59* | *150,000* | *120,000* | 83% |

# PROJECT SHEET BUS GARAGE REPLACEMENT PROGRAM (ZERO EMISSION BUS FLEET READY)

**ESTIMATED TOTAL PROJECT COSTS**

**$814M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Safety***
The new garages would enhance the safety of garage operations and maintenance of buses

***Regional Impact/Socioeconomic Sustainability***
New garages would reduce delays throughout NJ TRANSIT's bus network

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Replacing the oldest garage would improve state of good repair, improve cleaning capacity, and reduce equipment failure rates

***Innovation/New Technology***
Replacing the oldest bus garages with modern facilities would reduce garage congestion, energy consumption, and maintenance outages to support expanded bus fleet and increased revenue trips

*New garages would **reduce depot delays** and **accommodate an expanded bus fleet** to **better meet the needs of customers**.*

# Bus Fleet



# PROJECT SHEET BUS FLEET ELECTRIFICATION IMPLEMENTATION PROGRAM

## Description

NJ TRANSIT's existing bus fleet consists of various bus types that all run on diesel fuel. Replacement of the bus fleet with new zero emission technology would reduce the carbon footprint of NJ TRANSIT and reduce emissions in urban areas, while providing the same high-level service to New Jersey communities.

In 2020, the State of New Jersey adopted new legislation establishing goals for NJ TRANSIT purchases of zero emission buses. The goals for zero emission bus purchases are 10% of bus purchases by December 31, 2024, 50% by December 31, 2026, and 100% by December 31, 2032. To implement this legislation, NJ TRANSIT released its Roadmap to a 100% Zero Emission Bus Fleet in Spring 2021 and announced a goal of achieving a zero emission bus fleet by 2040.

In the first phase, NJ TRANSIT is proposing to convert 2 to 3% of the bus fleet to zero emission. Successful implementation would require infrastructure upgrades at each garage where ZEVs will be operated. These upgrades include charging stations, electrical service upgrades, and other related equipment. This project aims to convert five NJ TRANSIT bus garages for zero emission operations. These five garages (Wayne, Hilton, Greenville, Hamilton, and Newton Avenue) have been selected for the first phase of electrification due to their limited range routes, level of service provided, and greatest impact to ridership capacity. Hilton and Greenville garages service the Jersey City and Newark areas, the Hamilton garage provides service to the Trenton area, the Newton garage services the greater Camden area, and the Wayne garage serves the greater Passaic and Hudson County areas.

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

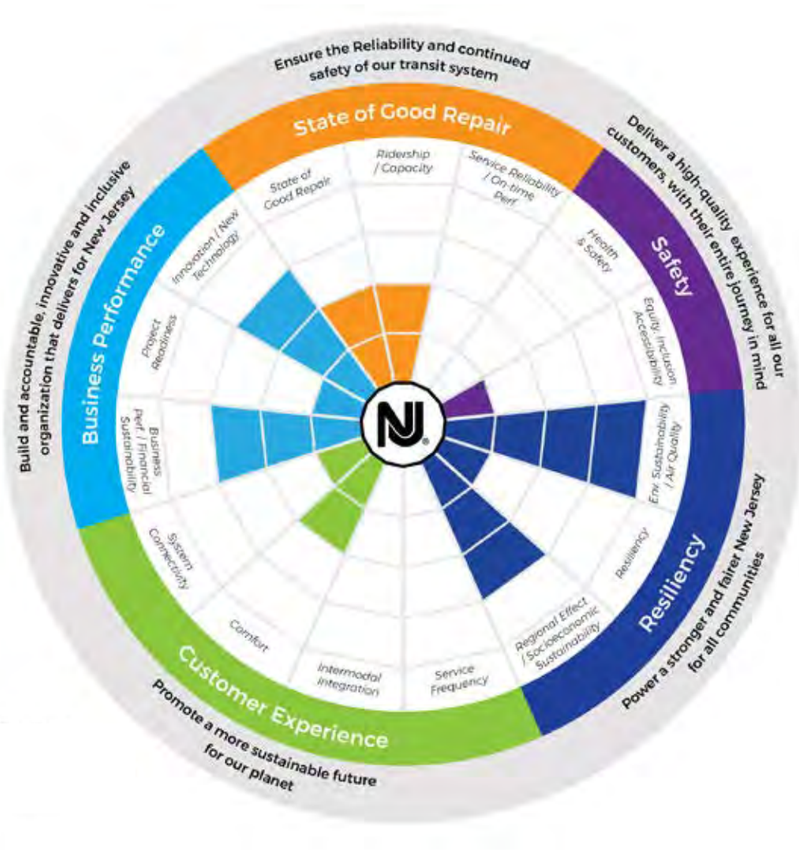
**$311 Million**

## EXISTING: Diesel Bus Fleet




## PROPOSED: Zero Emission Bus Fleet




## Value to Customers

- Improves riding conditions by providing a quieter ride
- Reduces personal carbon footprint for passengers

## Value to State

- Creates a more efficient and environmentally sustainable transit network
- Lowers operating costs and stability due to decoupling from diesel fuel price fluctuations

# PROJECT SHEET BUS FLEET ELECTRIFICATION IMPLEMENTATION PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$311M**

***Regional Impact/Socioeconomic Sustainability***
Converting four garages to zero emission bus operations would positively impact bus operations in the Jersey City, Newark, Camden, and Trenton areas

***Comfort***
The new zero emission buses would offer customers a more comfortable and quieter riding experience

***Environmental Sustainability/Air Quality***
Zero emission buses would reduce NJ TRANSIT's overall carbon footprint and reduce emissions in urban areas

NEW

***Innovation/New Technology***
Converting to zero emission buses and upgrading garages to facilitate their operation would reduce energy and maintenance costs

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Promote a more sustainable future for our planet*

*Implementing a zero emission bus fleet would* ***reduce emissions and reliance on diesel fuel*** *as well as* ***positively impact customer comfort****.*

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# PROJECT SHEET ZERO EMISSION BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY

## Description

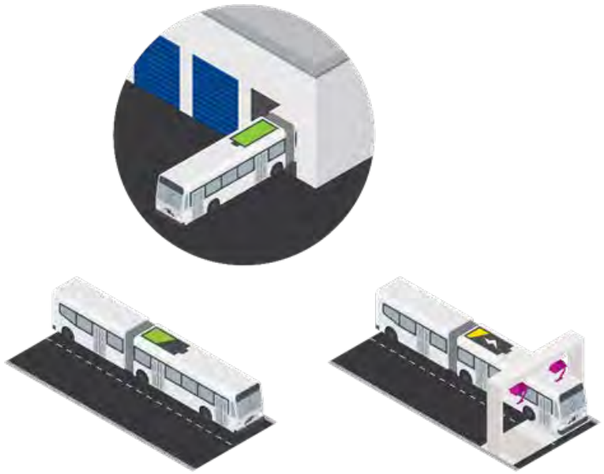
The decarbonization of the transportation sector through electrification is one of the seven key strategies outlined in the 2020 Energy Master Plan intended to drive the State's goal of 100% clean energy by 2050. Governor Phil Murphy signed bill [S2252/ A4819] or law P.L.2019, c.362. (C.48:25-1 to 48:25-11) sets ambitious goals to increase electric vehicles and charging infrastructure in the State and requires NJ TRANSIT to purchase 100% zero emission buses by 2032. To successfully transition to zero emission buses, NJ TRANSIT must lead the industry by establishing standards and practices to field a fully zero emission bus fleet on a scale which has never been attempted on a fleet of over 3,000 buses.

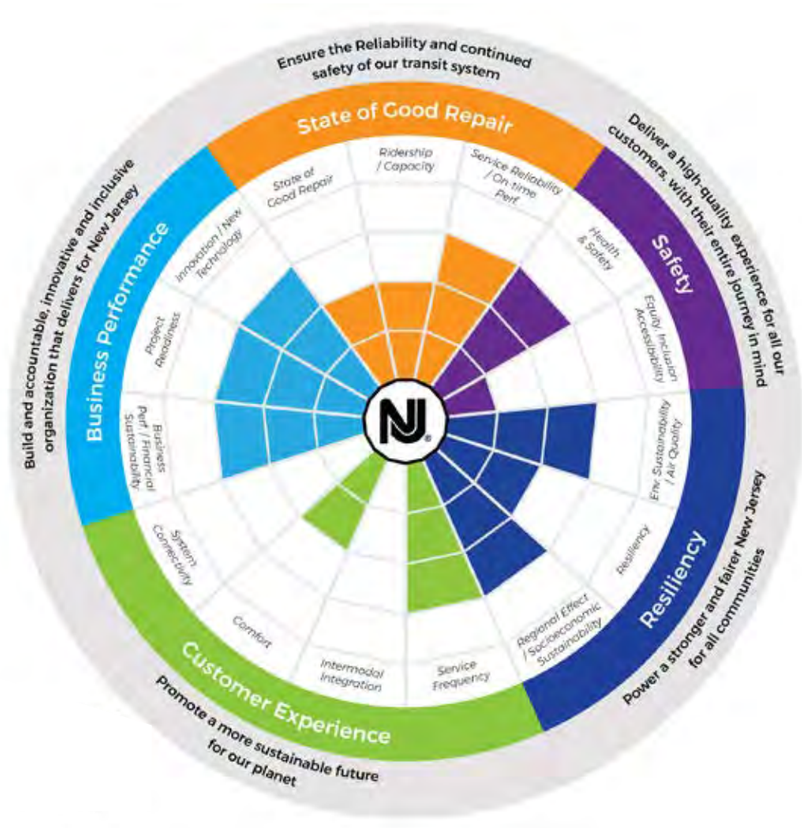
The Zero Emission Bus System Design and Investment Planning Study is currently being developed and will establish best practices and the standardization for zero emission bus equipment and operational practices, as well as develop garage-by-garage transition plans and investment plans to achieve a zero emission bus fleet. The study will help NJ TRANSIT comply with New Jersey's S2252 legislation and meet the agency's goal of fully transitioning to a zero emission fleet by 2040. A zero emission bus fleet deployment plan will be integrated with scenario and transition planning to ensure NJ TRANSIT can meet its goals. The study, which is scheduled for completion in 2025 and designed to produce interim results in the next three years, will identify the investments that are most critical to a successful transformation of the bus network, including how to prioritize the other capital projects relating to the zero emission bus fleet

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$9.5 Million**

**PROPOSED:**
**Zero Emission Bus Infrastructure**






## Value to State

- Planning and cost effective engineering activities that swiftly implement zero emission buses systemwide.
- Focus on worldwide best practices to establish standards, specifications, and practices that delivers to New Jersey a zero emission world class bus fleet.
- Investment planning activities to plan the most cost effective approach to achieve a zero emission fleet

## Value to Customers

- Transition planning that focuses on ensuring reliability and service quality of our bus network with newer low maintenance zero emission buses.
- Investment strategies that deliver a customer focused zero emission fleet that is cleaner and healthier for customers and their communities

# PROJECT SHEET ZERO EMISSIONS BUS SYSTEM DESIGN AND INVESTMENT PLANNING STUDY

**ESTIMATED TOTAL PROJECT COSTS**

**$9.5M**

***Business Performance/Financial Sustainability***
Best practices for zero emission bus operations will enhance business performance goals

***Regional Effect/Socioeconomic Sustainability***
Enhanced operations will take place at all garages across the State

***Service Quality/Frequency***
Enhanced bus operations and best practices will support better service for customers

***Environmental Sustainability/Air Quality***
Zero emission buses support healthier air for the communities the buses serve

## STRATEGIC GOALS MET

*Ensure the reliability and continued safety of our transit system*

*Promote a more sustainable future for our planet*

***Establish best practices*** *for equipment and* ***operational practices*** *and develop* ***garage by garage transition plans***.

# PROJECT SHEET BUS FLEET REPLACEMENT PROGRAM

## Description

The NJ TRANSIT bus fleet consists of over 3,000 buses which are distributed amongst 16 NJ TRANSIT bus garages across the State. The average age of buses in the NJ TRANSIT bus fleet was 9.3 years as of October 2021, with some cruiser buses being as much as 19 years old. The useful life of a cruiser bus is 14 years and 11 years for a transit bus. As buses have advanced in age, maintenance expenses have begun to escalate due to the increased frequency of component failure. These maintenance challenges result in significant depot delays, which adversely impact on-time performance. Customer experience is also affected by the age of the buses. Since the same buses typically follow the same route every day, some customers only interface with buses approaching 20 years in age.

The bus fleet replacement program would replace buses, scheduled in order of age, until all buses within the NJ TRANSIT fleet are operating within their anticipated service life and the average age of the fleet has decreased significa tly. The present focus of vehicle acquisitions is on replacement of the 40-foot and 45-foot cruiser buses with new 45-foot vehicles. In 2020, 25 new articulated buses for inner city routes arrived, marking the first bus fleet expansion in the past decade. As additional garage capacity becomes available with the completion of Northern Bus Garage and Union City Bus Garage, the purchase of additional articulated buses will be considered for use in high-volume bus corridors where peak passenger loads are high and the routes are able to support the use of a 60-foot articulated bus.

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$5.899 Billion**

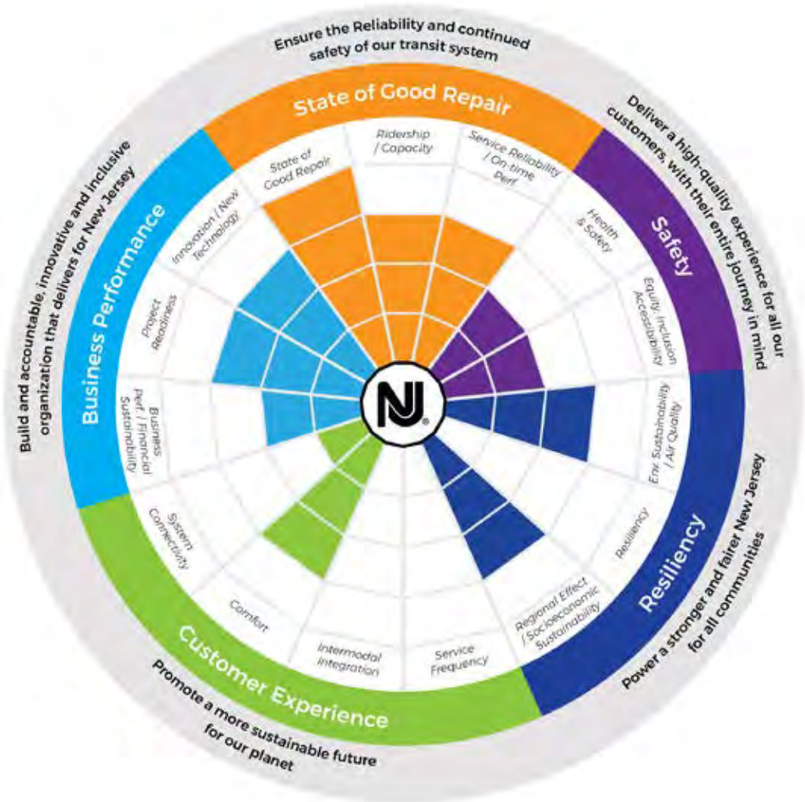
**Cost to reduce fleet age and increase onboard capacity by 2026; Cost to fully electrify fleet by 2040*

**EXISTING:**
**NJ TRANSIT Bus**




**PROPOSED:**
**New Updated Fleet**




## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Lowers operating expenses to enable more efficient use of public funds
- Reduces potential injuries associated with increased on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET BUS FLEET REPLACEMENT PROGRAM

## ESTIMATED TOTAL PROJECT COSTS

***$5.899B**

** COST TO REDUCE FLEET AGE AND INCREASE ONBOARD CAPACITY BY 2026; COST TO FULLY ELECTRIFY FLEET BY 2040*

***Comfort***
New buses would be more comfortable and equipped with modern amenities to enhance customer comfort

***Service Reliability***
New buses would experience fewer service failures and disruptions leading to improved reliability and on-time performance

***Regional Impact/Socioeconomic Sustainability***
Addition of new buses would keep the bus network operating smoothly and on-time

***State of Good Repair***
Adding new buses to the fleet would reduce the overall average age of the fleet

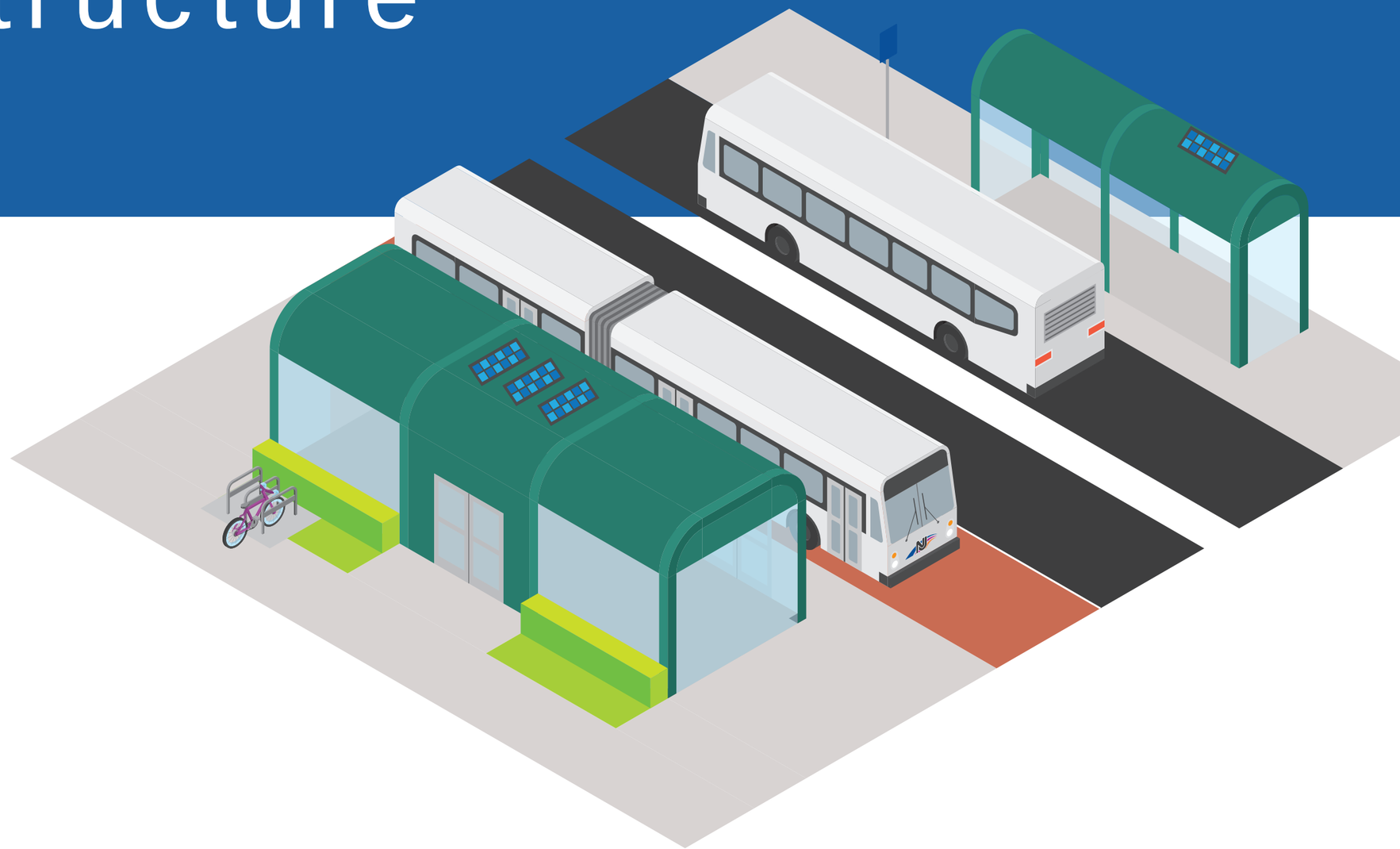
## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Adding new buses to the fleet would* ***impact the entire network*** *and* ***greatly enhance customer experience***, ***reliability*** *and* ***on-time performance***.

# Bus Infrastructure



# PROJECT SHEET WALTER RAND TRANSPORTATION CENTER REDEVELOPMENT

## Description

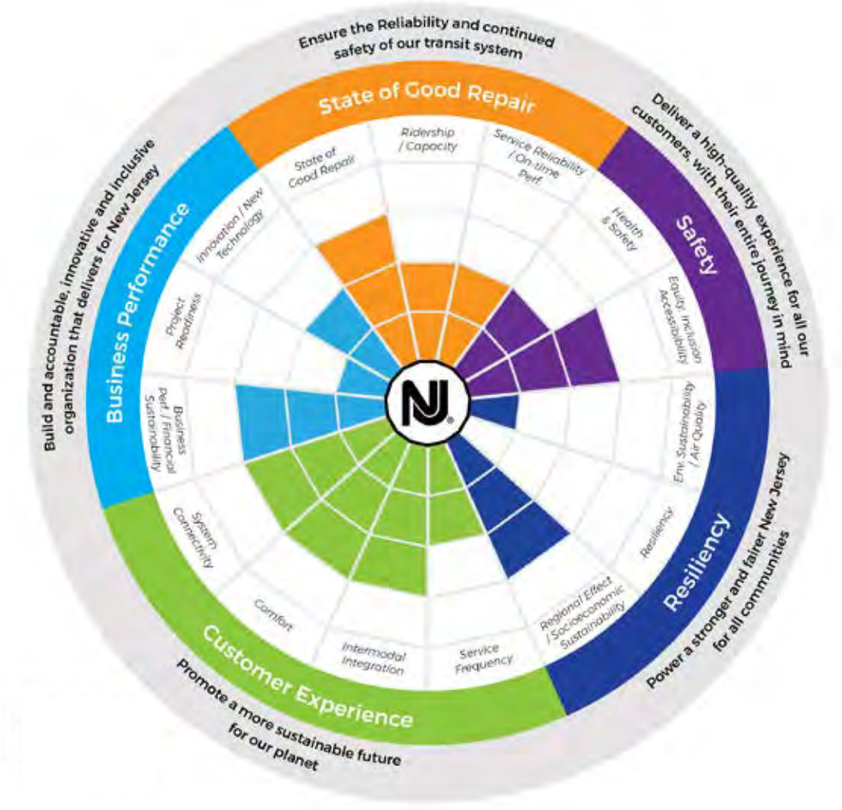
The Walter Rand Transportation Center (WRTC) is located in Camden and is the city's main intermodal transportation facility. The WRTC is currently served by the River LINE light rail, the PATCO Speedline subway, and NJ TRANSIT and Greyhound buses.

This project would redesign and expand the existing intermodal facility into a multi-purpose transit center that improves transit links for residents in Camden and the surrounding South Jersey region. The new WRTC would provide accommodation of the 26 bus lines that serve the facility, consolidate curbside bus service inside the facility, improve intermodal connectivity with the PATCO Speedline and the River LINE light rail, and add additional parking, administrative offices, an value capture retail opportunities. The project will also provide an opportunity for the integration of electric buses.

Redevelopment of the WRTC kicked off n February 2022 and the project is currently in the design phase.

**EXISTING:**
**Walter Rand Transportation Center**






**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

***$275 Million**

**Estimate based upon concept design*

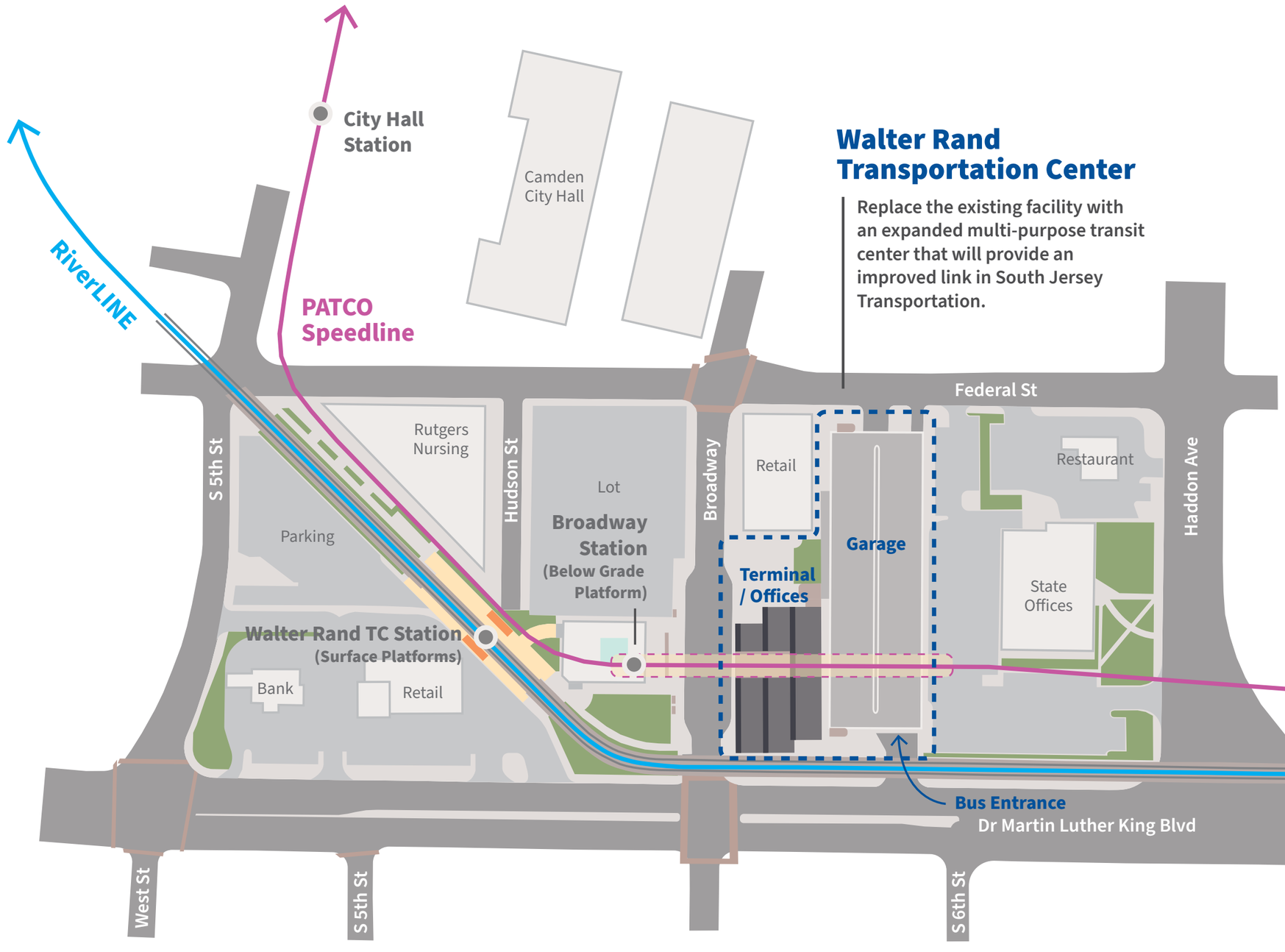
## Value to Customers

- Improves intermodal connections in Camden resulting from a rebuilt and expanded bus facility
- Enhances experience for transit riders

## Value to State

- Supports transit-oriented development in Camden with a rebuilt and expanded transit facility
- Increases efficiency with a state-of-the-art facility
- Provides connectivity to Camden's medical, educational, and industrial development areas.

# PROJECT SHEET WALTER RAND TRANSPORTATION CENTER REDEVELOPMENT




## Improvements

- Better accommodate the 26 bus lines that service the facility
- Provide improved intermodal connectivity with the **PATCO Speedline** subway and the **River LINE** light rail
- Support intercity independent bus services
- Provide additional parking, administrative offices, and value capture retail opportunities to the adjacent growing educational and healthcare corridor.
- Provide an opportunity for integration with battery-electric buses

# PROJECT SHEET WALTER RAND TRANSPORTATION CENTER REDEVELOPMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$275M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Ridership/Capacity***
New terminal would serve as an anchor for transit-oriented development attracting additional ridership

***Equity, Inclusion, and Accessibility***
A redeveloped bus terminal would accommodate the needs of more passengers throughout the terminal and enhance connectivity to local institutions and destinations

***Intermodal Integration***
The expanded terminal would better connect South Jersey rail and bus service, eliminating a missing link

***State of Good Repair***
A completely rebuilt and state-of-the-art facility would replace an aged, undersized, and maintenance intensive facility

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Power a stronger and fairer New Jersey for all communities in the region*

*A new **expanded, multi-purpose transit center** would **improve connectivity** and **create better linkages for** South Jersey Transit.*

# PROJECT SHEET PARK & RIDE BUS SHELTER MODERNIZATION PROGRAM

## Description

NJ TRANSIT operates 14 Park & Ride facilities throughout the State which provide parking for over 8,800 vehicles and access to 25 NJ TRANSIT bus lines. Passenger shelters are provided at each park & ride facility. These shelters are overcrowded and are at or past the end of their service life, and do not provide any amenities to customers other than limited weather shielding.

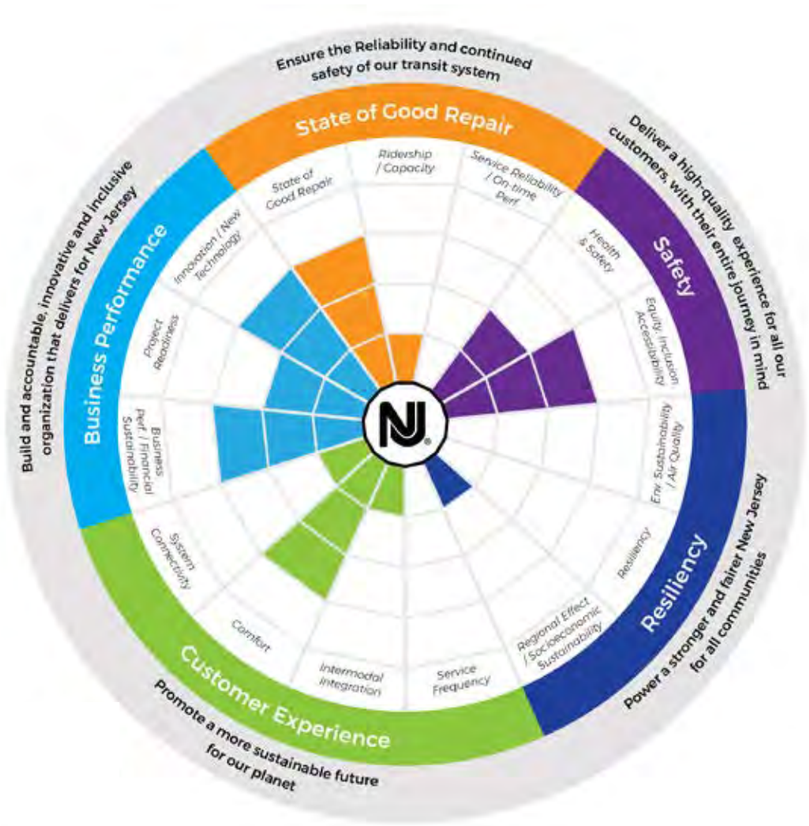
The Park & Ride Bus Shelter Modernization Program would replace existing passenger shelters. The new structures could feature well-lit climate-controlled enclosures with automatic doors and may incorporate solar panels. Accessibility features will be considered during the design. Paving and curb repairs, drainage repairs, pavement striping, exterior lighting, CCTV cameras installation, PA systems and customer information displays are other key elements which could also be implemented at each facility as part of this project. Off-board fare collection could be included at each location.

**EXISTING:**
**Old Bridge Park & Ride Enclosure**



**PROPOSED:**
**Example Architecturally Enhanced Enclosure**




**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

***$75 Million**

**Estimate based upon concept design*

### Value to Customers

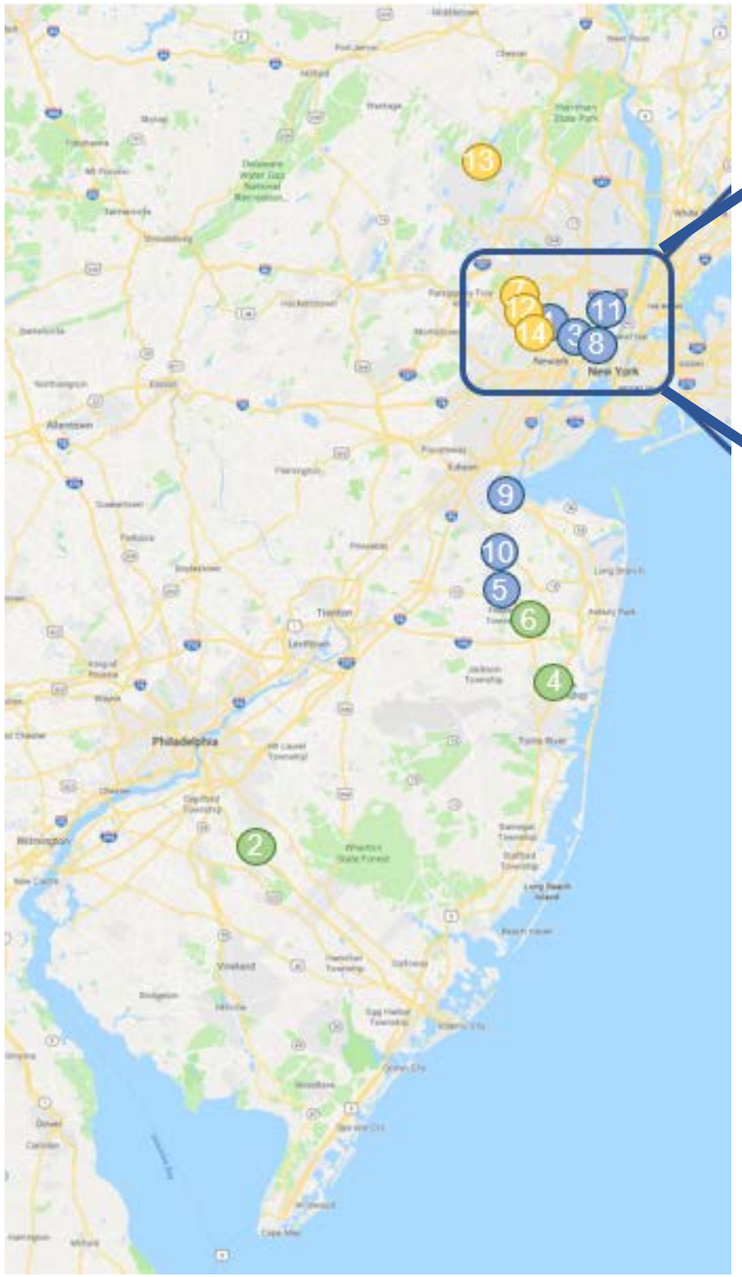
› Increases safety and comfort

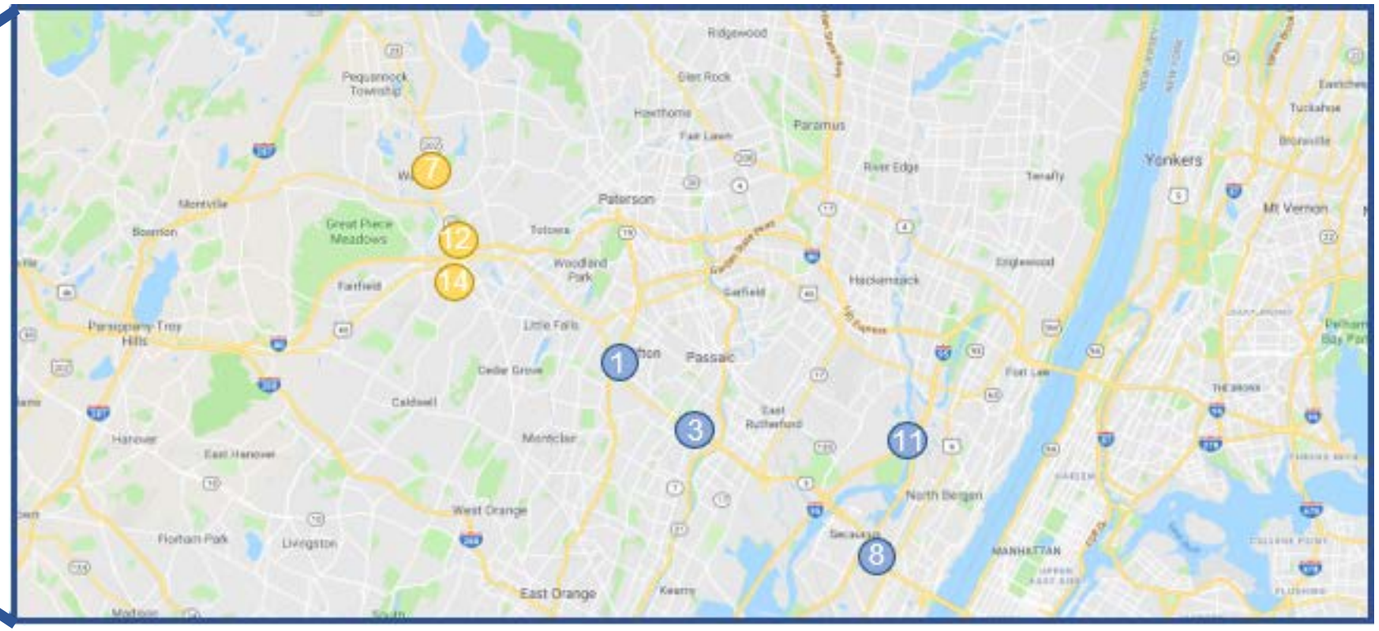
### Value to State

› Increases return on investment for revenue vehicles due to increased attractiveness of facility

# PROJECT SHEET PARK & RIDE BUS SHELTER MODERNIZATION PROGRAM

## Park & Ride Locations




| Park & Ride Facility | Parking Spaces | Shelter Footprint (SF) | Construction Year |
|---|---|---|---|
| *1. Allwood* | *695* | *980* | *3* |
| *2. Avandale* | *330* | *700* | *2* |
| *3. Clifton Commons* | *134* | *450* | *3* |
| *4. Dorado* | *230* | *1,100* | *2* |
| *5. Freehold Mall* | *349* | *1,200* | *3* |
| *6. Howell* | *462* | *3,500* | *2* |
| *7. Mother's* | *286* | *600* | *4* |
| *8. North Bergen* | *1,504* | *6,000* | *3* |
| *9. Old Bridge* | *913* | *4,000* | *3* |
| *10. Union Hill* | *589* | *1,000* | *3* |
| *11. Vince Lombardi* | *1,022* | *6,000* | *3* |
| *12. Wayne 23* | *1,017* | *3,000* | *4* |
| *13. West Milford* | *252* | *600* | *4* |
| *14. Willowbrook* | *1,082* | *1,300* | *4* |

| Legend | |
|---|---|
| *Year 1* | *Design* |
| *Year 2* | *Avandale, Dorado, Howell* |
| *Year 3* | *Allwood, Clifton Commons, Freehold Mall, North Bergen, Old Bridge, Union Hill, Vince Lombardi* |
| *Year 5* | *Mother's, Wayne 23, West Milford, Westbrook* |

# PROJECT SHEET PARK & RIDE BUS SHELTER MODERNIZATION PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$75M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Business Performance/Financial Sustainability***
Updated shelters would be more cost effective and would potentially attract more customers

***State of Good Repair***
Existing shelters at the end of their service would be prioritized for replacement

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Comfort***
New shelters would be climate-controlled, well-lit, and sized to reduce crowding

***Equity, Inclusion, and Accessibility***
New shelters would be accessible for all customers

*New shelters would be **accessible for all, well-lit, and climate controlled**, yielding **safer, cleaner**, and **more comfortable shelters**.*

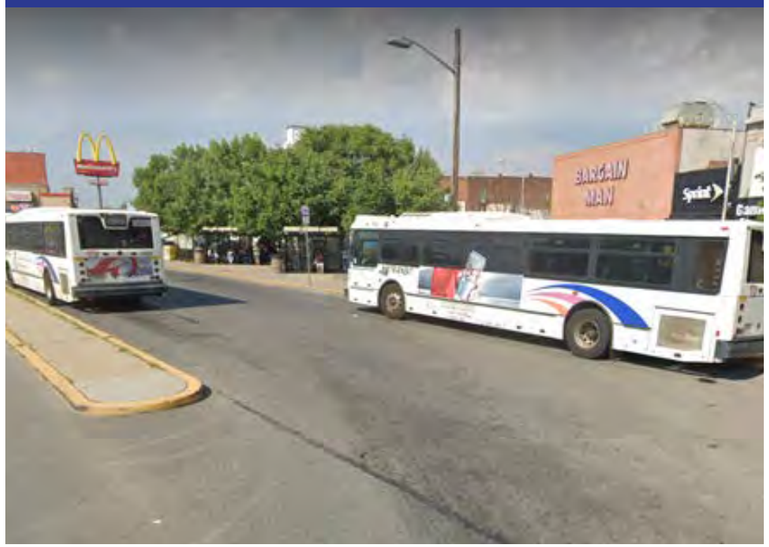
# PROJECT SHEET PASSAIC BUS TERMINAL REDEVELOPMENT

## Description

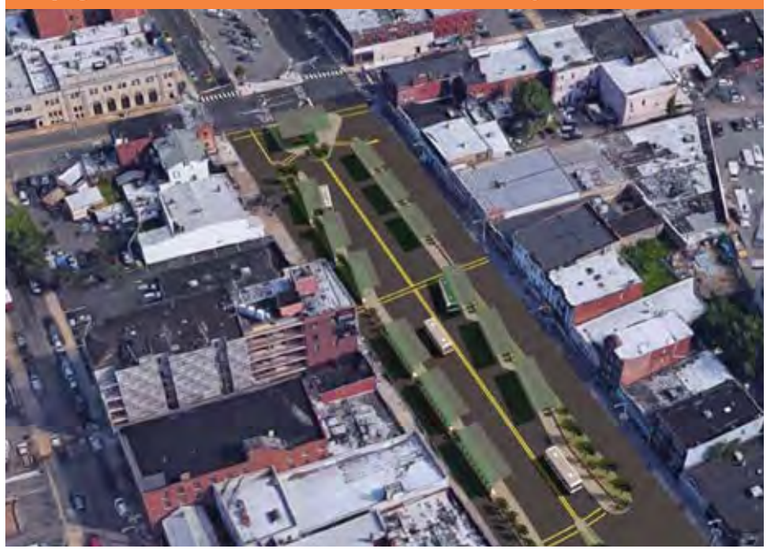
The Passaic Bus Terminal provides service to 10 NJ TRANSIT bus lines and is located within a turn-out on Main Avenue in Passaic and provides no off-street bus facility. There is currently space for four 40-foot buses within the terminal. The NJ TRANSIT Fleet Replacement Plan will include the replacement of many of the existing 40-foot NABI Suburban and Transit style buses with new 60-foot articulated buses. These new, larger buses will further reduce operational capacity at the facility.

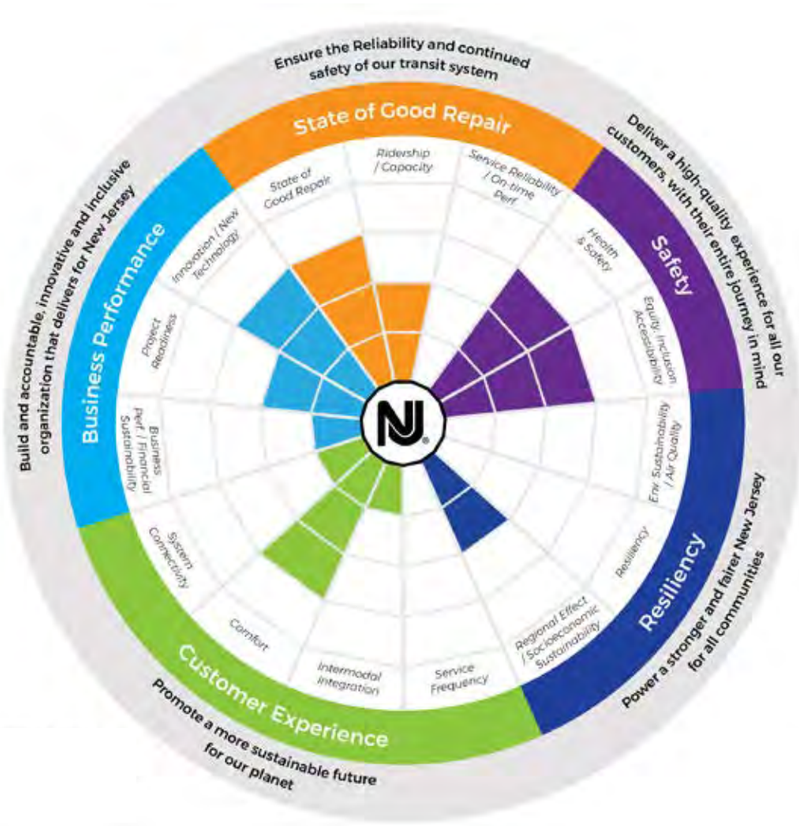
The Passaic Bus Terminal Project is currently funded and would replace the existing terminal turn-out with a new off-street terminal facility. The new location could provide space for up to 12 buses within the terminal facility and provide amenities such as solar panels mounted to the terminal awnings, CCTV cameras, improved lighting, PA systems, customer information displays, and off-board fare collection. It would also provide an opportunity for integration with battery electric buses.

**EXISTING:**
**Passaic Bus Terminal Transportation Center**




**PROPOSED:**
**Upgraded Bus Terminal Facility**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

**$22 Million**

### Value to Customers

- Increases safety, comfort, and access
- Improves customer experience

### Value to State

- Increases return on investment for revenue vehicles due to increased ridership and lower cost of maintenance

# PROJECT SHEET PASSAIC BUS TERMINAL REDEVELOPMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$22M**

***Comfort***
New customer amenities, including covered waiting areas, enhanced lighting, and upgraded information displays, would enhance comfort

***Equity, Inclusion, and Accessibility***
A redeveloped bus terminal would accommodate the needs of more passengers throughout the terminal

***State of Good Repair***
A brand new facility would replace the aging facility and provide an opportunity for integration with battery electric buses

***Health/Safety***
A new facility with improved customer-facing amenities and improved layout for bus pick-ups and drop-offs would improve overall pedestrian safety

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Redeveloping Passaic Bus Terminal would* ***replace the existing terminal*** *with a new off-street terminal facility that will* ***enhance comfort, safety, and state of good repair****.*

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# PROJECT SHEET RAPID SURFACE TRANSIT SYSTEM DEVELOPMENT AND DESIGN PROGRAM

## Description

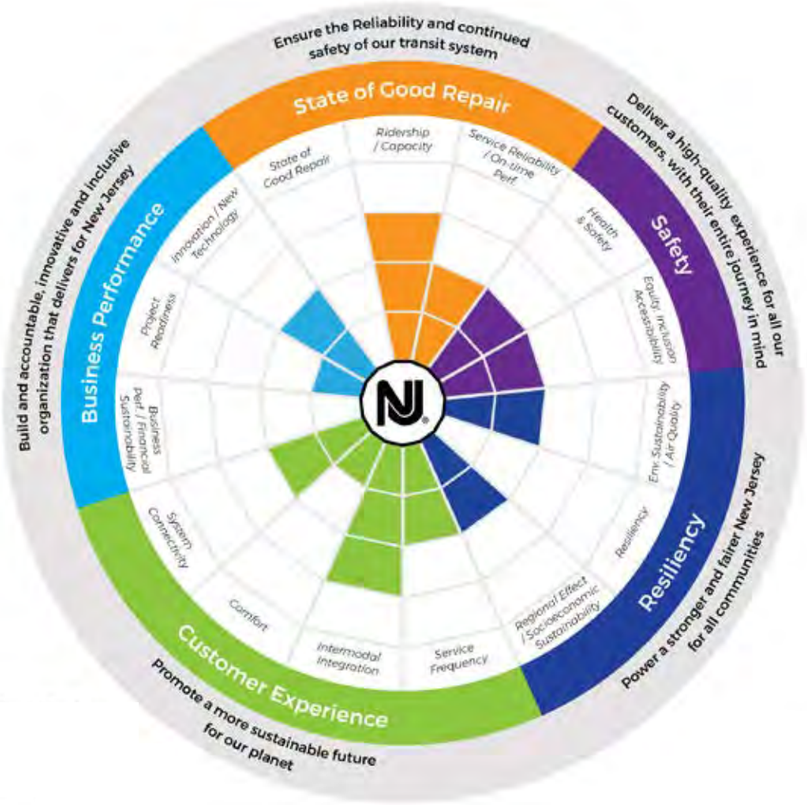
New Jersey Transit operates over 200 bus routes and three light rail lines throughout the State. To improve connectivity of New Jersey's transportation network, NJ TRANSIT is interested in developing rapid transit systems aimed at improving the speed and performance of surface transportation and to connect customers to major destinations with express service.

The Rapid Surface Transit System Development and Design Program consists of studies and design work necessary to progress the development of rapid surface transit systems and other dedicated surface treatments that improve the on-time performance of the bus and light rail network. This program aims to improve connectivity and travel times to critical destinations and adds connections to missing links throughout the State.

On-road amenities that would be explored and developed for these systems may include design of right of way improvements for dedicated surface transportation systems on both existing and new infrastructure, pedestrian access improvements to stops and stations, park & ride improvements, off-board ticketing, new vehicle fleet planning, and if the system is electrified, dedicated infrastructure for charging.

**PROPOSED:**
**Rapid Surface Transit Systems**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

**$544 Million**

## Value to State

- Creates a more economically competitive region with improved local growth opportunities
- Develops a more efficient and environmentally sustainable transit network
- Lessens congestion on local roads and major highways
- Allows for potential to set a precedent for bus rapid transit in New Jersey
- Provides better connectivity for customers
- Improves safety for state residents

## Value to Customers

- Creates new and faster transit connectivity to employment centers, airports, educational institutions, medical centers, and other major trip generators
- Provides more reliable on-time performance of bus services
- Includes dedicated stations providing a comfortable wait
- Creates potential to bring more bicycle and pedestrian links to several counties

# PROJECT SHEET RAPID SURFACE TRANSIT SYSTEM DEVELOPMENT AND DESIGN PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$544M**

***Service Reliability***
Faster and more efficient services and routes would yield stronger on-time performance

***Regional Impact/Socioeconomic Sustainability***
Adding connections would improve access to missing links across the State

***Ridership/Capacity***
Increased express service offerings to customers would capture more ridership and demand

***Intermodal Integration***
More connections provided to transit hubs would allow for quicker journeys to and from major destinations

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Improving **speed** and **performance** of the surface transportation system would **connect customers to major destinations**.*

# PROJECT SHEET PRINCETON TRANSITWAY

## Description

NJ TRANSIT's Princeton Branch is a 2.7-mile electrified commuter rail line running between Princeton Junction (in West Windsor) and Princeton, the line is only two stations. At Princeton Junction, passengers connect with Northeast Corridor rail service to New York City, Newark, and Trenton, as well as to Amtrak regional and national rail services. Princeton Branch service is provided exclusively by Arrow III self-propelled Electric Multiple Unit (EMU) cars built in 1977 which have endured long service lives. New multi-level EMUs being rolled out over the NJ TRANSIT rail system would be ill-suited for operation on the Princeton Branch.

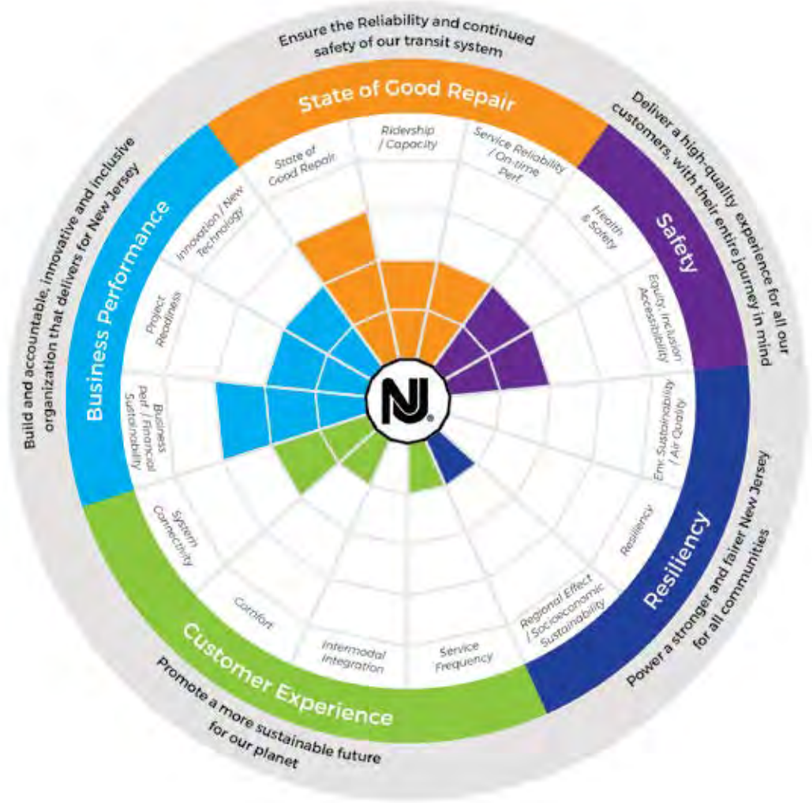
The Princeton Transitway Project would implement a new surface transportation route to serve the Princeton area. The existing Princeton Branch right of way would provide an anchor for this new system, which would help to accommodate Princeton University's plans to expand housing and facilities beyond the current campus limitations. The study and design phase would determine the preferred alternative for the initial implementation of the surface transportation route. The design phase would include the removal of the electrified rail service, which is costly to maintain and replace it with a surface transportation route between Princeton and Princeton Junction.

**EXISTING:**
**Dinky Electrified Rail Service**



**PROPOSED:**
**Surface Transportation System**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

**$61 Million**

## Value to Customers

- Provides access to new comfortable vehicles
- Improves reliability of service due to elimination of electrified rail

## Value to State

- Reduces operating costs resulting in more efficient use of funds
- Improves safety and reliability of surface transportation system over electrified rail

# PROJECT SHEET PRINCETON TRANSITWAY

**ESTIMATED TOTAL PROJECT COSTS**

**$61M**

***Business Performance/Financial Sustainability***
Implementing the Transitway would reduce maintenance costs while providing expanded service

***Service Reliability***
The Transitway would improve service reliability while expanding service

***Ridership/Capacity***
Improved capacity would enable the service to meet residential growth

***State of Good Repair***
Replacing an old and expensive rail service with modern surface transportation would improve overall state of good repair

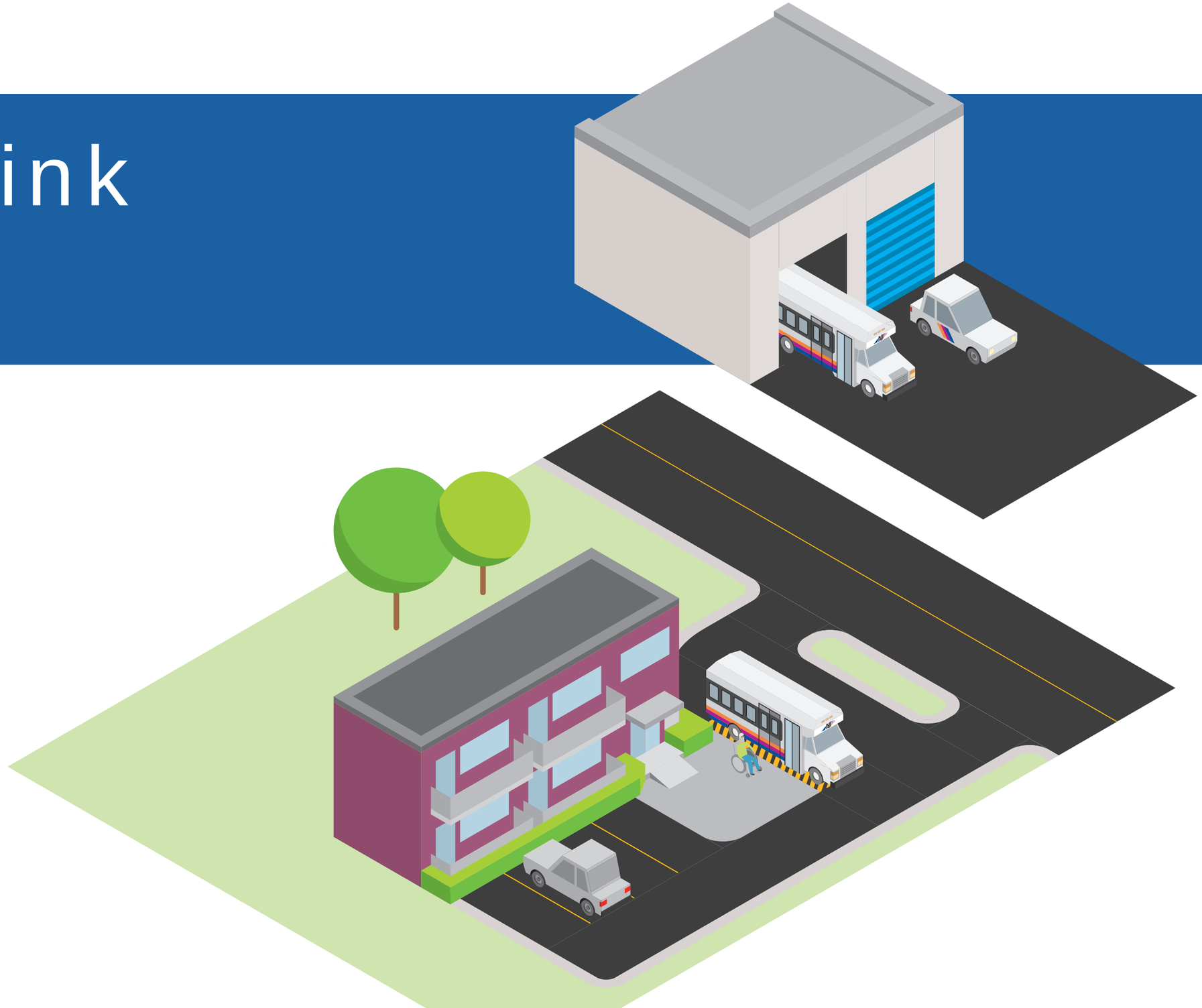
## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The Princeton Transitway would provide **an anchor to accommodate expanded housing and facilities** in the surrounding area.*

# Access Link



# PROJECT SHEET ACCESS LINK FLEET MODERNIZATION AND EXPANSION PROGRAM

## Description

NJ TRANSIT's paratransit program, Access Link, provides accessible public transportation for customers throughout the State. Access Link provides comparable service to the local fixed bus route system within ¾ of a mile around local fixed bus routes and light rail stations during the same times and days of the week. The Access Link fleet consists of 500 vehicles with an average age of 3.75 years consisting of 20% sedans and 80% minibuses. The oldest vehicles in the fleet are up to six years old and have traveled over 290,000 miles. As the fleet has advanced in age, maintenance expenses have begun to escalate due to the increased frequency of component failure. These maintenance challenges result in significant delays which in turn adversely effect on-time performance

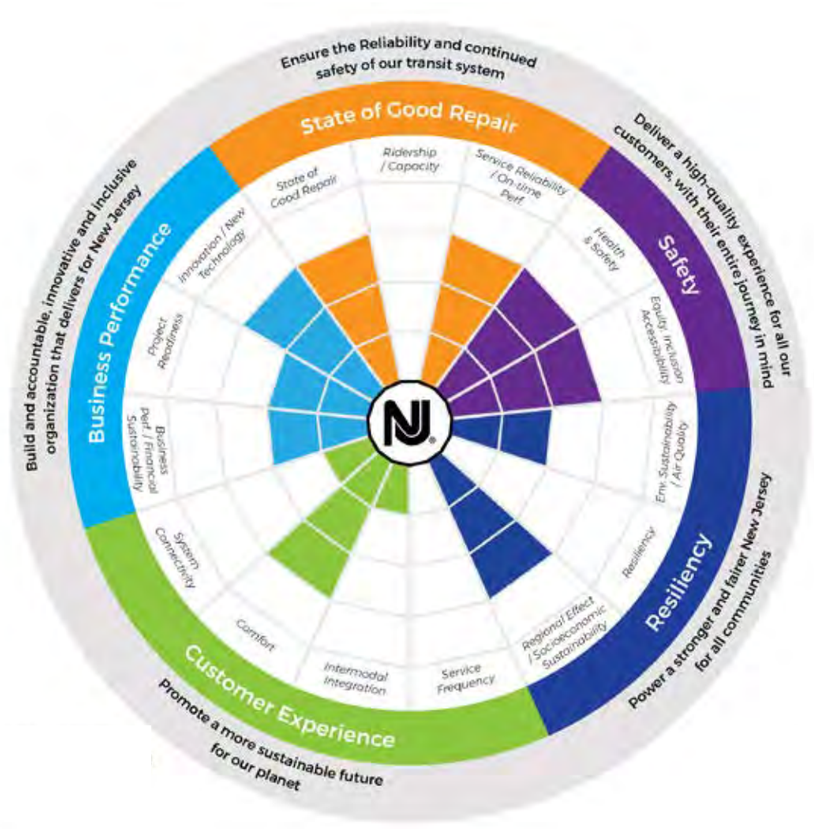
Currently funded, the Access Link Fleet Modernization and Expansion Program would meet the needs of our customers through vehicle expansion to meet projected ridership growth as well as to maintain a state of good repair of the Access Link fleet. The program would allow Access Link to remain current with the latest technology, accessibility options, safety equipment, and customer amenities. Vehicles would be replaced on a first-in first-out basis on a five year and/or 250,000 miles useful service life cycle. This replacement plan would account for 25% of fleet growth. The first vehicles that would be replaced in the plan would do so with hybrid vehicles. Twenty-five percent of the light duty fleet would be plug-in electric by the end of 2025

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$50 Million**

**PROPOSED:**
**New Updated Fleet**




## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Lowers operating expenses for more efficient use of public funds
- Better performance for more accessible transportation network

# PROJECT SHEET ACCESS LINK FLEET MODERNIZATION AND EXPANSION PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$50M**

***Comfort***
New vehicles would include modern amenities to enhance customer comfort

***Service Reliability***
Expanded fleet and new vehicles would improve service reliability and reduce delays

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Power a stronger and fairer New Jersey for all communities*

***State of Good Repair***
Fleet replacement would reduce the average age of the fleet and frequency of equipment failures

***Equity, Inclusion & Accessibility***
The fleet would be expanded and new vehicles would include amenities to better meet the needs of a growing customer base

*An expanded and modern Access Link fleet would **accommodate ridership growth** and **improve service performance**.*

# PROJECT SHEET ACCESS LINK ELECTRIC VEHICLE (EV) PILOT PROGRAM

## Description

NJ TRANSIT's paratransit program, Access Link, provides accessible public transportation for customers throughout the State. Access Link service operates parallel to NJ TRANSIT bus and light rail service and consists of 500 vehicles. To improve paratransit service and improve air quality for the communities it serves, NJ TRANSIT has a goal of transitioning its entire Access Link fleet to electric vehicles.

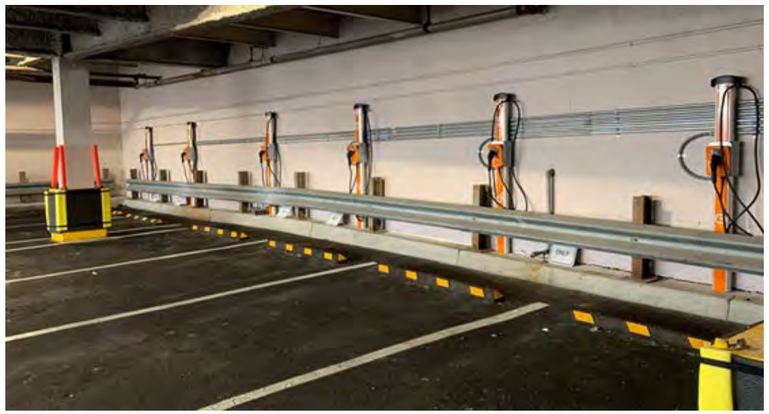
The Access Link EV Pilot Program would deploy a limited number of electric vehicles (EVs) to test the performance of EVs for Access Link service. The pilot would include the procurement of 15 sedan style EVs and all associated equipment, such as 240 volt chargers. The EVs would be deployed out of an existing Access Link facility with no anticipated utility upgrades

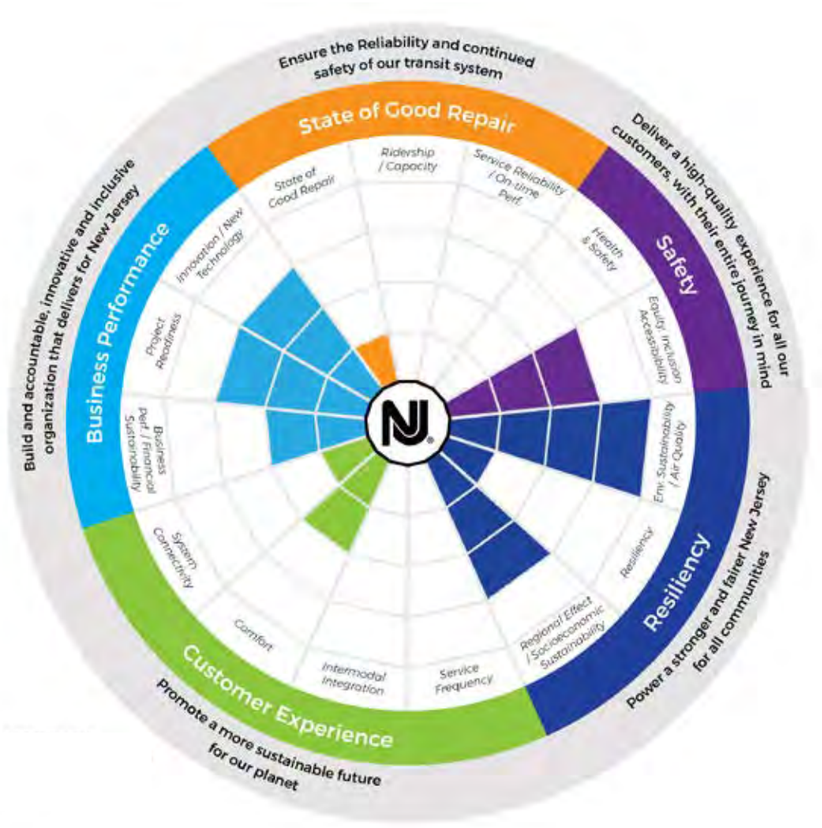
**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$3 Million**

**PROPOSED:**
**Limited Electric Vehicle Rollout**






## Value to Customers

- Improves customer experience with more comfortable rides
- Improves customer experience with an environmentally sustainable fleet

## Value to State

- Lowers operating expenses for more efficient use of public funds
- Better performance for more accessible transportation network

# PROJECT SHEET ACCESS LINK ELECTRIC VEHICLE (EV) PILOT PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$3M**

***Equity, Inclusion & Accessibility***
New vehicles would be more reliable and include amenities to better meet the needs of a growing customer base

***Regional Effect/Socioeconomic Sustainability***
The addition of new electric vehicles would improve service and reliability throughout the Access Link network

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Power a stronger and fairer New Jersey for all communities*

***Environmental Sustainability/Air Quality***
Piloting electric vehicles would be an initial step to reducing the agency's overall vehicle emissions

***Business Performance/Financial Sustainability***
New electric vehicles would reduce operation and maintenance (O&M) costs and enhance the attractiveness of the service to potential customers

*The Access Link EV pilot would* ***create a more environmentally sustainable network*** *while* ***improving customer experience*** *and* ***reducing O&M costs****.*

NJTRANSIT The Way To Go.

Appendix B Capital Plan Project Sheets

# Light Rail



# PROJECT SHEET RIVER LINE RIGHT-OF-WAY (ROW) FLOODING MITIGATION STUDY

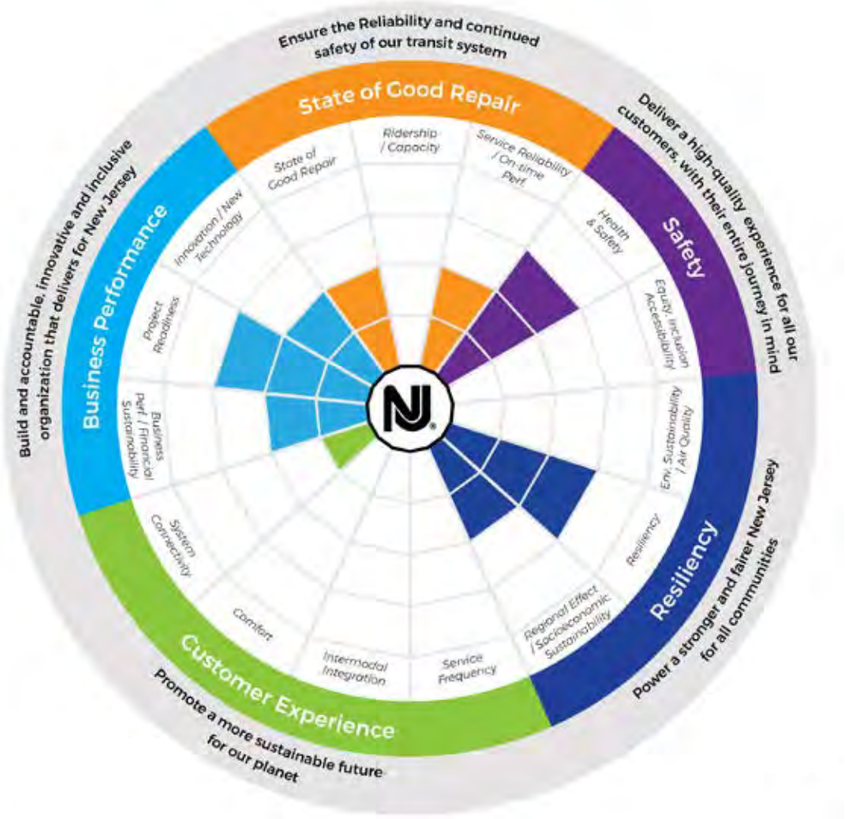
## Description

NJ TRANSIT's River LINE provides a vital connection from Trenton to Camden for 8,690 weekly riders. However, the final 1.5 miles of the service experiences frequent disruptions from localized flooding. The flooding occurs in Camden's downtown business and entertainment district during rain events exasperated by high tides from the Delaware River. Flooding that rises above the curb level halts River LINE service, forcing NJ TRANSIT to supplement the service with bus operations. The River LINE Right of Way (ROW) Flooding Mitigation Study would evaluate the drainage system alongside the tracks between the Cooper Street/Rutgers Station to Entertainment Center and determine upgrades that could alleviate flooding and allow continuous service.

The study would include recommendations for repairs to the track structure and drainage system at each station location. The study would also identify steps to ensure compliance with New Jersey's stormwater regulations, identify where the water discharges after it enters an inlet, and if the existing stormwater pipes are operational. Coordination with the City of Camden would be needed if additional flood mitigation measures are identified outside the NJ TRANSIT River LINE ROW.

**EXISTING:**
**River LINE**




## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$1 Million**

**Project cost is for study phase only*

### Value to Customers

- Decreases delays caused by localized flooding

### Value to State

- Increases service reliability
- Reduces operational costs of redundant bus service, providing more efficient use of public funds

# PROJECT SHEET RIVER LINE RIGHT-OF-WAY (ROW) FLOODING MITIGATION STUDY

## ESTIMATED TOTAL PROJECT COSTS

**$1M**

**PROJECT COST IS FOR STUDY PHASE ONLY*

***Regional Effect/Socioeconomic Sustainability***
Mitigating flooding events would improve overall River LINE service and decrease train cancellations

***Resiliency***
Improved drainage to mitigate flooding events would make the River LINE ROW more resilient

***Health/Safety***
Decreasing incidents of flooding would improve health and safety for customers and employees

***Business Performance/Financial Sustainability***
Mitigating flooding along the River LINE ROW would decrease operational delays and reduce maintenance costs

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Promote a more sustainable future for our planet*

*The study would result in recommendations to **mitigate River LINE ROW flooding** and **determine infrastructure upgrades to allow for more continuous service**.*

# PROJECT SHEET RIVER LINE FLEET OVERHAUL

## Description

The NJ TRANSIT River LINE Light Rail provides service between the Walter Rand Transportation Center in Camden, NJ, and the Trenton Transit Center in Trenton. This line currently services an average of 8,700 riders per average weekday, which is well above the originally estimated 5,500 per day. Given the growth in ridership, it is important that all rail line cars operate properly to ensure a safe and reliable commute for passengers. However, the existing River LINE Light Rail fleet has surpassed the midpoint of its service life and requires a mid-life overhaul to ensure adequate operation and a continued demand for the system.

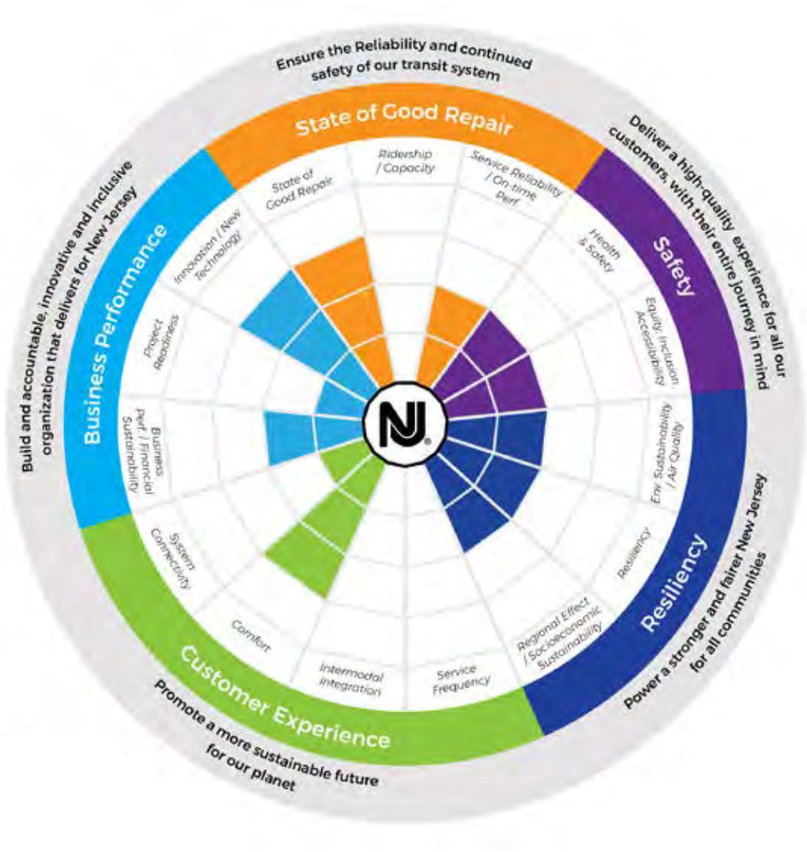
This project would provide mid-life overhauls to the existing light rail vehicles. This would include both mechanical and customer facing repairs, replacements, and upgrades. Furthermore, this project would follow the Engine Repower effort, which is an ongoing NJ TRANSIT project that is replacing the engines in many of the vehicles. These engines would meet current EPA standards for emissions, provide better fuel efficien , and include upgrades to its control and diagnostic capabilities. These overhauls would ultimately extend the vehicle service life by a minimum of 10 years and would provide a safer and more reliable experience for passengers.

**EXISTING:**
**River LINE Fleet**



**PROPOSED:**
**Fleet Overhaul**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$102 Million**

**Assumes overhauling 8 cars per year; includes engine repower work*

## Value to Customers

- Helps provide more reliable service by reducing risk of loss of equipment due to maintenance issues
- Increases customer comfort and experience

## Value to State

- Lowers operating costs by utilizing a more fuel-efficient engine
- Minimizes environmental impacts by using EPA compliant engines
- Minimizes loss in revenue from service disruptions

# PROJECT SHEET RIVER LINE FLEET OVERHAUL

## ESTIMATED TOTAL PROJECT COSTS

**$102M**

**ASSUMES OVERHAULING 8 CARS PER YEAR; INCLUDES ENGINE REPOWER WORK*

***Regional Effect/Socioeconomic Sustainability***
Upgraded equipment would reduce service delays and make overall River LINE service more reliable

***Environmental Sustainability/Air Quality***
The new engines would meet current environmental standards and provide better fuel efficiency

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Business Performance/Financial Sustainability***
More efficient equipment would reduce operating costs and minimize revenue loss from service disruptions

***State of Good Repair***
Mid-life overhauls and repairs provided to light rail vehicles would improve state of good repair

*A mid-life overhaul of the River LINE fleet is required to **ensure operations would meet the demands** of a growing system.*

# PROJECT SHEET NEWARK LIGHT RAIL (NLR) CAPACITY ENHANCEMENT PROGRAM

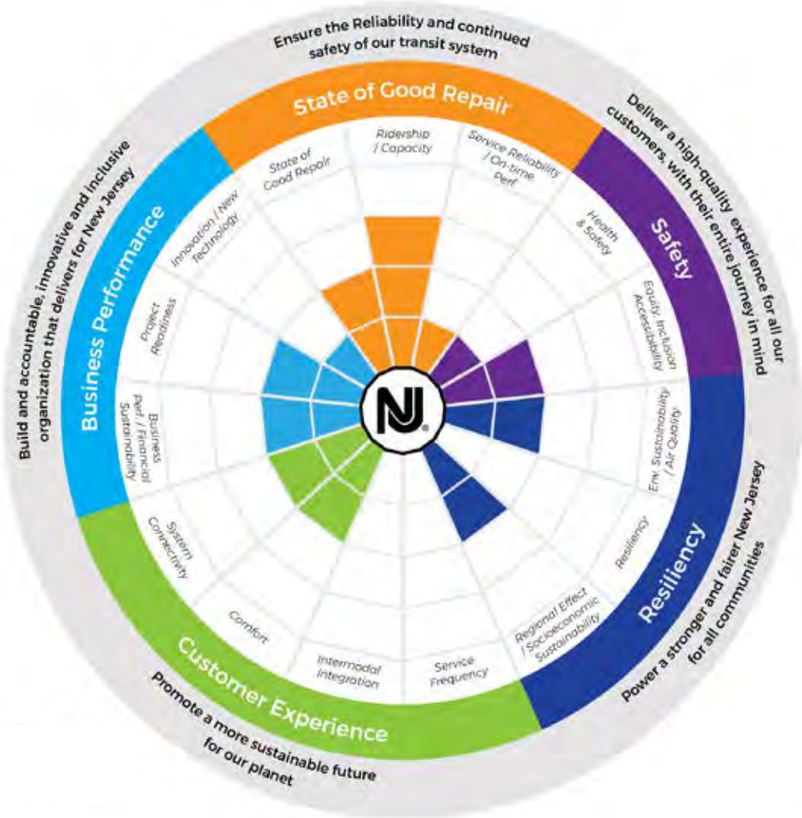
## Description

In 2002, the Newark City Subway system was converted from the original PCC streetcar vehicles, to the current Newark Light Rail (NLR) system. The original light rail vehicles (LRVs) introduced along the NLR consisted of three-section, single-articulating units. In 2015, 35 of these LRVs were scheduled for modification from three-section, single-articulating units to five-section, double-articulating units. The anticipated ridership growth of the NLR has necessitated a further expansion of capacity.

This project would modify 11 additional vehicles from three-section units to five-section units, bringing increased capacity to the NLR to meet anticipated demand. To support the use of these longer units within the NLR system, interlockings and switch modifications near Fulton Street and Broad Street, specified and budgeted as part of NLR programmatic work, would first need to be completed. The scope of the NLR Capacity Enhancement Program could then be executed, including modification and extension of the 11 light rail vehicles, an additional new power substation, and modific tions to the existing VBF yard to allow for storage of the longer LRVs.

**EXISTING:**
**NLR Light Rail Vehicle**




**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$33 Million**

## Value to Customers

- Increases capacity and comfort on the NLR system
- Reduces delays due to overcrowding
- Enhances safety and service reliability

## Value to State

- Increases capacity to meet growing ridership demand
- Increases return on investment from increased ridership

# PROJECT SHEET NEWARK LIGHT RAIL (NLR) CAPACITY ENHANCEMENT PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$33M**

***Comfort***
Expanded vehicle capacity and subsequent infrastructure improvements would improve customer comfort by reducing overcrowding and delays

***Regional Effect/Socioeconomic Sustainability***
Increasing capacity and upgrading switches and interlockings will improve service along the entire NLR network

***Ridership/Capacity***
Modifying and extending light rail vehicles would expand capacity to meet anticipated demand

***Business Performance/Financial Sustainability***
Increasing capacity and reliability would improve business performance and return on investments

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Increasing capacity on the NLR would* ***meet anticipated demand*** *while* ***improving customer comfort and service reliability****.*

# PROJECT SHEET NEWARK LIGHT RAIL (NLR) - STATION MODERNIZATION & ACCESS PROGRAM

## Description

The Newark Light Rail (NLR) has twelve stations along the Grove Street Line of the original Newark City Subway System that need improvements to meet regulatory requirements, enhance customer experience, and improve business performance. Many of these stations have not been renewed since the system conversion from streetcar vehicles to light rail cars in 2002.

Four NLR stations will receive accessibility improvements: Park Avenue, Norfolk Avenue, Warren Street/NJIT, and Military Park. If funded, proposed improvements at these stations would include construction of elevators, platform reconstruction, and improved station signage and communications systems.

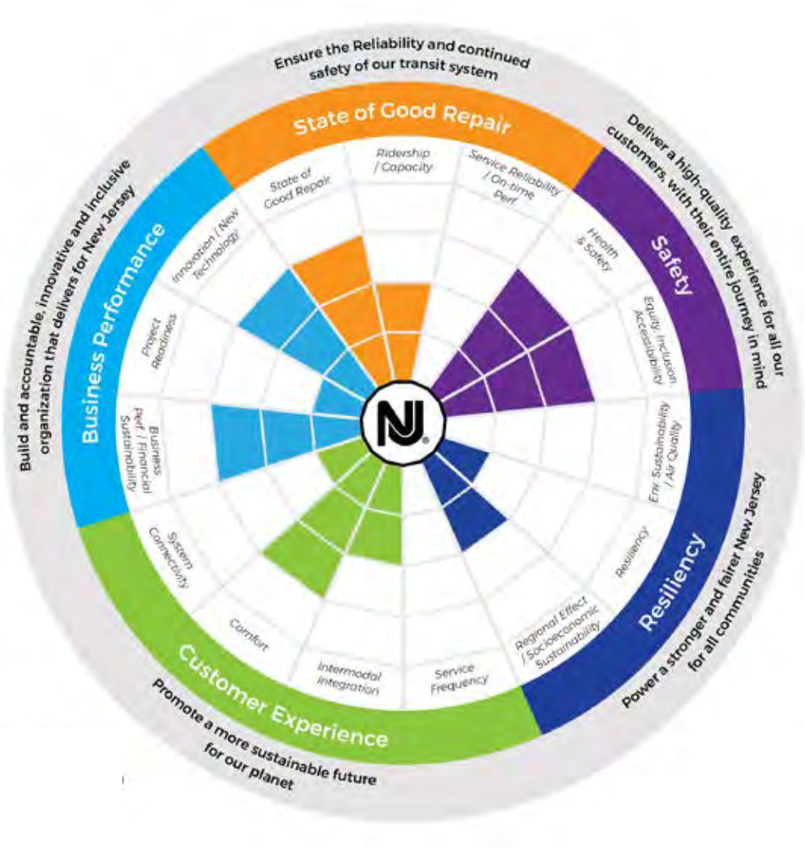
Passenger safety enhancements at all stations across the NLR would include the introduction of Platform Edge Doors (PED) to prevent passengers on the platforms from entering track areas and getting too close to moving trains. These enhancements would not only improve safety, but also accommodate future technology upgrades.

**EXISTING:**
**Station without Elevator Access (Norfolk Avenue)**



**PROPOSED: Example of elevator Access to Platform Bloomfield Ave)**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$131 Million**

**Estimate based upon concept design*

## Value to Customers

- Increases access to NLR system for passengers
- Provides access to cleaner, safer, and well-lit stations
- Enhances signage and communications to relay station information and rail service status

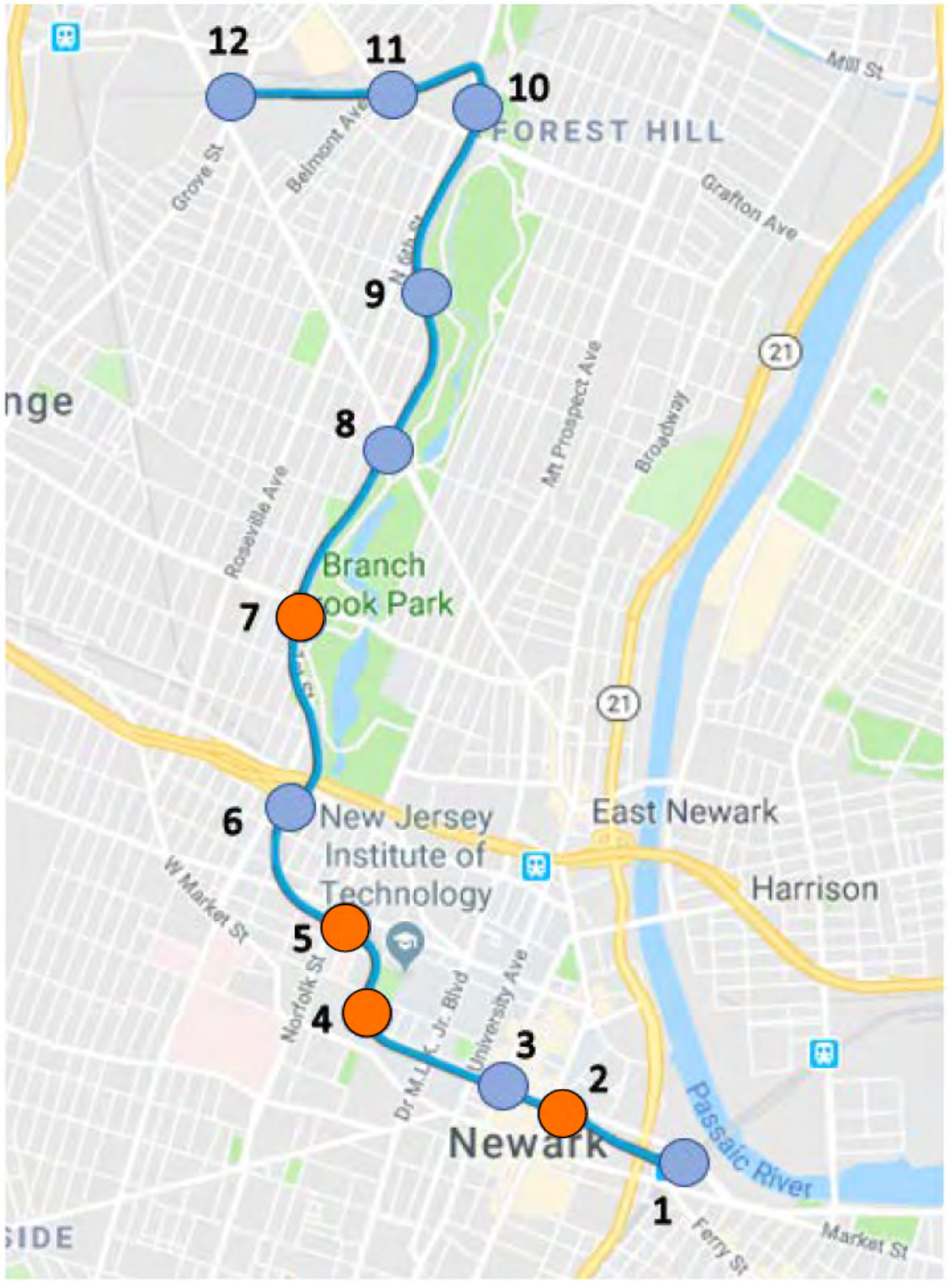
## Value to State

- Reduces risk of accidents by inhibiting passenger entry to tracks

PROJECT SHEET

# NEWARK LIGHT RAIL (NLR) - STATION MODERNIZATION & ACCESS PROGRAM

## Newark Light Rail - Grove Street Line Map




| Newark Light Rail Grove Street Line | Passenger Data | | | | |
|---|---|---|---|---|---|
| Station | Average Weekday Boardings | % Per Line | General | Access | Platform Edge Doors |
| *1. Newark Penn ** | 6225 | 34% | x | | x |
| *2. Military Park* | 1582 | 9% | x | x | x |
| *3. Washington Street* | 1041 | 6% | x | | x |
| *4. Warren Street/NJIT* | 1012 | 5% | x | x | x |
| *5. Norfolk Street* | 827 | 4% | x | x | x |
| *6. Orange Street* | 1027 | 6% | x | | x |
| *7. Park Avenue* | 1403 | 8% | x | x | x |
| *8. Bloomfield Avenue* | 1281 | 7% | x | | x |
| *9. Davenport Street* | 545 | 3% | x | | x |
| *10. Branch Brook Park* | 2174 | 12% | x | | x |
| *11. Silver Lake* | 530 | 3% | x | | x |
| *12. Grove Street* | 809 | 4% | x | | x |

- **General Improvements include cleaning, sealing, painting (steel and concrete), signage, lighting, local tunnel repairs*
- ***Newark Penn Station services both NLR Grove Street and Broad Street Lines*

## Legend

*Opportunities to improve accessibility*

# PROJECT SHEET NEWARK LIGHT RAIL (NLR) - STATION MODERNIZATION & ACCESS PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$131M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Health/Safety***
Reconstructed platforms, platform edge doors, and new signage would provide a safer platform experience for all

***State of Good Repair***
Station service life would be extended and aesthetic improvements would positively impact station experience

***Comfort***
Enhanced lighting and improved wayfinding at stations would improve customer comfort

***Equity, Inclusion & Accessibility***
Station design would follow universal design guidelines and elevators would be added

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Four Newark Light Rail stations would be accessible for all and Platform Edge Doors would improve safety and fare enforcement.*

# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - HOBOKEN WYE BYPASS

## Description

The Hudson Bergen Light Rail (HBLR) Hoboken Wye is a level junction of the HBLR northern and southern alignments, located on an elevated viaduct to the west of Hoboken Terminal. The current configuration includes two tracks from both the northern and southern HBLR alignments meeting in a “T-intersection” at the WYE Bypass with the ability for light rail vehicles (LRVs) to move from any one approach to either of the other two. Currently, the HBLR is operating at capacity through the existing Wye Junction. The HBLR system will be subject to additional demand for train service as a result of projected overall growth in ridership, as well as the Northern and Route 440 expansions. Increasing frequencies is the only practical method of increasing HBLR service to meet anticipated growth and expansion.

The proposed Hoboken Wye Bypass project would add a third track at the junction on the northern alignment, extending from the nearby Grove Street undergrade bridge to Hoboken Terminal and providing increased capacity to facilitate more frequent service. An integral part of the project would include a new light rail platform at Hoboken Terminal to the East. In addition, construction of a new Grove Street Station would be completed in the adjacent developing neighborhood to the West. This effort would require the reconstruction of a railroad traction substation and an easement from developer owned property. Coordination with the proposed adjacent Long Slip project and the Hoboken Terminal Restoration and Resiliency Project has been ongoing and will be essential as the Wye Bypass Track would not have utility if the alignment geometry is compromised and meaningful operating speed (minimum 15 mph) is not attained.

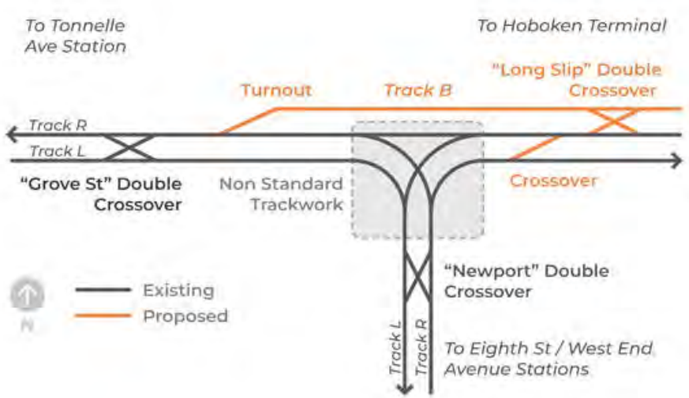
**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

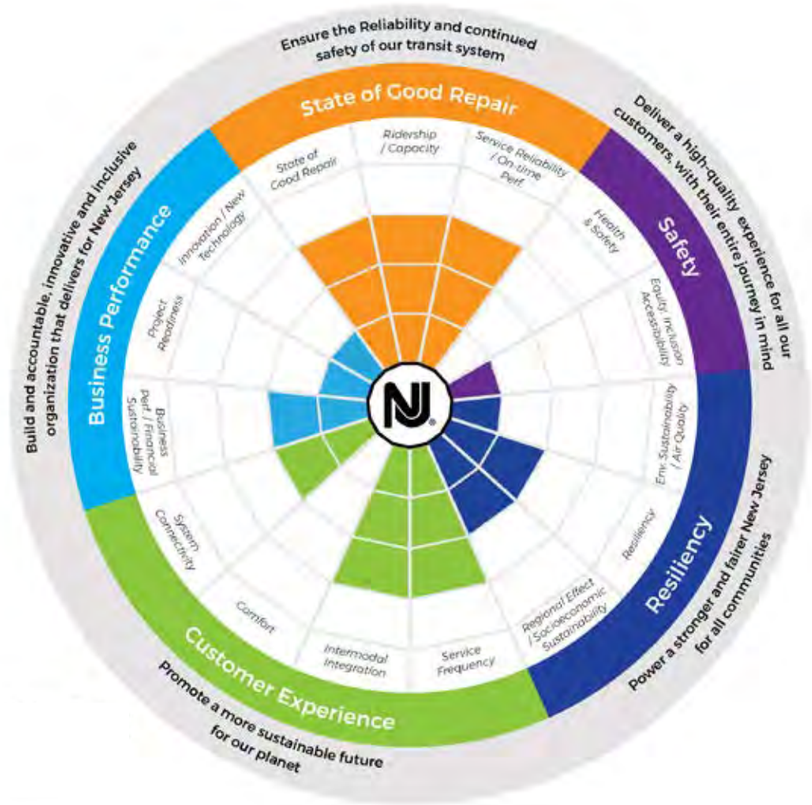
**$120 Million**

**EXISTING:**
**Hoboken Wye Junction**



**PROPOSED:**
**New Bypass**




## Value to Customers

- Improves reliability and eliminates potential delays waiting for crossing trains at the current junction
- Provides new point of entry to HBLR

## Value to State

- Provides additional capacity to meet growing demand for service

# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - HOBOKEN WYE BYPASS

**ESTIMATED TOTAL PROJECT COSTS**

**$120M**

***Ridership/Capacity***
The proposed bypass would increase ridership capacity to meet future growth

***Intermodal Integration***
The project would increase opportunities for passengers to use more than one mode on their journey through Hoboken

***Service Reliability***
The proposed bypass would increase service while reducing delays

***State of Good Repair***
New track infrastructure would increase efficiency and capacity of operations contributing positively to overall state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Addition of a third bypass track would provide **increased capacity to facilitate more frequent service**.*

# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - NORTHERN BRANCH CORRIDOR

## Description

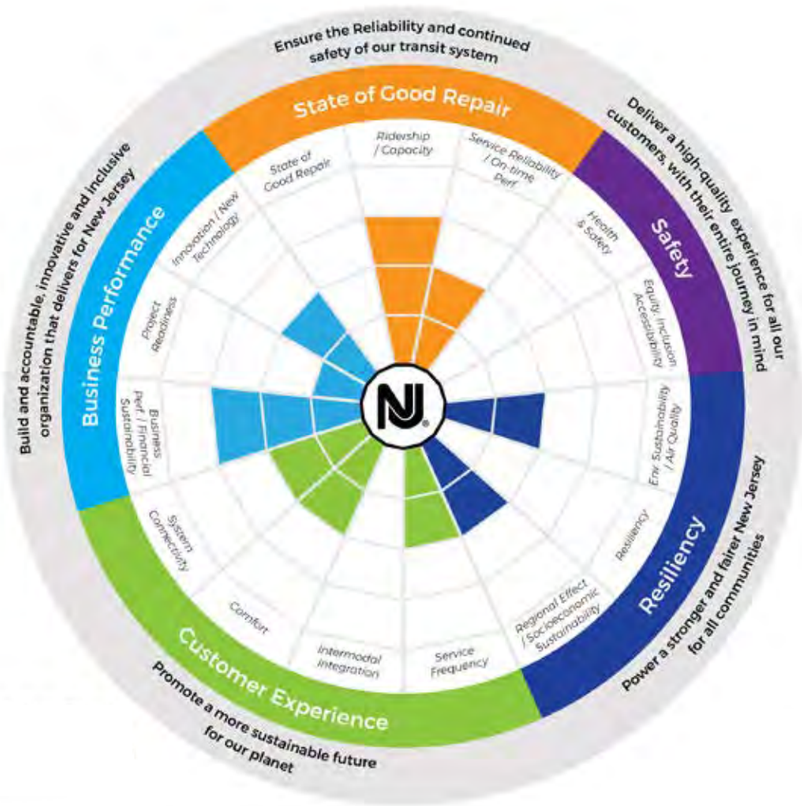
The Northern Branch Corridor Project is a proposed northern extension of the Hudson-Bergen Light Rail (HBLR). Expansion of the HBLR from its current northern terminus at Tonnelle Ave in Hudson County would bring light rail service to eastern Bergen County. The proposed extension would stretch nine miles to the North, creating seven new stations along its route, terminating at the Englewood Hospital and Medical Center. Light Rail operation along the new northern branch corridor would share the right of way that is owned by CSX, with the freight operator limiting their service to overnight hours to facilitate light rail service between 5 AM and 1 AM daily.

The project has received valuable input from the public hearing process, including comments from both the City of Englewood and the Englewood Hospital and Medical Center on the proposed expansion and new northern terminus. The project is currently proceeding through the National Environmental Policy Act (NEPA) process.

Expansion of the HBLR would significantly improve mobility within both Hudson and Bergen Counties, particularly within the project corridor, which currently features a substantial roadway-based transportation system. Improvement to the corridor's transportation network is vital to support continued economic growth in the region.

**EXISTING:**
**Tonnelle Avenue Terminus**






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

**$2 Billion**

### Value to State

- Attracts riders to transit by providing direct access to HBLR system for passengers within Bergen County
- Provides transportation capacity to support population and employment growth in the region
- Supports growth and development in Bergen and Hudson Counties including the Hudson River Waterfront

### Value to Customers

- Provides an additional travel option for travelers trying to avoid highway congestion in the region
- Improves convenience and travel time to customers in Bergen county seeking access to Hudson Harbor and connection to New York City and NJ TRANSIT regional rail via Hoboken Terminal

# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - NORTHERN BRANCH CORRIDOR

| Number | Proposed Station | Location |
|---|---|---|
| 1 | 91st Street Station | North Bergen Township |
| 2 | Ridgefield Station | Ridgefield Borough |
| 3 | Palisades Park Station | Palisades Park Borough |
| 4 | Leonia Station | Leonia Borough |
| 5 | Englewood Route 4 Station | Englewood |
| 6 | Englewood Town Center Station | Englewood |
| 7 | Englewood Hospital & Medical Center | Englewood |






# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - NORTHERN BRANCH CORRIDOR

**ESTIMATED TOTAL PROJECT COSTS**

**$2B**

***Service Reliability***
Additional light rail service options would reduce travel time for regional travelers as fewer connections would be needed to reach their destinations

***Regional Effect/Socioeconomic Sustainability***
Expansion would increase regional network connectivity while reducing transit gaps in the corridor

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Ridership/Capacity***
Expanding access to the light rail system would increase ridership

***Business Performance/Financial Sustainability***
Expanding light rail would increase potential revenue streams

*The Northern Branch HBLR expansion would **significantly improve mobility** within both Hudson and Bergen Counties.*

# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - ROUTE 440 EXTENSION

## Description

The Hudson-Bergen Light Rail (HBLR) operates two routes to the south of Hoboken Terminal – the 8th Street line which terminates in Bayonne, and the West Side Avenue line which terminates in Jersey City.

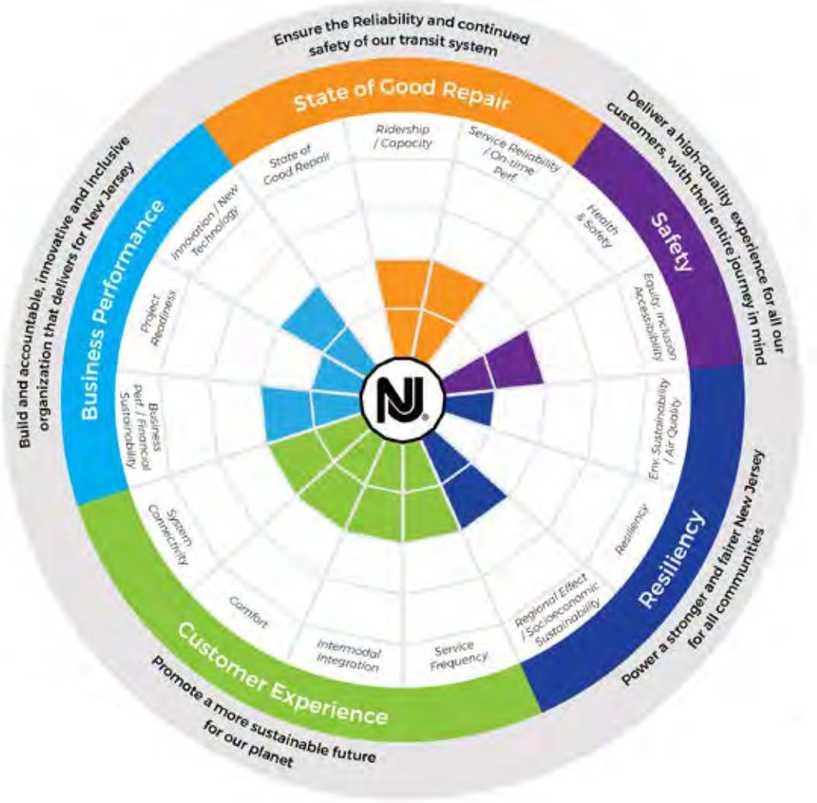
The proposed HBLR Route 440 Extension Project would expand the West Side Avenue line, bringing light rail service to the west of State Route 440 and the developing western waterfront area of Jersey City. This project is in the preliminary engineering phase.

Enhancement of transit service and mobility in this location is vital to support planned residential and commercial development of the Jersey City western waterfront area, known as Bayfront, including the development of the New Jersey City University West Campus.

The proposed HBLR 440 Extension would include a 0.7-mile, two track extension on a viaduct, and an elevated center island platform terminal station at the northern end of the Bayfront development. The project would also include upgrades to the existing West Side Avenue Station, including access ramp enhancements, replacement of existing pedestrian bridge, stairway and elevator, and reconfiguration of the existing station parking lot.

**EXISTING:**
**West Side Avenue Station**






**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$285 Million**

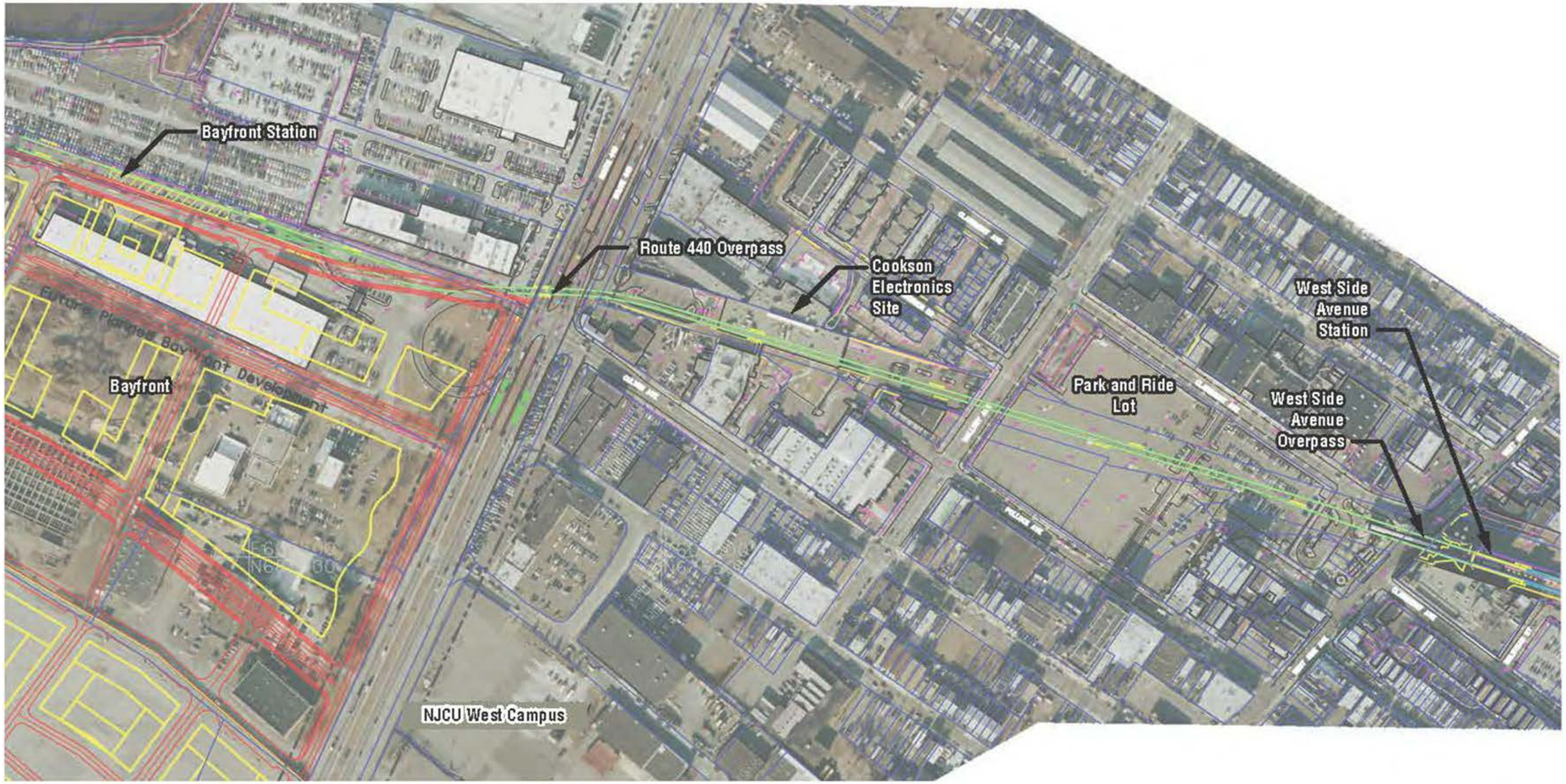
## Value to State

- Attracts riders to transit by providing direct access to HBLR system for passengers within Bayfront development area
- Provides additional transportation capacity to support population and employment growth in the region
- Supports growth and development for the western waterfront area
- Provides potential diversions from automobile traffic

## Value to Customers

- Provides additional travel option for travelers trying to avoid highway congestion in the region

# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - ROUTE 440 EXTENSION



# PROJECT SHEET HUDSON-BERGEN LIGHT RAIL (HBLR) - ROUTE 440 EXTENSION

**ESTIMATED TOTAL PROJECT COSTS**

**$285M**

***State of Good Repair***
Expansion would result in upgrades to the access ramp, pedestrian bridge, stairway and elevator at the existing West Side Avenue Station

***Regional Effect/Socioeconomic Sustainability***
Expansion would increase regional network connectivity while reducing transit gaps along the western waterfront of Jersey City

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Ridership/Capacity***
Expanding access to the light rail system would increase ridership

***Business Performance/Financial Sustainability***
Expanding light rail would increase potential revenue streams

*The 440 extension of HBLR would **improve regional mobility** and **compliment planned residential and commercial development**.*

# PROJECT SHEET PATERSON AVENUE GRADE CROSSING ELIMINATION

## Description

The intersection of Paterson Avenue and the Hudson-Bergen Light Rail (HBLR) is a rail grade crossing at the border of the Cities of Hoboken and Jersey City. The red phase of the traffi signal is triggered when loop detectors along the tracks detect trains nearing the intersection. Previous traffi studies indicate that the crossing experiences extended red signal times for motorists when no HBLR vehicle is present. Therefore, there is an issue with the way the traffi signal system interfaces with the HBLR signals.

This project would remove the at-grade crossing and elevate the track bed above Paterson Avenue to eliminate conflicting traffi and the need for a traffi signal. Removing the at-grade crossing and elevating the track would include the replacement of the 2nd Street Station with a new elevated structure and a modern station layout.

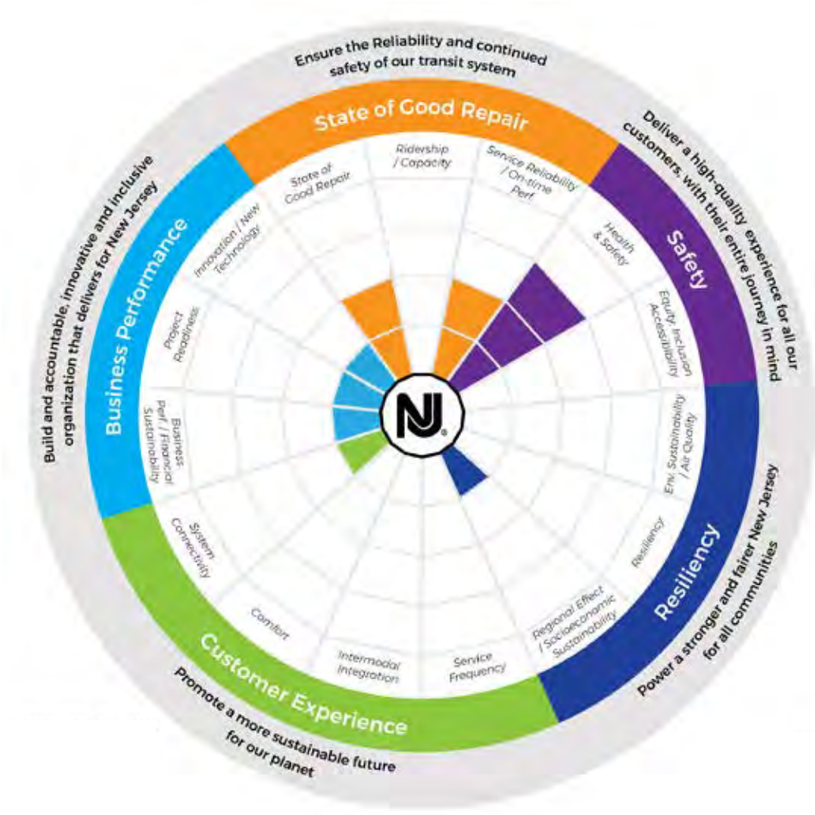
**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$145 Million**

**EXISTING:**
**Paterson Avenue Grade Crossing**






## Value to Customers

- Improves efficiency and reliability of HBLR operations
- Improves travel time for customers in Hudson and Bergen Counties
- Eliminates excessive vehicle idling at the intersection

## Value to State

- Enhances safety for pedestrians in Hudson County
- Improves traffic circulation for residents of Hudson County

# PROJECT SHEET PATERSON AVENUE GRADE CROSSING ELIMINATION

**ESTIMATED TOTAL PROJECT COSTS**

**$145M**

***Service Reliability***
Removing the at-grade crossing would improve the on-time performance and reliability of trains as the signal system would have fewer interactions with traffic

***Health/Safety***
Removing the at-grade crossing would improve safety conditions for pedestrians and remove the potential for conflicts with vehicles

***Business Performance/Financial Sustainability***
Elevating the track infrastructure and upgrading the station layout would reduce operations and maintenance costs

***State of Good Repair***
Modernizing the station layout and elevating track infrastructure would improve state of good repair

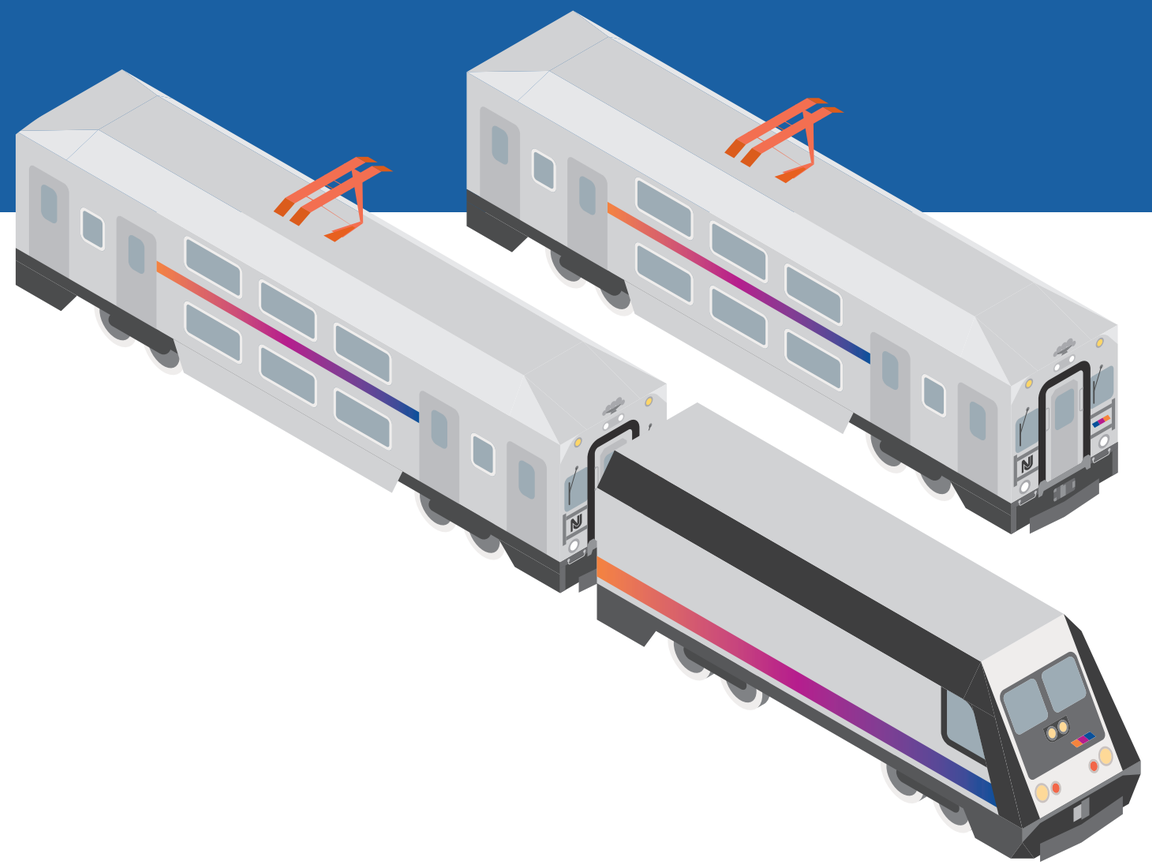
## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Removing the at-grade crossing and elevating the track bed above Paterson Avenue would eliminate traffic conflicts, improve service, and enhance safety.*

# Rail Fleet



# PROJECT SHEET RAIL FLEET REPLACEMENT PROGRAM

## Description

There are approximately 1,100 rail cars and 179 locomotives that are part of the NJ TRANSIT rail fleet. About 680 of those rail cars are single-level; the Arrow III cars (pictured at right) date back to 1977, while other versions of the Comet single-level cars entered service in 1982, 1996, and 2002. About 430 cars are multi-level. The first iteration of Bombardier's ML1 cars went into service in 2006, while the ML2s went into service in 2012. A third version (the ML3) is scheduled to begin running in 2023. Multi-level cars can fit more passengers than single-level cars. The multi-levels also provide higher comfort levels for passengers; new ML3s will also feature Wi-Fi access, infotainment screens, and USB charging ports.

This fleet replacement program would replace all of NJ TRANSIT's single-level cars with multi-levels over the next eight years. Existing ML1s and ML2s would also be overhauled during this time period to increase car efficienc and comfort. In addition, about 25 dual-power locomotives (which can run on both diesel- and electric-powered rail lines) would be added to the fleet, while about 10 diesel locomotives would be retired. These actions would ultimately reduce the average fleet age and drastically improve reliability.

**EXISTING:**
**Single Level Fleet**

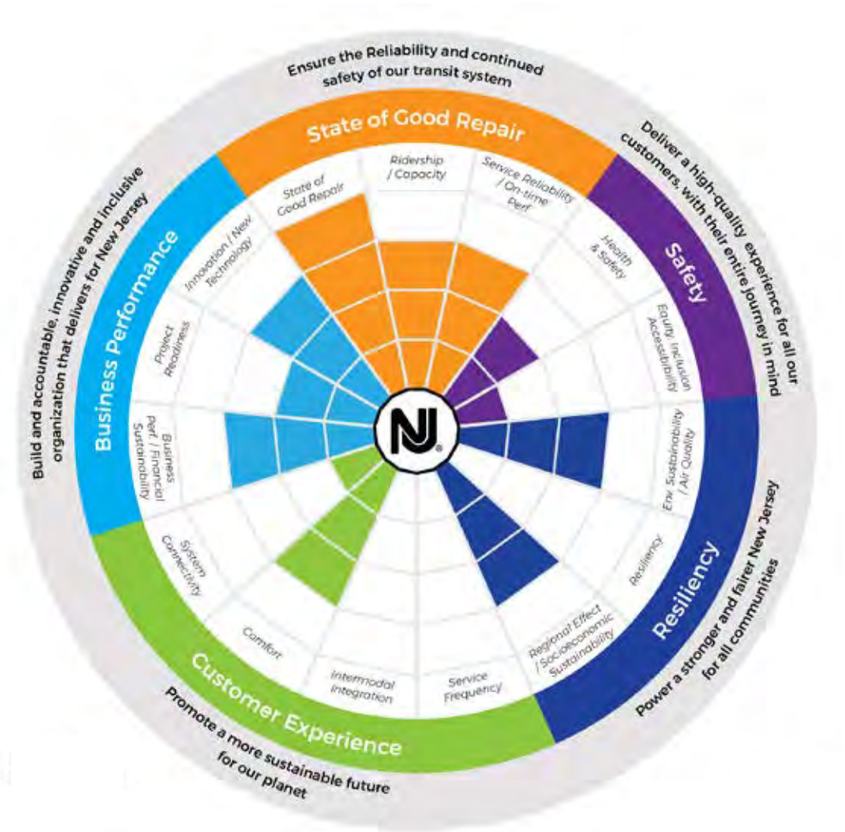



**PROPOSED:**
**New Updated Multilevel Cars**




**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$5.38 Billion**




## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Lowers operating expenses to enable more efficient use of public funds
- Reduces potential injuries associated with increased on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET RAIL FLEET REPLACEMENT PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$5.38B**

***Environmental Sustainability/Air Quality***
The dual-powered locomotives added to the fleet would run on both diesel and electric powered rail lines, reducing emissions and improving air quality

***Comfort***
New rail cars would be equipped with modern amenities to maximize customer experience and comfort

***Business Performance/Financial Sustainability***
Maintenance and operations expenses would be reduced as service performance increases with new vehicles

***State of Good Repair***
Reducing the average age of the rail fleet vehicles and decreasing equipment failure occurrences would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Promote a more sustainable future for our planet*

*The rail fleet replacement program would lead to a fleet* ***increase of about 40 rail cars*** *and* ***15 locomotives*** *while* ***improving customer experience and air quality****.*

# PROJECT SHEET TRAIN BATTERY PILOT

## Description

Trains currently running along NJ TRANSIT rail lines are either powered with diesel fuel-powered engines or with electrified overhead catenary wires. Diesel engines are less efficien in providing power to the trains, and according to research , increase carbon emissions. Powering cars using overhead catenary wires is also inefficien because electricity must flow along a series of catenary lines, which dissipate energy as it travels. Adding battery storage capacity allows for further savings via energy capture through regenerative braking, which is currently not possible with the existing rolling stock design. Additional benefits of battery storage include the ability to run electric trains where existing catenary power supply is disabled due to extreme weather events or depowered for service.

The Train Battery Pilot project would test the use of batteries to power existing NJ TRANSIT trains. Lithium-ion batteries are being studied for acquisition to be installed either as battery support tender cars or directly into passenger carrying rolling stock. Pilot non-revenue runs are currently contemplated to be run along either the North Jersey Coast Line between Bay Head and Long Branch using retrofitted multi-level cars. This portion of the North Jersey Coast Line does not have a traction power system, so the contemplated method of operation would allow single-seat rides from Newark or New York City to Bay Head where the battery could recharge on the traction electrified section from Long Branch to New York. The pilot project would be the first step towards transitioning to a cleaner, more efficien technology that will reduce energy costs for NJ TRANSIT and bring potential environmental benefits.

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

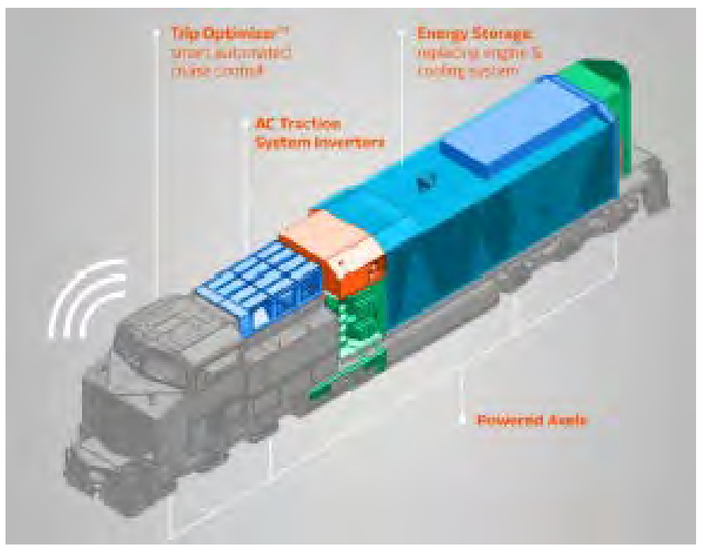
***$46 Million**

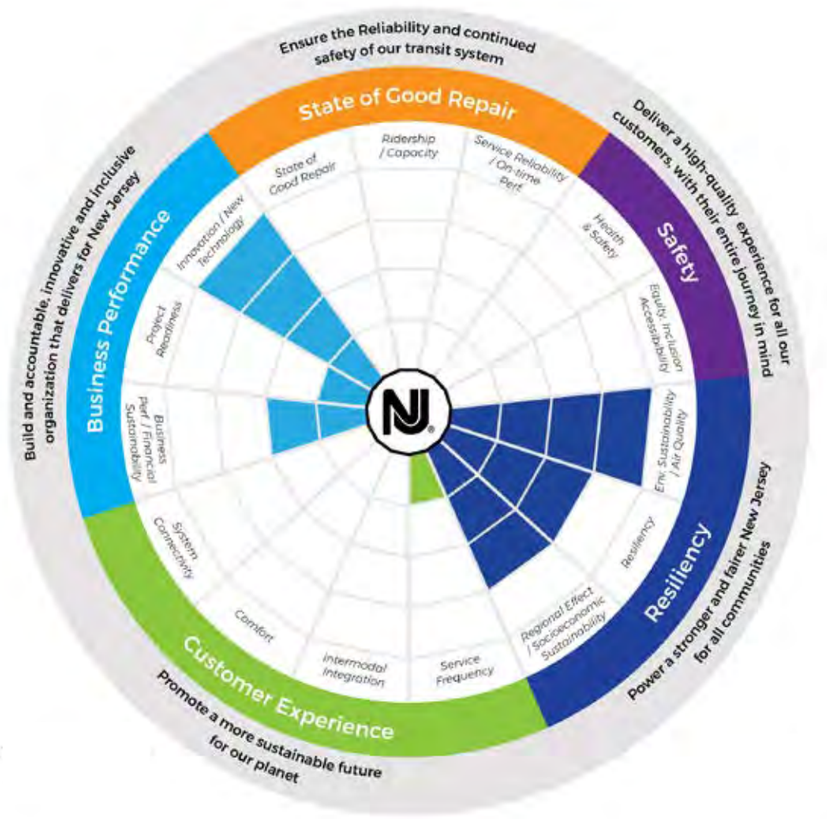
**Estimate based upon concept design*

**EXISTING:**
**Arrow III EMU Cars**



**PROPOSED:**
**Battery Powered Locomotive**




## Value to Customers

- Increases reliability of service

## Value to State

- Lowers operating cost by providing more efficient power generation
- Minimizes environmental impacts and yields increased ridership

# PROJECT SHEET TRAIN BATTERY PILOT

## ESTIMATED TOTAL PROJECT COSTS

**$46M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Business Performance/Financial Sustainability***
Transitioning to battery power would reduce energy costs and mitigate revenue loss from power outages

***Regional Impact/Socioeconomic Sustainability***
Piloting battery power would pave the way for the full rail system to transition in the future

***Environmental Sustainability/Air Quality***
Beginning the transition to battery power is the first step in lowering carbon emissions

***Resiliency***
Battery power would reduce the rail system's vulnerability to service disruptions resulting from power outages

## STRATEGIC GOALS MET

*Promote a more sustainable future for our planet*

*Ensure the reliability and continued safety of our transit system*

*Investing in **emerging technology** would allow NJ TRANSIT to be more **capable to adopt state-of-the-art systems**.*

# PROJECT SHEET MACHINE VISION IMPLEMENTATION PROGRAM

## Description

NJ TRANSIT must provide consistently reliable service to its customers along all its rail lines. To ensure this, the agency frequently inspects all revenue fleet vehicles and maintains them as needed to keep them in a state of good repair. Typically, rolling stock is removed from service and placed over pedestal pits, which are used to inspect the undercarriage of the multi-level train cars and to perform maintenance on all train car types. These pits are located at various rail yards and therefore the trains must be directed to one of the yards whenever an inspection is required. This procedure is time consuming and requires additional cost and resources to perform.

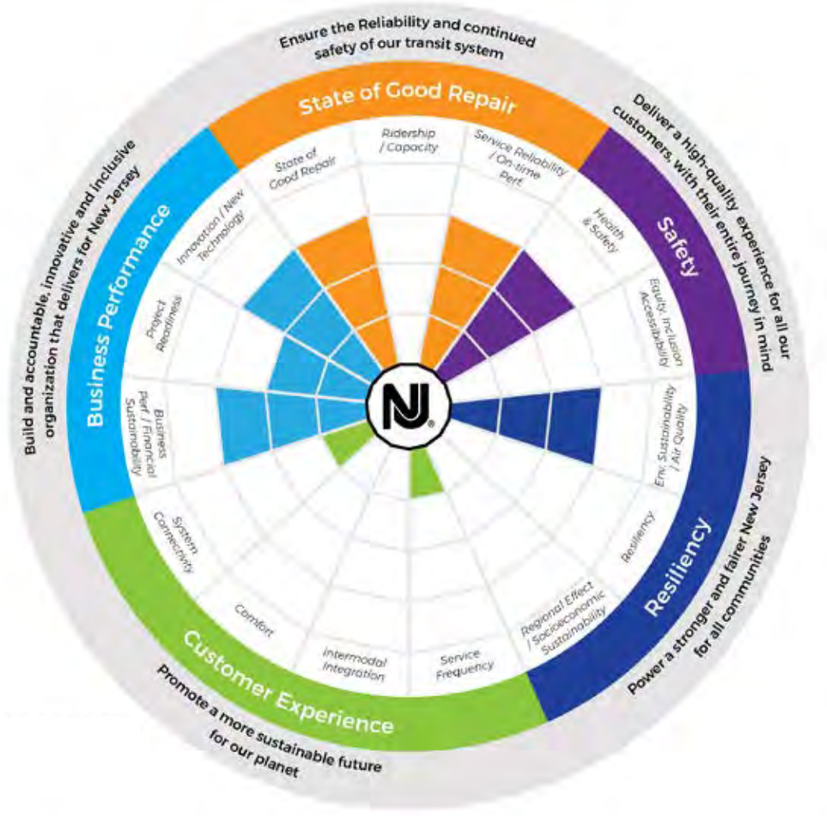
This project would install Machine Vision devices on existing NJ TRANSIT tracks. As trains run over the device, the device would automatically assess the condition of critical train components, such as the wheel profile and brake conditions. This information would then be sent to the maintenance department to determine if a train car needs to be sent to a yard. These devices would be strategically placed in locations that experience frequent train traffic such as at the tracks east of the East End interlocking, which supports all trains in and out of Hoboken Station. Implementation of Machine Vision would allow NJ TRANSIT to more efficientl monitor the condition of its rail fleet and would decrease the need to send cars to rail yards for inspection, thus increasing uptime for the revenue rolling stock.

**PROPOSED:**
**Machine Vision Device**



**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$32 Million**




## Value to Customers

- Increases reliability of service

## Value to State

- Lowers operating costs by providing more efficient power generation
- Minimizes environmental impacts resulting in increased ridership

# PROJECT SHEET MACHINE VISION IMPLEMENTATION PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$32M**

***Health/Safety***
Placing monitoring devices in strategic locations would increase rail safety

***State of Good Repair***
Upgrading monitoring equipment would improve fault detection to minimize potential damage.

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

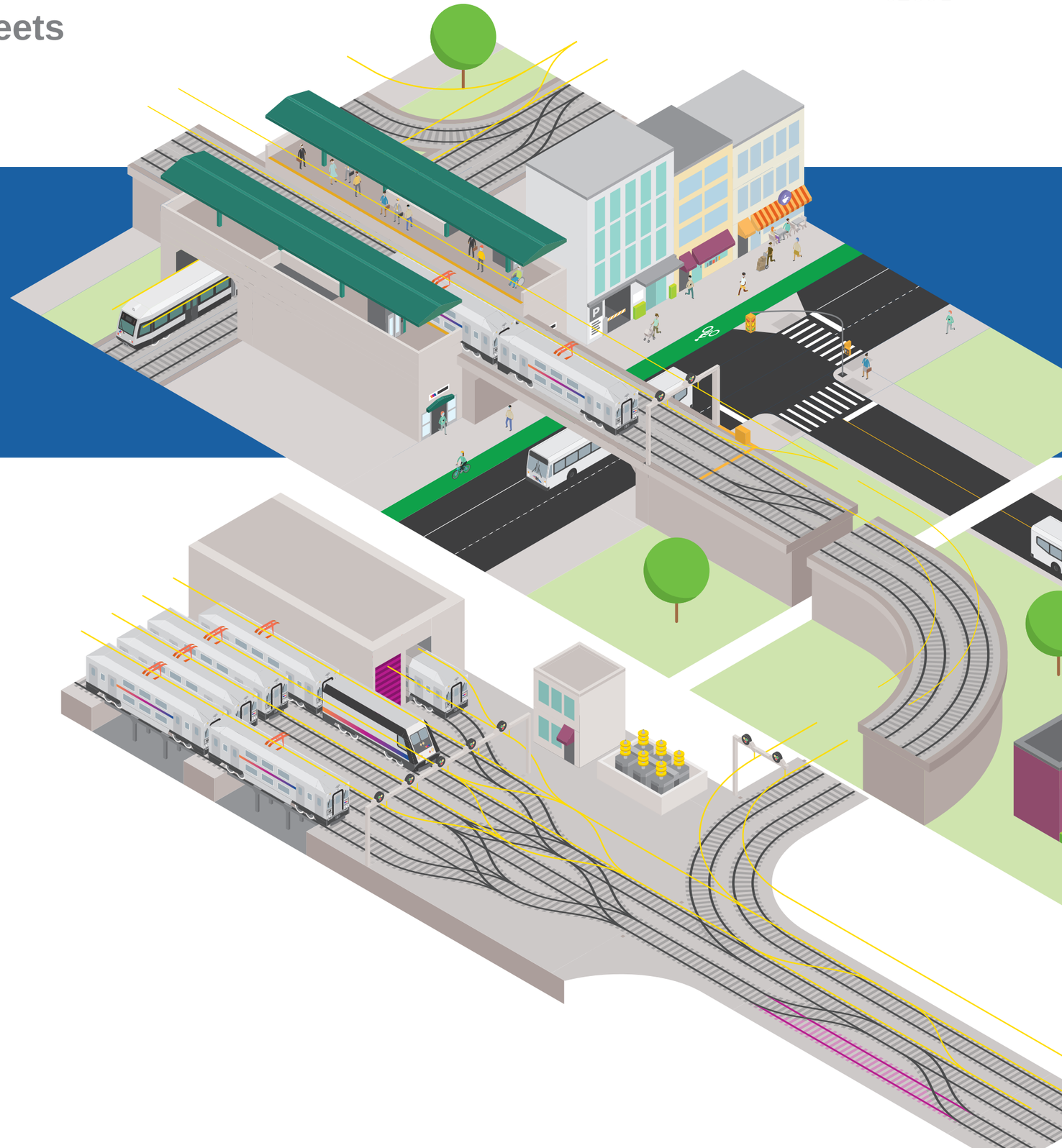
***Service Reliability***
Enhanced monitoring would prevent train malfunctions and delays

***Business Performance/Financial Sustainability***
Enhanced monitoring would lead to better maintained and utilized rail vehicles

*Monitoring devices would be* ***strategically placed to find potential faults before they disrupt service***.

Appendix B Capital Plan Project Sheets

# Rail Infrastructure



# PROJECT SHEET RARITAN RIVER BRIDGE REPLACEMENT

## Description

The Raritan River Bridge spans 2,920 feet over the Raritan River carrying the NJ TRANSIT North Jersey Coast Line between Perth Amboy and South Amboy. The existing bridge was originally constructed in 1908 (112-years old) and features a movable swing span. The existing bridge has a low vertical profile, and, as a result, is at high risk of damage from extreme weather events. During Superstorm Sandy the existing bridge became submerged and was severely damaged, resulting in an 18-day outage for both rail service and marine traffi as the bridge was realigned and repaired. While several repair and rehabilitation contracts to keep the bridge in service have been executed, the movable span exhibits frequent operational issues as excessive maintenance costs continue to escalate with the bridge approaching the end of its useful life. In addition to the extreme weather event risks and recurring maintenance issues, the bridge is subject to frequent marine vessel collisions due to the poor channel geometry at its swing span.

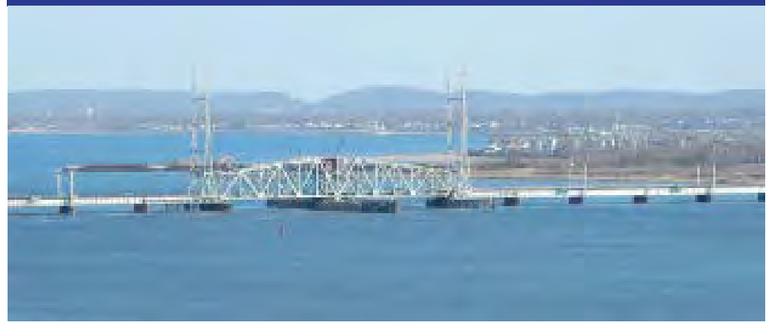
The project would include a new off-line replacement of the existing obsolete bridge with a new, two-track vertical lift bridge on an improved vertical alignment. The new movable structure would provide a more resilient structure with additional vertical clearance above the 100-year flood elevation. The introduction of new mechanical and electrical systems would provide more reliable movable span operations, resulting in reduced maintenance costs from current thresholds. In addition, improved navigation channel geometry at the lift span would significantly reduce risk of vessel collision with the bridge's pier protection systems and associated costly repairs.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

***$1.010 Billion**

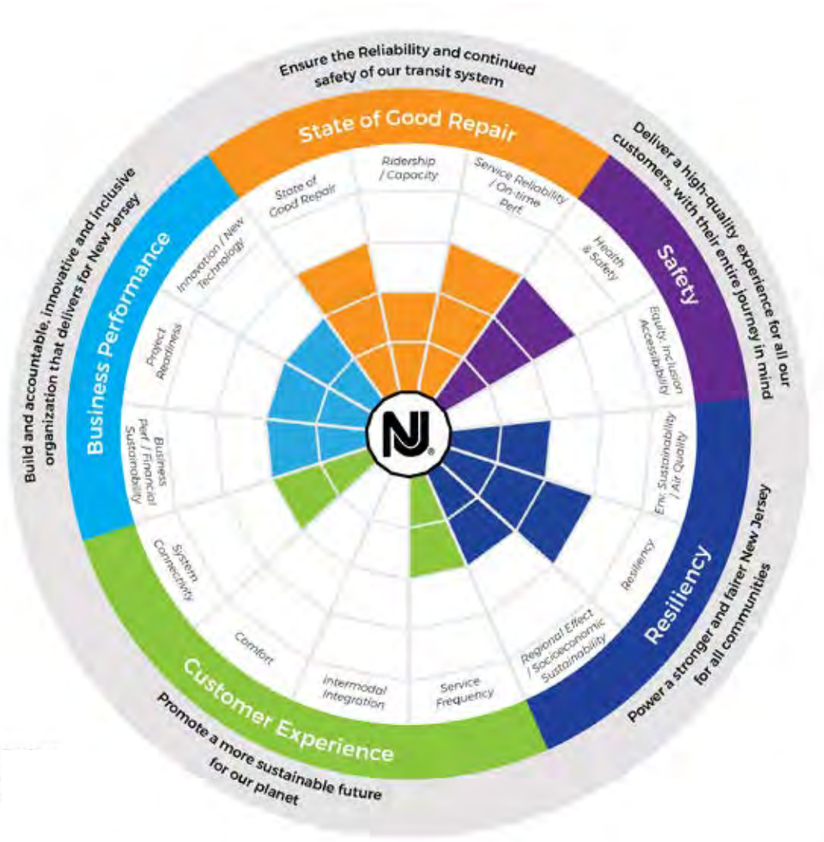
**Total estimated project cost does not include demolition and new fender system*

**EXISTING:**
**Swing Bridge**



**PROPOSED:**
**New Vertical Lift Bridge**






## Value to Customers

- Less disruption to service associated with operational issues and/or excessive maintenance work
- Safer navigation for marine users

## Value to State

- Reduces repair, rehabilitation, and maintenance expenses to enable more efficient use of public funds
- Substantially reduces risk of major disruption or outage due to extreme weather events

# PROJECT SHEET RARITAN RIVER BRIDGE REPLACEMENT

**ESTIMATED TOTAL PROJECT COSTS**

***$1.010B**

**TOTAL ESTIMATED PROJECT COST DOES NOT INCLUDE DEMOLITION AND NEW FENDER SYSTEM*

***Health & Safety***
North Jersey Coast Line trains that travel over the bridge would experience fewer risks from bridge closings

***Service Reliability***
Once replaced, the bridge would be more reliable for rail operations during both normal weather and extreme events

***Resiliency***
The new bridge would clear the 100-year flood elevation and is a more resilient structure

***State of Good Repair***
Replacing the 112-year old bridge with a new and resilient bridge would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Bridge replacement would add **more reliable movable span** operations resulting in **reduced maintenance costs**.*

# PROJECT SHEET OVERHEAD BRIDGE REPLACEMENT PROGRAM

## Description

NJ TRANSIT maintains over 100 overhead bridges, which support roadways and walkways over various NJ TRANSIT rail lines throughout the State. Numerous structures on the NJ TRANSIT rail system have well exceeded their anticipated service life. As the age of these structures continues to advance, maintenance costs have escalated.

The Overhead Bridge Replacement Program would establish a delivery process that would identify and prioritize the replacement of bridges in most dire need of attention. Four bridges would be selected each year for advancement into the NJ TRANSIT capital delivery process. The program would establish a plan to eventually replace all overhead bridges on the NJ TRANSIT system to restore them to a state of good repair and reduce the age of each bridge to within its estimated service life of 75 to 100 years.

**EXISTING:**
**Overhead Bridge**

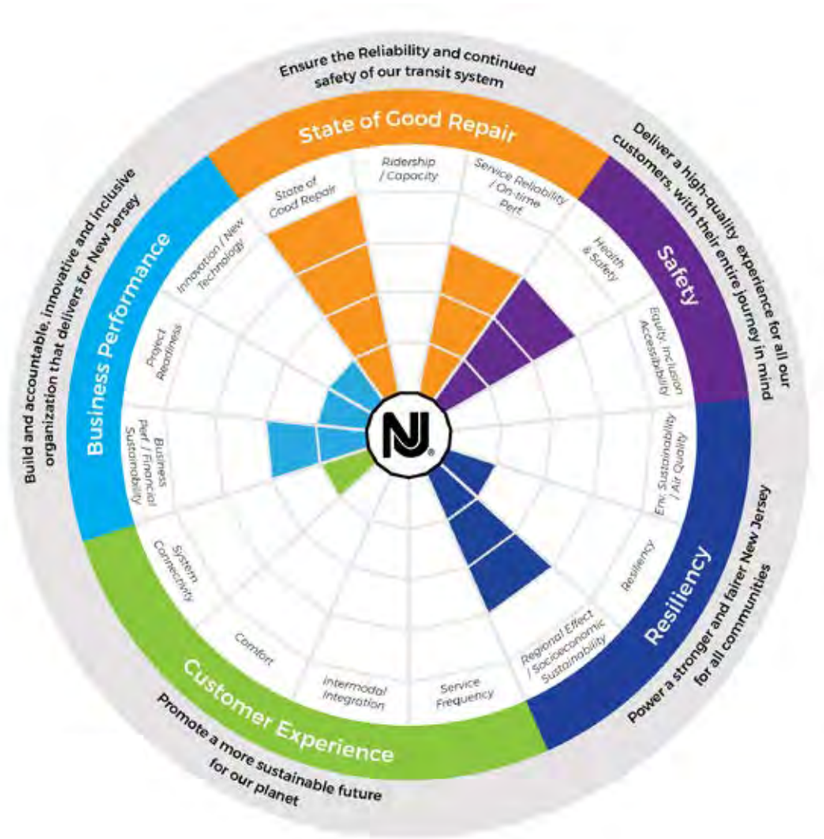


**PROPOSED:**
**New Overhead Bridge**



**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$907 Million**




## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Lowers operating expenses for more efficient use of public funds
- Reduces potential injuries associated with increased on-site maintenance work

# PROJECT SHEET OVERHEAD BRIDGE REPLACEMENT PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$907M**

***Service Reliability***
New bridges would require less repairs and would increase service reliability

***Health/Safety***
New bridges would bring the average age of the structures back to a safe margin within the desired service life

***Regional Impact/Socioeconomic Sustainability***
The decrease in age of the bridges would support the network by reducing delays due to operational or structural issues

***State of Good Repair***
Replacing all overhead bridges would reduce the overall age of bridges

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*This program would **establish a plan to replace all overhead bridges on the NJ TRANSIT system to restore them to a state of good repair**.*

# PROJECT SHEET NEWARK DRAW BRIDGE REPLACEMENT & CAPACITY ENHANCEMENT

## Description

The Newark Draw Bridge carries NJ TRANSIT's Morris & Essex, Gladstone, and Montclair-Boonton lines over the Passaic River in Newark. The existing swing bridge was constructed in 1903 and is 117 years old. Given its age, the bridge has exceeded its anticipated service life of 75 years and maintenance expenses have begun to escalate due to advanced deterioration and increased component failure. The bridge is also an operational bottleneck, since it only carries two tracks, while rail right of way to the East and West both carry three tracks. In addition to the bottleneck condition, delays are also caused by signal issues and track outages required for maintenance and repairs. Overtime pay is often necessary for maintenance work since track outages are not possible during congested peak hours.

Replacing the Newark Draw Bridge with a more reliable, three track bridge would provide capacity enhancement and increase operating efficienc on the Morris and Essex, Gladstone, and Montclair-Boonton Lines to catch up to and meet future ridership growth. Further research into the latest minimum vertical clearance requirements for maritime vessels per the United States Coast Guard would be necessary to determine whether the existing vertical lift bridge could be replaced with a more economical and reliable fixed bridge.

**EXISTING:**
**Newark Draw**

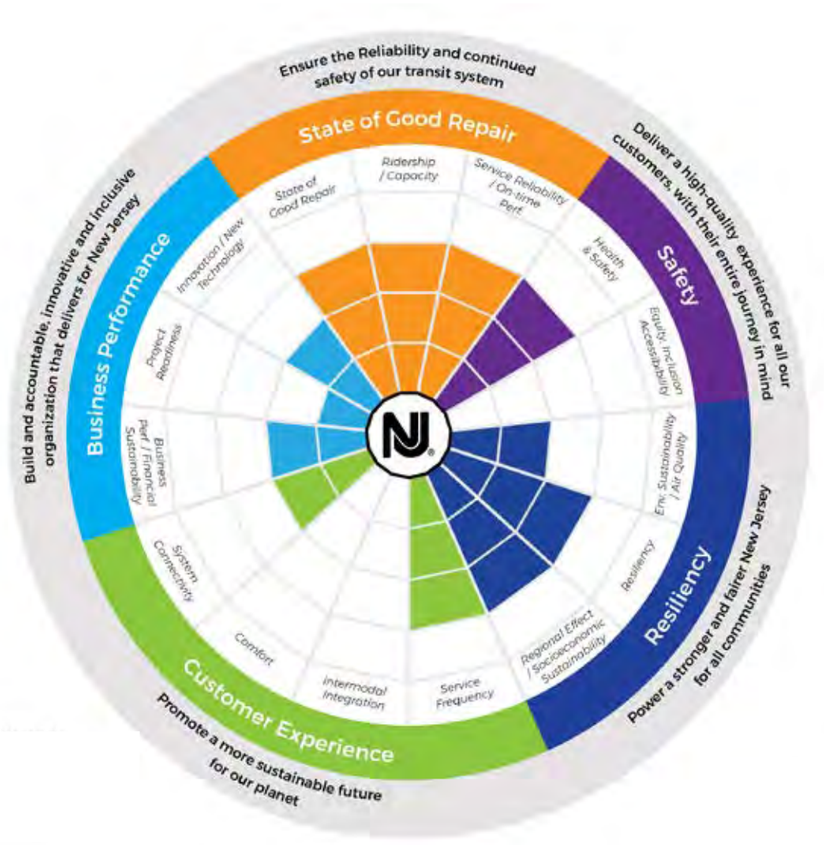


**PROPOSED:**
**New Bridge**



## ESTIMATED PROJECT COSTS (2020 DOLLARS):

**$676 Million**




## Value to Customers

- Increases on-time performance, safety, and service reliability
- Creates track redundancy and increases capacity allowing the system to accommodate ridership growth and to provide more reliable service for a longer period

## Value to State

- Lowers operating expenses and enables more efficient use of public funds
- Reduces potential injuries by decreasing on-site maintenance work

PROJECT SHEET

# NEWARK DRAW BRIDGE REPLACEMENT & CAPACITY ENHANCEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$676M**

***Ridership/Capacity***
The three-track bridge would increase capacity and accommodate future ridership growth

***Regional Impact/Socioeconomic Sustainability***
The new bridge would improve operating efficiency across three of NJ TRANSIT's rail lines

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Resiliency***
Redundancy with the third track would allow for quicker system recovery

***State of Good Repair***
Replacing the obsolete bridge with a three-track bridge would reduce maintenance cost and frequency

*Replacing the bridge would **enhance capacity** and allow service to **keep up with ridership growth**.*

# PROJECT SHEET UNDERGRADE BRIDGE REPLACEMENT PROGRAM

## Description

NJ TRANSIT maintains 612 undergrade bridges, including 537 structures which support operating rail lines over various roadways, streams, and other features throughout the State. Numerous structures on the NJ TRANSIT rail system date back to the late 19th century and have well exceeded their anticipated service life. As the age of these structures continues to advance, maintenance costs have escalated.

The Undergrade Bridge Replacement Program would establish a delivery process that would identify and prioritize the replacement of bridges in most dire need of attention. Four to eight bridges would be selected each year for advancement into the NJ TRANSIT capital delivery process. The program would establish a plan to eventually replace all undergrade bridges on the NJ TRANSIT system to restore them to a state of good repair and reduce the age of each bridge to within its estimated service life of 75 to 100 years.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

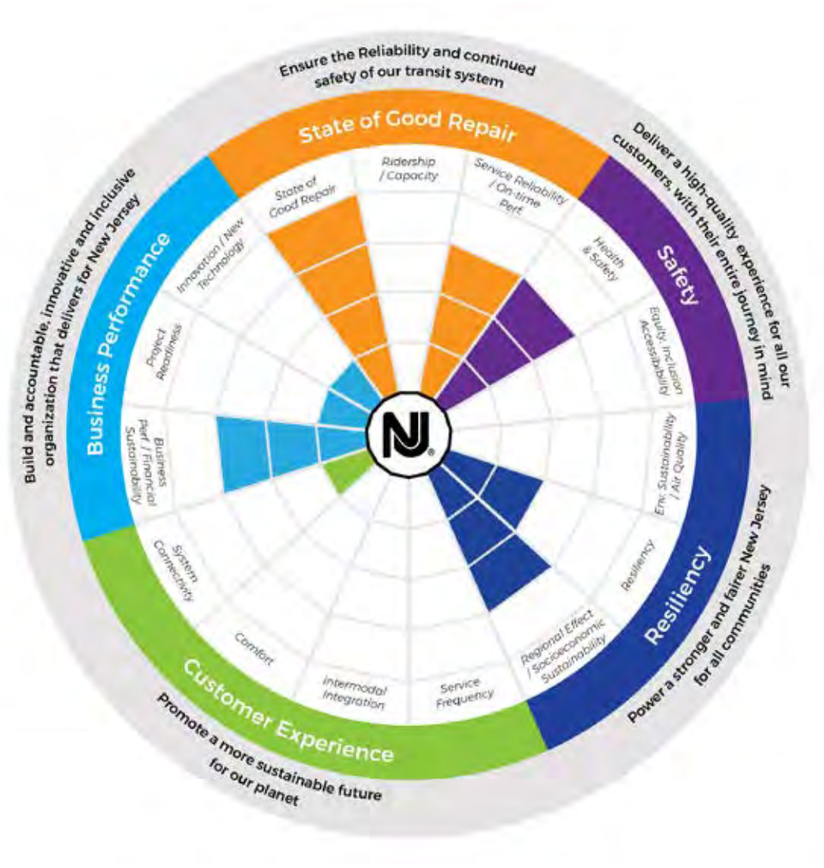
**$1.974 Billion**

**EXISTING:**
**Undergrade Bridge**



**PROPOSED:**
**New Undergrade Bridge**






## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Lowers operating expenses for more efficient use of public funds
- Reduces potential injuries associated with increased on-site maintenance work

# PROJECT SHEET UNDERGRADE BRIDGE REPLACEMENT PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$1.974B**

***Business Performance/Financial Sustainability***
New undergrade bridges would reduce maintenance costs and reduce associated track outages

***Health/Safety***
New undergrade bridges requiring less maintenance would improve worker safety as fewer workers would be needed on site

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Replacing all undergrade bridges beyond their useful service life would improve state of good repair

***Regional Impact/Socioeconomic Sustainability***
Replacing undergrade bridges would reduce delays and eliminate speed restrictions on deficient bridges

*Replacing undergrade bridges would **positively impact rail service** and **state of good repair**.*

# PROJECT SHEET SOUTH LAUREL AVENUE BRIDGE REPLACEMENT & CLEARANCE IMPROVEMENT

## Description

The South Laurel Avenue (CR52) Bridge in Middletown carries two electrifi d tracks on the North Jersey Coast Line over a two-lane county road. The bridge provides a 29-foot curb-to-curb horizontal clearance for traffi traveling on the roadway below with no room for sidewalks, shoulders, or a bikeway. This creates a horizontal pinch point for traffi that reduces roadway capacity and increases traffi issues throughout the corridor. Similarly, the bridge only provides a 12'-5" vertical clearance between the roadway and the bottom of the bridge steel girders. This substandard clearance results in the bridge being frequently hit by truck traffic causing damage and train delays until emergency repairs are completed.

This project would replace the existing bridge with a longer span bridge to improve the horizontal clearance of the roadway below. The new bridge would also be designed to help increase the vertical clearance to eliminate truck impacts on the superstructure. This project would be coordinated with Monmouth County and its roadway improvement project. Ultimately, these improvements would not only benefit the county road by increasing its capacity and reducing traffi build-up, but they would mitigate NJ TRANSIT service disruptions caused by truck collisions with the bridge and reduce the need for emergency repairs.

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

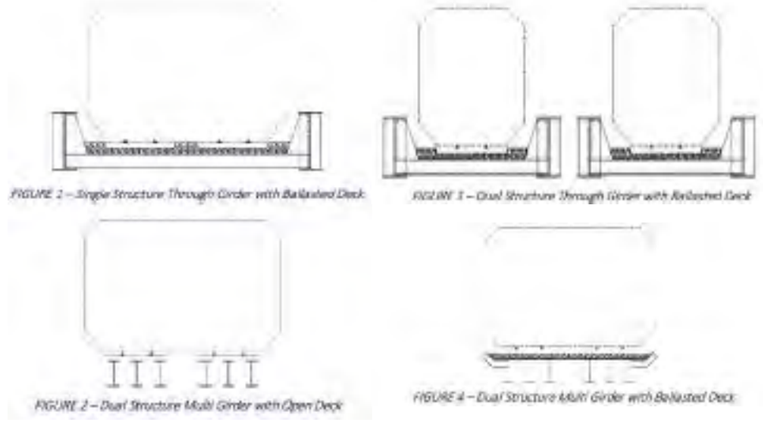
***$47 Million**

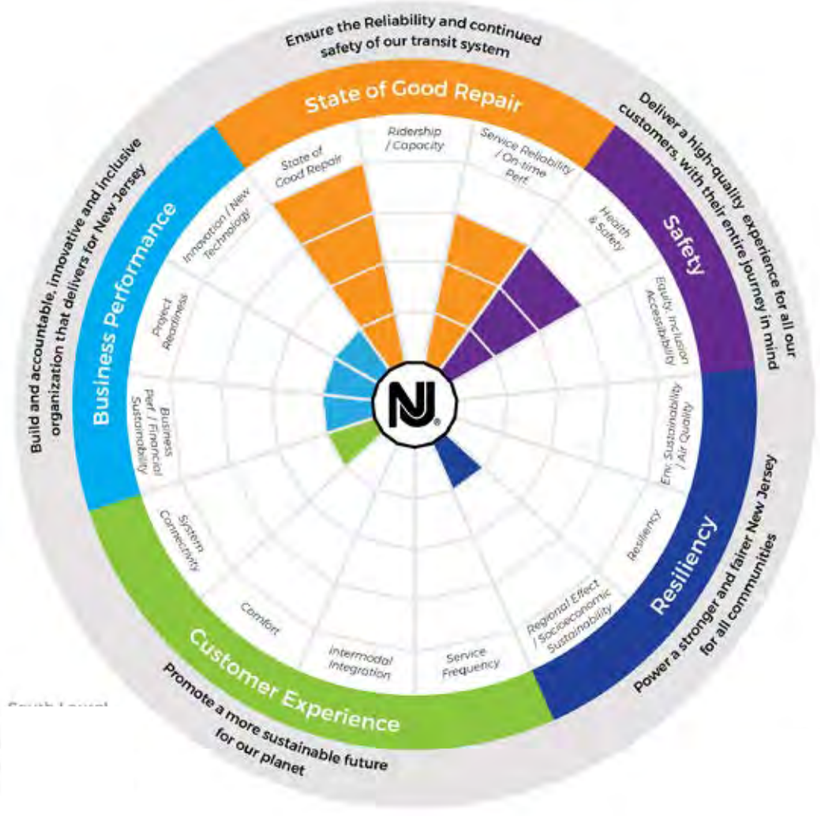
**Cost estimate assumes new raised bridge on same alignment*

## EXISTING: Bridge Conditions



## PROPOSED: Superstructure Alternatives




## Value to Customers

- Reduces train delays from vehicular collisions and emergency bridge repairs

## Value to State

- Decreases maintenance and repair costs

# PROJECT SHEET SOUTH LAUREL AVENUE BRIDGE REPLACEMENT & CLEARANCE IMPROVEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$47M**

**COST ESTIMATE ASSUMES NEW RAISED BRIDGE ON SAME ALIGNMENT*

***Service Reliability***
Improving clearance would reduce delays caused by vehicle collisions with the bridge

***Regional Impact/Socioeconomic Sustainability***
Eliminating service disruptions and emergency repairs due to collisions would improve North Jersey Coast Line service

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Bridge replacement and clearance improvement would reduce maintenance frequency and costs

***Health/Safety***
Improvements would prevent vehicle collisions and provide safer travel for motorists, pedestrians, and bicyclists

*Improving the roadway and increasing clearance would* ***significantly improve safety and service reliability****.*

# PROJECT SHEET BRIELLE DRAW REPLACEMENT AND CAPACITY ENHANCEMENT

## Description

Brielle Draw is a 1,200-foot long bridge with a rolling lift movable span that carries the NJ TRANSIT North Jersey Coast Line over the Manasquan River between the Boroughs of Brielle and Point Pleasant. The existing bridge was originally constructed in 1911 and is 109 years old. The structure carries a single track over the river creating an operational bottleneck, as the right of way to both the North and South carries two tracks. This bridge has greatly exceeded its anticipated service life of 75 years, and maintenance expenses have escalated due to the increased frequency of component failure. The bridge piers also exhibit significant scour and undermining which has resulted in the structure's ongoing settlement. Given the poor condition of the structure, train speeds are currently restricted to 20 mph. Maintenance work requires premium pay as track outages are not possible during service hours without complete service suspension. Also, the low profile of the existing structure to the river creates an extremely high flood risk.

This project would replace the existing bridge with a more reliable, double-track movable bridge on a higher vertical profile. The increased rail capacity on the bridge would provide corridor enhancement and improved operational efficienc on the North Jersey Coast Line while reducing operating costs. The raised profile would reduce the number of required marine openings, thereby reducing service disruptions, while also mitigating the risk of flood damage and potential for extended service outages during extreme weather events.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

***$204 Million**

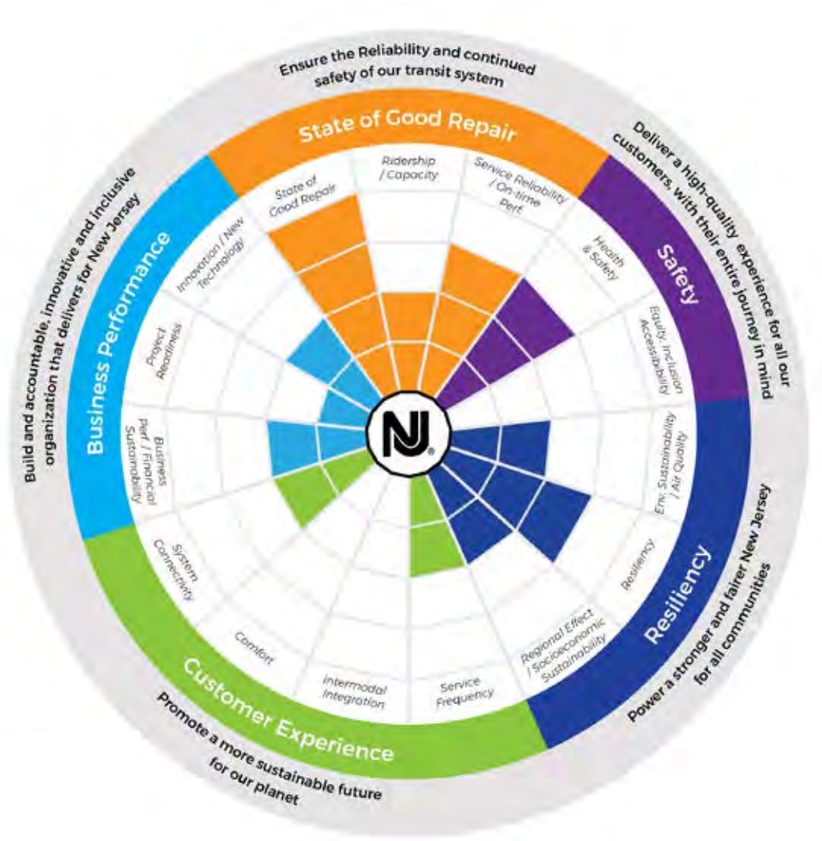
**Estimates are based upon concept for design*

**EXISTING:**
**Brielle Draw**



**PROPOSED:**
**New Bascule Bridge**






## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Lowers operating expenses to enable more efficient use of public funds
- Reduces potential injuries by decreasing on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET BRIELLE DRAW REPLACEMENT AND CAPACITY ENHANCEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$204M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Health & Safety***
Mitigates risk of flood damage to the bridge while increasing safe speeds for trains

***Service Reliability***
Increased vertical height would reduce bridge openings and allow higher speeds so trains can better meet their schedules

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Resiliency***
A raised bridge would reduce flood risk and a flood scour resistant track would allow for quicker system recovery

***State of Good Repair***
Replacing the bridge with modern, more reliable and efficient technology would improve state of good repair

*A new bridge would be **reliable**, **resilient to weather events** and **train breakdowns**, and **increase rail capacity**.*

# PROJECT SHEET HX DRAW BRIDGE REPLACEMENT

## Description

HX Draw is a ±1,100-foot long bridge that carries the NJ TRANSIT Bergen County and Pascack Valley Lines over the Hackensack River between Secaucus and East Rutherford. The existing double-track, overhead counterweight Strauss bascule bridge was originally constructed in 1911 and is 109 years old. Given its age, the bridge has exceeded its anticipated service life of 75 years and maintenance expenses have begun to escalate due to advanced deterioration and component failure. In addition, the structure provides minimal vertical clearance for maritime traffic resulting in frequent bridge openings that are disruptive to rail operations.

This project would replace the existing river crossing with a more reliable movable bridge that would reduce operating and maintenance costs while extending overall service life. The vertical profile for the new bridge would be raised as much as is practicable to increase vertical clearance for navigable vessels and reduce required marine openings. Rail speed restrictions on the new bridge would also be removed, allowing for faster service across the structure. The new bridge would ultimately improve operational efficienc on the Bergen County and Pascack Valley Lines.

**EXISTING:**
**HX Draw**



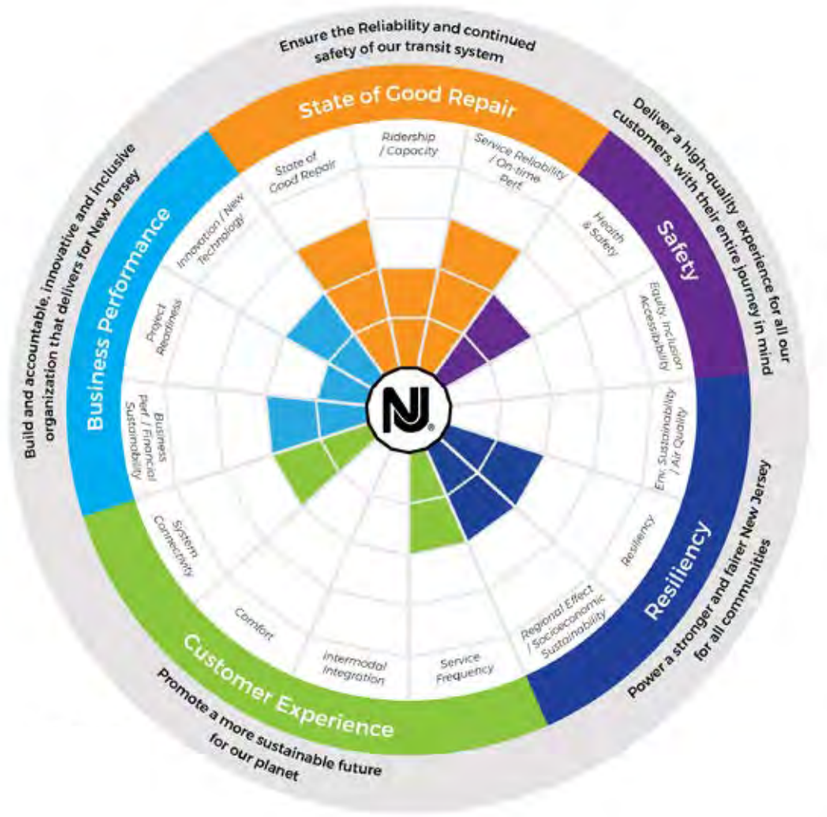
**PROPOSED:**
**New Movable Bridge**



## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$310 Million**

**Estimates are based upon concept for design*




## Value to Customers

- Increases on-time performance, safety, and service reliability

## Value to State

- Reduces operating expenses to enable more efficient use of public funds
- Reduces potential injuries by decreasing on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET HX DRAW BRIDGE REPLACEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$310M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Resiliency***
More robust infrastructure would support the bridge, lowering the chance of train breakdowns and addressing flood and scour issues

***Service Reliability***
A new movable bridge would help eliminate conflicts with maritime traffic and allow for smoother service delivery

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Service Quality/Frequency***
The new bridge would be able to handle trains traveling above 30 mph, allowing for more frequent service

***State of Good Repair***
Replacing a 109-year old bridge with a movable and modern bridge would bring the bridge crossing to state of good repair

*HX Draw would be a **modern movable bridge**, **improve operations**, and deliver **more frequent service**.*

# PROJECT SHEET UPPER HACK LIFT BRIDGE CAPACITY ENHANCEMENT

## Description

The Upper Hack Lift Bridge carries the NJ TRANSIT Main Line over the Hackensack River between Secaucus and Lyndhurst. The existing single-track, vertical lift bridge was originally constructed in 1959 and is 61 years old. The single-track cross section creates an operational bottleneck as the right of way to both the North and South carries two or more tracks. This restricts the efficien flow of rail traffic directly impacting service and expansion efforts to the adjacent meadowlands retail and entertainment complex.

This project would construct a new, double-track lift bridge adjacent to the existing bridge, which would increase capacity on the Main Line to meet demands of anticipated growth and potential future expansion. The addition of a new independent structure would also add critical operational redundancy to the Main Line as it is currently impossible to service the track on the bridge without a complete closure of the line. The vertical profile for the new bridge would be raised as much as is practicable to increase vertical clearance for navigation, thereby reducing the required bridge openings for navigable vessels. The existing bridge would also be rehabilitated to extend its service life, while continuing to operate alongside the new bridge. Overall, this project would improve operational efficienc and resiliency along the corridor, while lowering operating costs along the Main Line.

**EXISTING:**
**Upper Hack Lift**



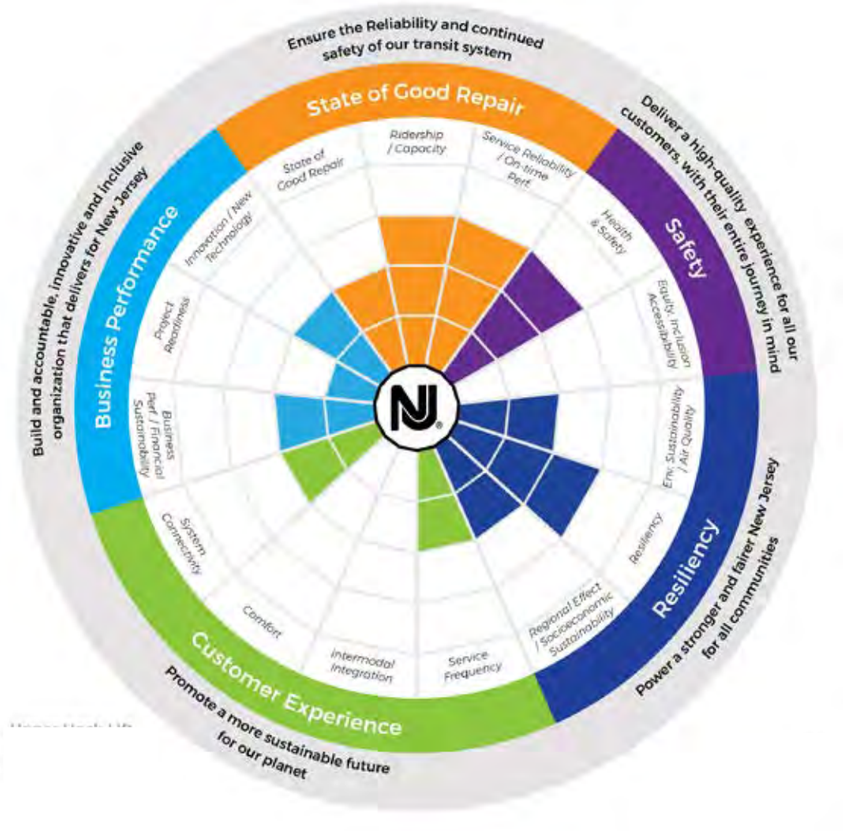
**PROPOSED:**
**New Vertical Lift Bridge**



## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$305 Million**

**Estimates are based upon concept for design*




## Value to Customers

- Increases on-time performance, safety, and service reliability
- Increases capacity for sustained, on-time performance and long-term ridership growth

## Value to State

- Reduces operating expenses to enable more efficient use of public funds
- Reduces potential injuries by decreasing on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET UPPER HACK LIFT BRIDGE CAPACITY ENHANCEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$305M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Ridership/Capacity***
Improved traffic flow would increase capacity and potential ridership

***Service Reliability***
Both the new and rehabbed bridge would reduce service conflicts and facilitate through traffic

***Resiliency***
Track redundancy would allow for quicker system recovery and agile responses to train breakdowns

***Health/Safety***
The 61 year old bridge would be rehabilitated to increase safety

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*This project would **improve operational efficiency, relieve congestion, expand capacity,** and make the **system more resilient** along the corridor.*

# PROJECT SHEET SHARK RIVER DRAW BRIDGE REPLACEMENT

## Description

The Shark River Draw Bridge carries the NJ TRANSIT North Jersey Coast Line over Shark River between the Boroughs of Belmar and Avon-By-The-Sea, NJ. The existing movable rolling lift bridge was originally constructed in 1937 and is 83-years old. This bridge has exceeded its anticipated service life and maintenance expenses have escalated due to the increased frequency of mechanical component failure. Due to the poor condition of the bridge, train speeds are restricted. Overtime pay is necessary for maintenance work since track outages are not possible during service hours.

The approach spans of the original bridge were replaced in 2008 with new concrete ballasted deck spans supported by steel pipe pile foundations. This project would replace the existing movable and flanking spans of the existing bridge with a more reliable, modern bascule span. The new bridge would improve operational efficienc  on the North Jersey Coast Line and will reduce operating and maintenance costs.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

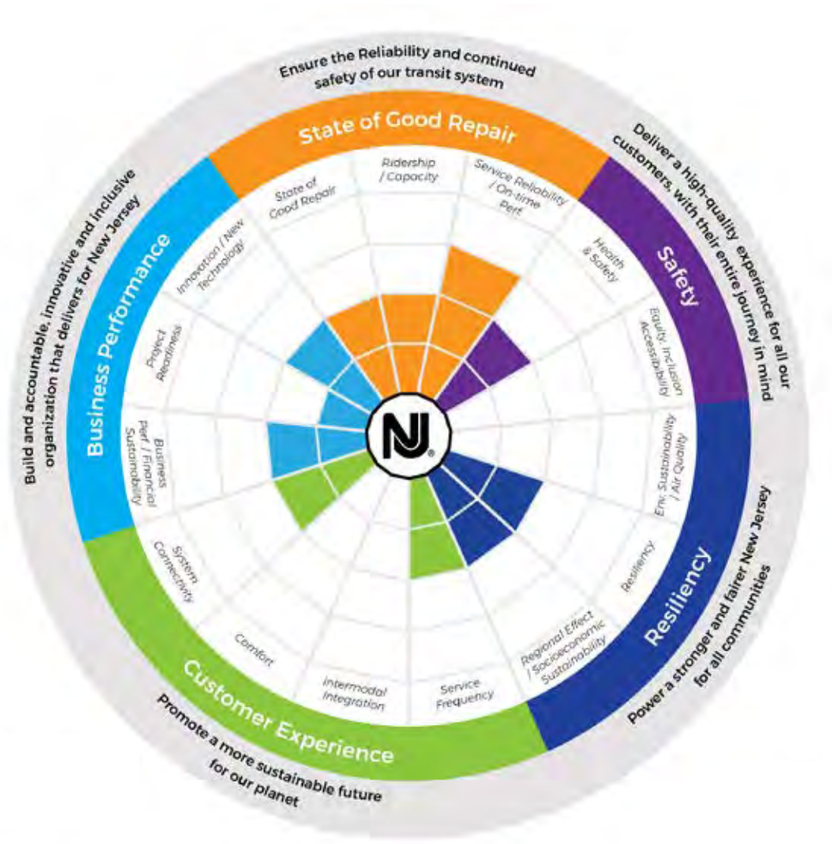
**$250 Million**

**EXISTING:**
**Shark River Draw**



**PROPOSED:**
**New Bascule Bridge**






## Value to Customers

- Increases on-time-performance, safety, and service reliability

## Value to State

- Lowers operating expenses and uses public funds efficiently
- Reduces potential injuries by decreasing on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET SHARK RIVER DRAW BRIDGE REPLACEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$250M**

***Resiliency***
Newly-designed infrastructure would be resilient against floods and seismic hazards

***Service Reliability***
Upgrading the bridge would allow trains to run with less restricted speeds, thus reducing delays

***Business Performance/Financial Sustainability***
Replacing bridge would reduce operating and maintenance costs

***State of Good Repair***
Bridge replacement would improve operational efficiency on the North Jersey Coast Line

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Replacing existing bridge spans would* ***improve service operations and reliability***, ***resilience***, *and* ***state of good repair***.

# PROJECT SHEET WEST FRONT STREET BRIDGE REPLACEMENT STUDY

## Description

The West Front Street Bridge in Red Bank carries two electrified tracks on the North Jersey Coast Line over a two-lane road. The bridge only provides a 10'-11" vertical clearance between the roadway and the bottom of the bridge steel girders. This substandard clearance results in the bridge being frequently hit by truck traffic causing damage which requires immediate repair.

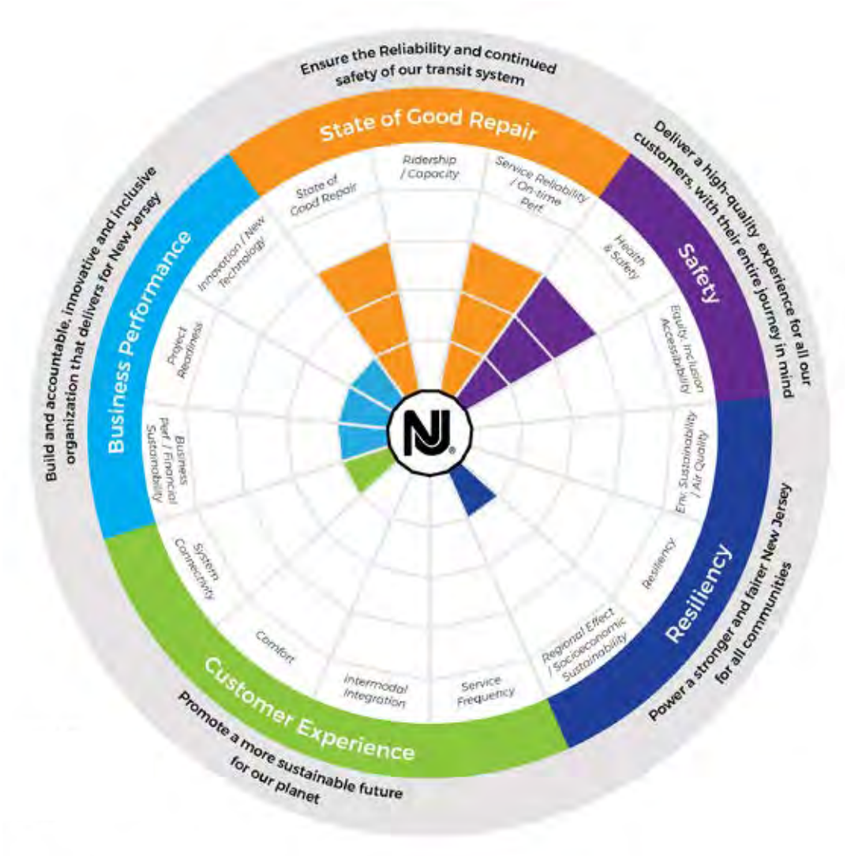
This project would study various alternatives to improve vertical clearance and eliminate truck impacts on the superstructure. The study would determine the appropriate action to best address the challenges, eliminate disruptions caused by truck collisions with the bridge, and alleviate the need for emergency repairs. Additionally, any bridge work would be coordinated with Monmouth County and their roadway improvement project.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$2 Million**

## EXISTING: Bridge Conditions




## Value to Customers

› Reduces train delays from vehicular collisions and emergency bridge repairs

## Value to State

› Decrease maintenance and repair costs

# PROJECT SHEET WEST FRONT STREET BRIDGE REPLACEMENT STUDY

**ESTIMATED TOTAL PROJECT COSTS**

**$2M**

***Service Reliability***
Improving clearance would reduce delays caused by vehicle collisions with the bridge

***Regional Impact/Socioeconomic Sustainability***
Eliminating service disruptions and emergency repairs due to collisions would improve North Jersey Coast Line service

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Bridge replacement and clearance improvement would reduce maintenance frequency and costs

***Health/Safety***
Improving clearance would prevent vehicle collisions and provide safer travel for motorists, pedestrians, and bicyclists

*Replacing the bridge to **alleviate clearance issues** would **significantly improve safety and service reliability**.*

# PROJECT SHEET MORGAN DRAW BRIDGE REPLACEMENT

## Description

The Morgan Draw Bridge carries the NJ TRANSIT North Jersey Coast Line over the Cheesequake Creek between Sayreville and Old Bridge. The existing movable rolling lift bridge was originally constructed in 1912 and is 108-years old. This bridge has exceeded its anticipated service life and maintenance expenses have begun to escalate due to the increased frequency of mechanical component failure. During Hurricane Sandy, the Morgan Draw Bridge experienced significant damage. Although the bridge was repaired, operation of the bridge has become challenging due to permanent misalignments. Due to the poor condition of the bridge, train speeds are restricted to 30 mph. Overtime pay is necessary for maintenance work since track outages are not possible during service hours.

This project would replace the existing approximately 360-foot long bridge with a more reliable, modern, and movable bridge. The new bridge would improve operational efficienc on the North Jersey Coast Line and reduce operating and maintenance costs.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

***$300 Million**

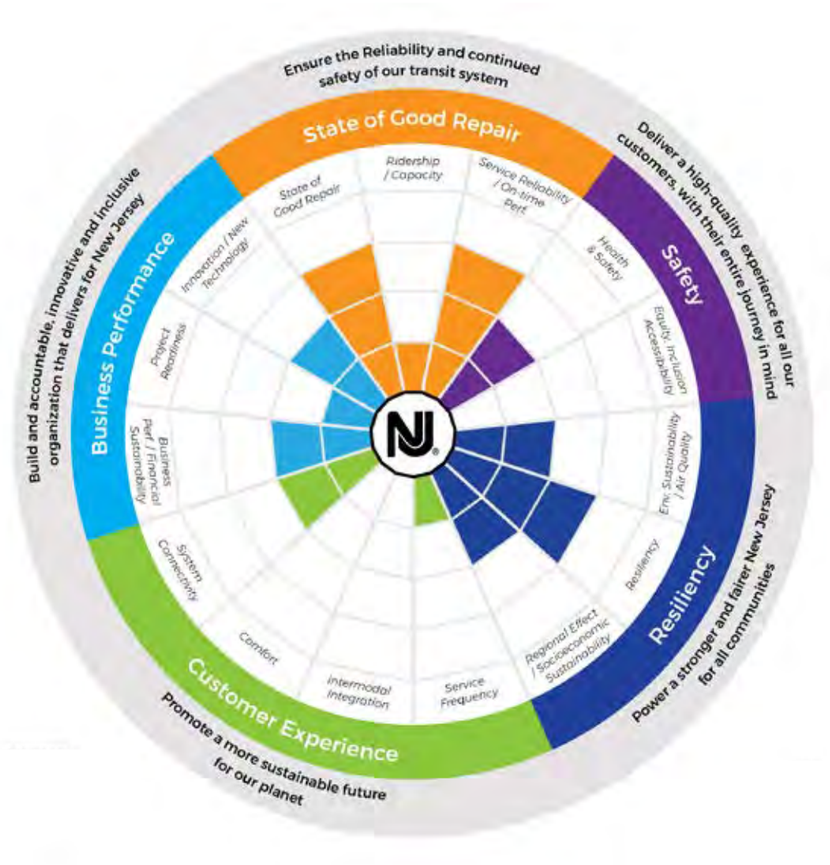
**Estimates are based upon concept for design*

**EXISTING:**
**Morgan Draw**



**PROPOSED:**
**New Movable Bridge**






## Value to Customers

- Increases on-time-performance, safety, and service reliability

## Value to State

- Lowers operating expenses for more efficient use of public funds
- Reduces potential injuries by decreasing on-site maintenance work
- Increase return on investment from increased ridership

# PROJECT SHEET MORGAN DRAW BRIDGE REPLACEMENT

## ESTIMATED TOTAL PROJECT COSTS

**$300M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Business Performance/Financial Sustainability***
New bridge would improve operational efficiency and reduce operations and maintenance costs

***Service Reliability***
New bridge with no misalignments would ensure more reliable train service

***Resiliency***
New bridge design would be resilient to flooding and seismic hazards

***State of Good Repair***
Replacing the bridge with a more reliable modern bascule bridge would enhance state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The new bridge would **improve operational efficiency** on the North Jersey Coast Line and **reduce costs**.*

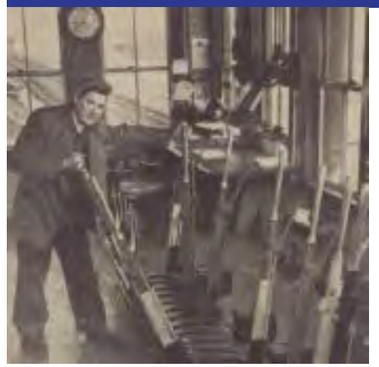
# PROJECT SHEET WC INTERLOCKING RECONFIGURATION

## Description

The WC Interlocking is in Waldwick on NJ TRANSIT's Main Line. The tracks within the interlocking are used to turn trains shifting to the eastbound track which do not continue west to Suffern and to provide train access to the Waldwick Storage Yard. The current interlocking configuration requires trains to sit on the through tracks, obstructing through traffic and leading to frequent delays and service disruptions along the Main Line. Crew members are also required to deboard the trains to hand-operate switches adjacent to live-train traffi in lieu of more modern, automated technology.

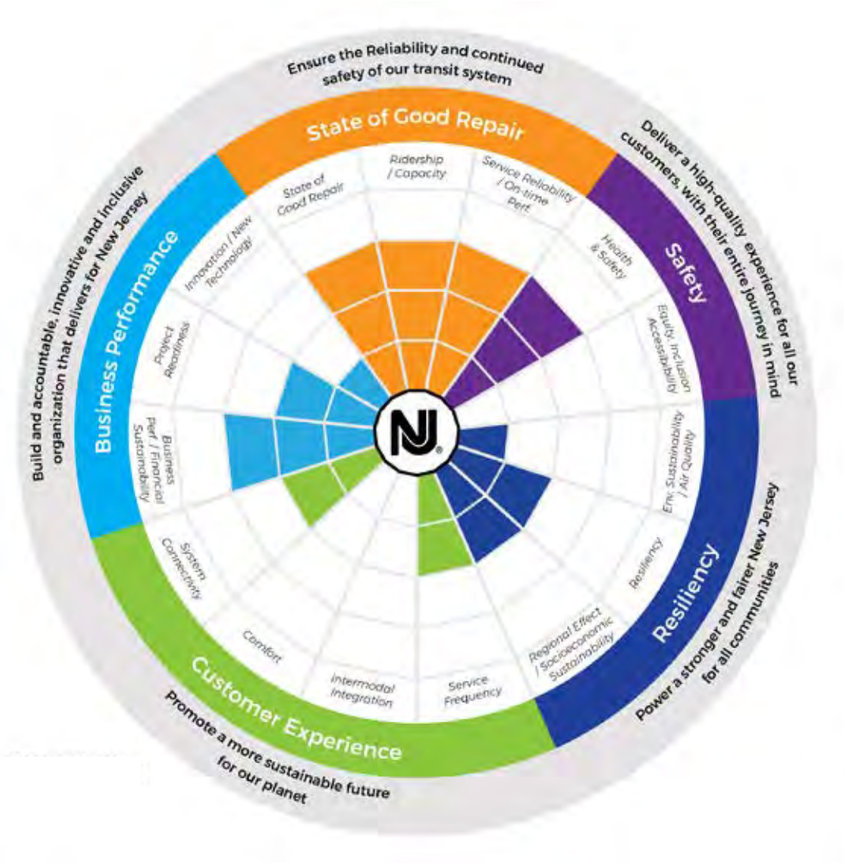
The WC Interlocking Reconfiguration would reduce delays on the Main Line and provide a safer and more reliable commute for customers by reconfiguring and upgrading the interlocking. Trains would now be allowed to continue through to Suffern while other trains maneuver into the yard, which would provide more operational flexibil ty. These upgrades would also provide significant safety enhancements by eliminating the need for crew members to deboard in order to turn trains back. Additionally, this project would significantly decrease maintenance costs by allowing routine maintenance to be performed with minimal disruption to scheduled rail service.

## EXISTING:





*Manual switch throwing is still required at the Waldwick Yard to allow trains to turn back towards New York. This 100+ year old system is slow to operate and places conductors in harm's way.*




## ESTIMATED PROJECT COSTS (2020 DOLLARS):

**$13 Million**

## Value to Customers

- Reduces train delays from interlocking conflicts and increases on-time performance

## Value to State

- Increases on-time performance, safety, and service reliability
- Lowers operating cost, including unscheduled maintenance and overtime
- Reduces maintenance costs 33% by allowing daytime maintenance work and eliminating the need for costly night shift work

# PROJECT SHEET WC INTERLOCKING RECONFIGURATION




## Rail Yard Looking West



## Interlocking Looking East



# PROJECT SHEET WC INTERLOCKING RECONFIGURATION

**ESTIMATED TOTAL PROJECT COSTS**

**$13M**

***Business Performance/Financial Sustainability***
The project would lower operating costs and reduce maintenance costs on the Main Line by 33% by allowing for daytime maintenance

***Service Reliability***
The reconfiguration would reduce train delays from interlocking conflicts

***Ridership/Capacity***
The reconfiguration would eliminate a single track bottleneck, allowing for more trains to continue to Suffern

***State of Good Repair***
The service life of the interlocking would increase and manual switches would be converted to automatic

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The project would **decrease delays and service disruptions** along the Main Line.*

# PROJECT SHEET WEST SUMMIT INTERLOCKING, WALL REPAIR & DRAINAGE

## Description

The West Summit Interlocking is located just west of Summit Station and lies within a cut section of track between two concrete retaining walls. The interlocking serves two lines: two northern tracks as part of the Morristown Line and a southern “Wall” track as part of the Gladstone Line. The existing interlocking is outdated and requires a speed limit reduction through the area. In addition, the current interlocking location prevents the extension of the existing undersized platforms to serve full-length trains. The config ration of the southern “Wall” track relative to the current interlocking also makes needed repairs of the south wall challenging while maintaining rail traffic  Finally, drainage and flooding issues regularly interfere with track signals and results in contaminated ballast, false signal indications, and frequent delays.

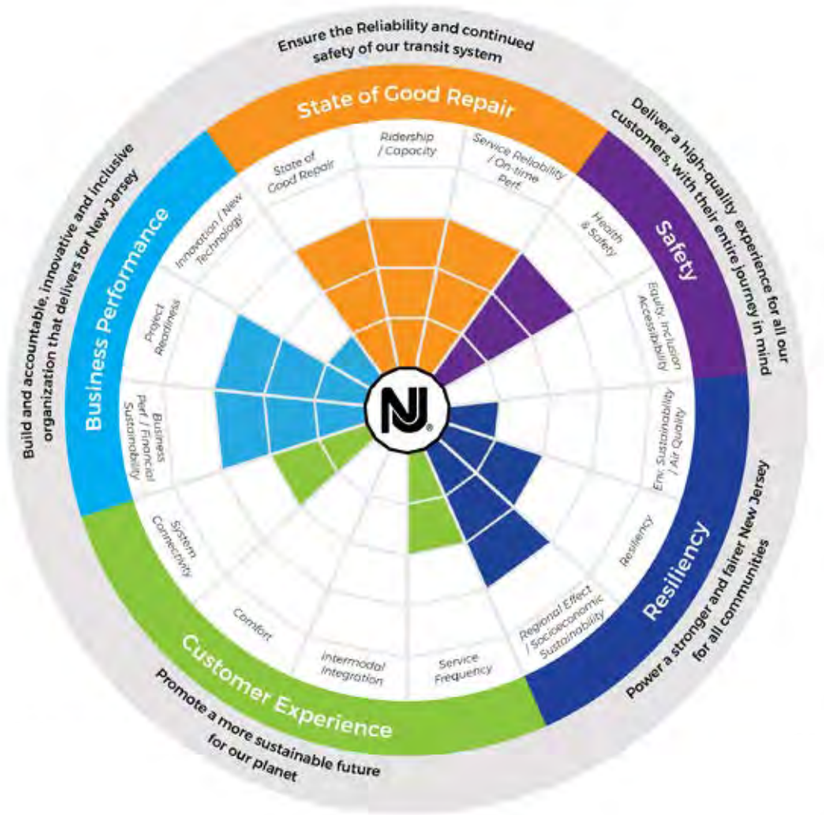
This project, which has a significant portion of its Phase I and Phase II funding in place, would be broken up into two phases to address the existing challenges. Phase I would relocate the West Summit interlocking further west of the existing station and interlocking, installing a new turn track on the Gladstone Line and installing two layover tracks near the existing NJ TRANSIT storage facility west of the station. The new track configurations and installations would allow for more through trains, which would increase line capacity and facilitate the future extension of the existing station platforms. Phase II would include repairing the existing wall and improving the drainage at the track level. This would ultimately improve track drainage to prevent flooding and delays.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$105 Million**

**EXISTING:**
**Contaminated Ballast & Outdated Switches**






## Value to Customers

- Increases on-time performance
- Decreases delays caused by interlocking conflicts and false signal indications

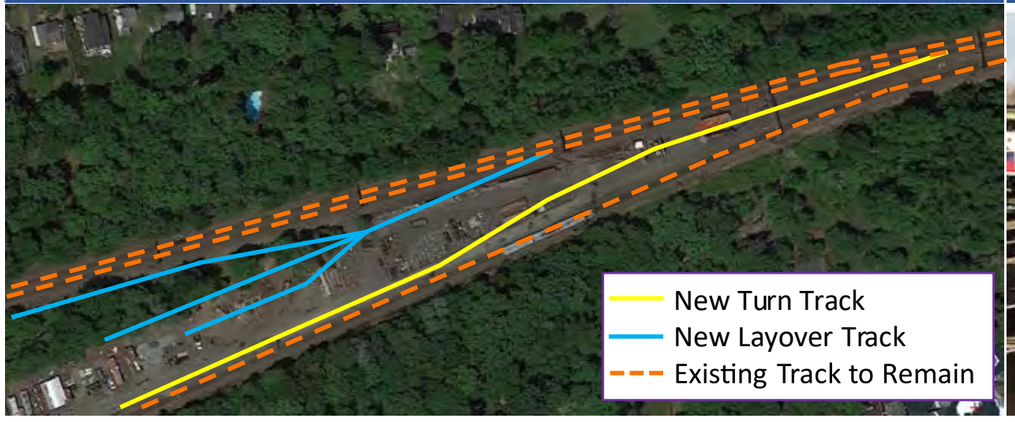
## Value to State

- Increases on-time performance safety, and service reliability, optimizing the use of equipment and labor
- Lowers operating cost, which allows for more efficient use of public funds

# PROJECT SHEET WEST SUMMIT INTERLOCKING, WALL REPAIR & DRAINAGE




**New Turn and Layover Tracks**




**Example Layover Tracks**



**Severe Wall Deterioration**




PHASE I – Interlocking Relocation and Relocation of Existing Utilities along the Wall

PHASE II – Wall Repairs and Drainage Improvements

# PROJECT SHEET WEST SUMMIT INTERLOCKING, WALL REPAIR & DRAINAGE

**ESTIMATED TOTAL PROJECT COSTS**

**$105M**

***Ridership/Capacity***
Increased flow of trains would increase capacity and ridership potential

***Service Reliability***
The new interlocking would eliminate a bottleneck in the system, allowing for increased flow of more trains, and would accommodate longer trains, easing congestion

***Regional Impact/Socioeconomic Sustainability***
Improvements would increase line capacity on the Gladstone and Morristown Lines

***State of Good Repair***
Flooding, structural, and operational issues would be fixed to enhance state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The new track configurations and installations would **allow increased flow of trains, which would relieve congestion**.*

# PROJECT SHEET DOVER INTERLOCKING RECONFIGURATION STUDY

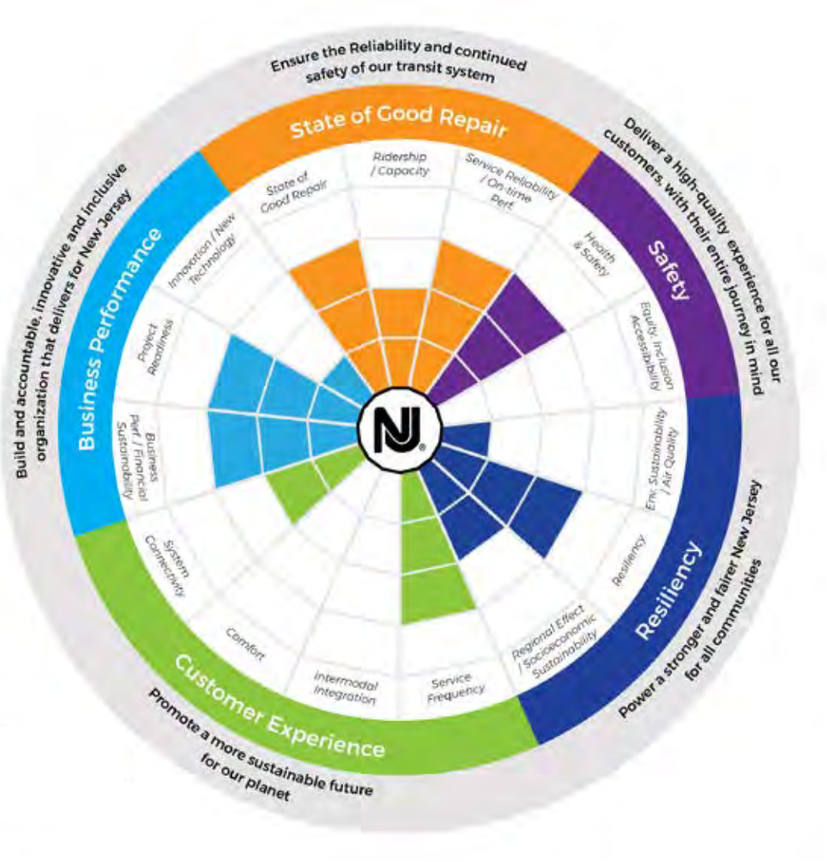
## Description

Dover Station services NJ TRANSIT's Morris & Essex and Montclair-Boonton Line. The station is located within the Dover Interlocking, which is used to facilitate turning trains that do not continue West towards Hackettstown back East, and to provide access into the Dover Yard. The challenge with the current configuration is that trains larger than eight cars cannot fit between the interlocking signals and the grade crossing at South Morris Street, which means the train blocks the grade crossing when stopped at the station. Furthermore, westbound trains on Track two that terminate at the station must use the interlocking to switch to Track one and enter Dover Yard. This complex move occupies the main tracks and prevents other trains from passing through, which results in frequent delays and reduced on-time performances along the Morris & Essex Line.

This project would study various alternatives to address the existing challenges at Dover Interlocking. Ultimately, the study would determine the appropriate action to best address the challenges, reduce the delays associated with the interlocking and grade crossing configuration, and improve train on-time performance along the Morris & Essex Line.

**EXISTING:**
**Station and Interlocking**




**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$1 Million**

### Value to Customers

- Reduces train delays from interlocking conflicts

### Value to State

- Increases on-time performance and service reliability, which will bolster public perception of NJ TRANSIT
- Lowers operating cost from unscheduled maintenance and overtime, which allows for more efficient use of public funds

# PROJECT SHEET DOVER INTERLOCKING RECONFIGURATION STUDY

**ESTIMATED TOTAL PROJECT COSTS**

***$1M***

***Service Quality/Frequency***
More efficient train movements would improve service frequency on the Morris & Essex and Montclair-Boonton lines

***Service Reliability***
Reduced delays on the Morris & Essex and Montclair-Boonton lines would increase on-time performance

***Health/Safety***
An upgraded interlocking would prevent bottlenecks and make train movements safer

***State of Good Repair***
Moving the interlocking outside of the station limits would improve train operations and extend service life

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The project would **reduce delays and provide safer and more reliable commutes** for customers.*

# PROJECT SHEET NEWARK PENN STATION MODERNIZATION

## Description

Newark Penn Station serves as a critical link for NJ TRANSIT for commuter rail, bus, and light rail service. The station is the busiest on NJ TRANSIT's system that is owned by the agency and is an essential node for customers traveling between New York and points west, as well as for customers traveling within the State. The station, however, needs a holistic overhaul. Current infrastructure is not always accessible for all and platforms throughout the station need replacement. The station also needs lighting and display board upgrades and new paint throughout. These upgrades will modernize the station, restore the historic elements, and create new opportunities for connections from the station into the surrounding communities.

Following earlier phase work to improve Platform D conditions, additional platform work would be conducted at Platforms A, B and C if funding is approved. The roof replacement, which was initiated on a portion of the facility in 2014, would be completed. The station would receive an overall paint upgrade, HVAC improvements, and new LED lighting installations throughout. New Departure Vision boards that show passengers their waiting times would be incorporated and a new PA system would allow riders to better hear announcements. Remaining escalators and elevators, as well as stairwells throughout the entire station would be overhauled to better comply with universal design standards. Restrooms would be upgraded along with replacement of Terrazzo flooring throughout the station. Updates would also be made to the bus and light rail waiting areas. An open concourse renovation concept could also be implemented to further modernize the facility. These improvements would provide an enhanced experience for customers and allow the system to be brought up to a state of good repair so it can better serve riders for years to come.

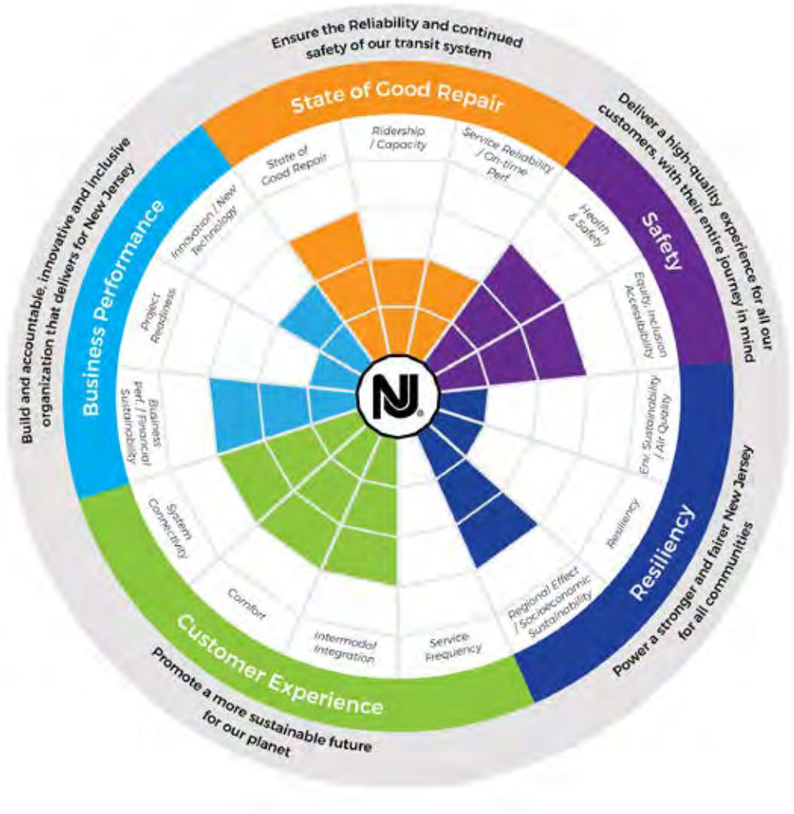
The bus lane areas at the station would also be upgraded on both the Raymond Boulevard and Market Street sides (to the north and south of the station, respectively). Existing enclosures would be replaced and streetscape improvements would be moved forward to allow for a safer pedestrian experience at the station. The light rail area at Newark Penn would be modified to allow for platform edge doors and point of entry fare collection. New signage would be hung and platforms would be rehabilitated. The police command center at Newark Penn Station would also be upgraded in order to bring it up to a state of good repair.

**EXISTING:**
**Newark Penn Station**



**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

**$526 Million**



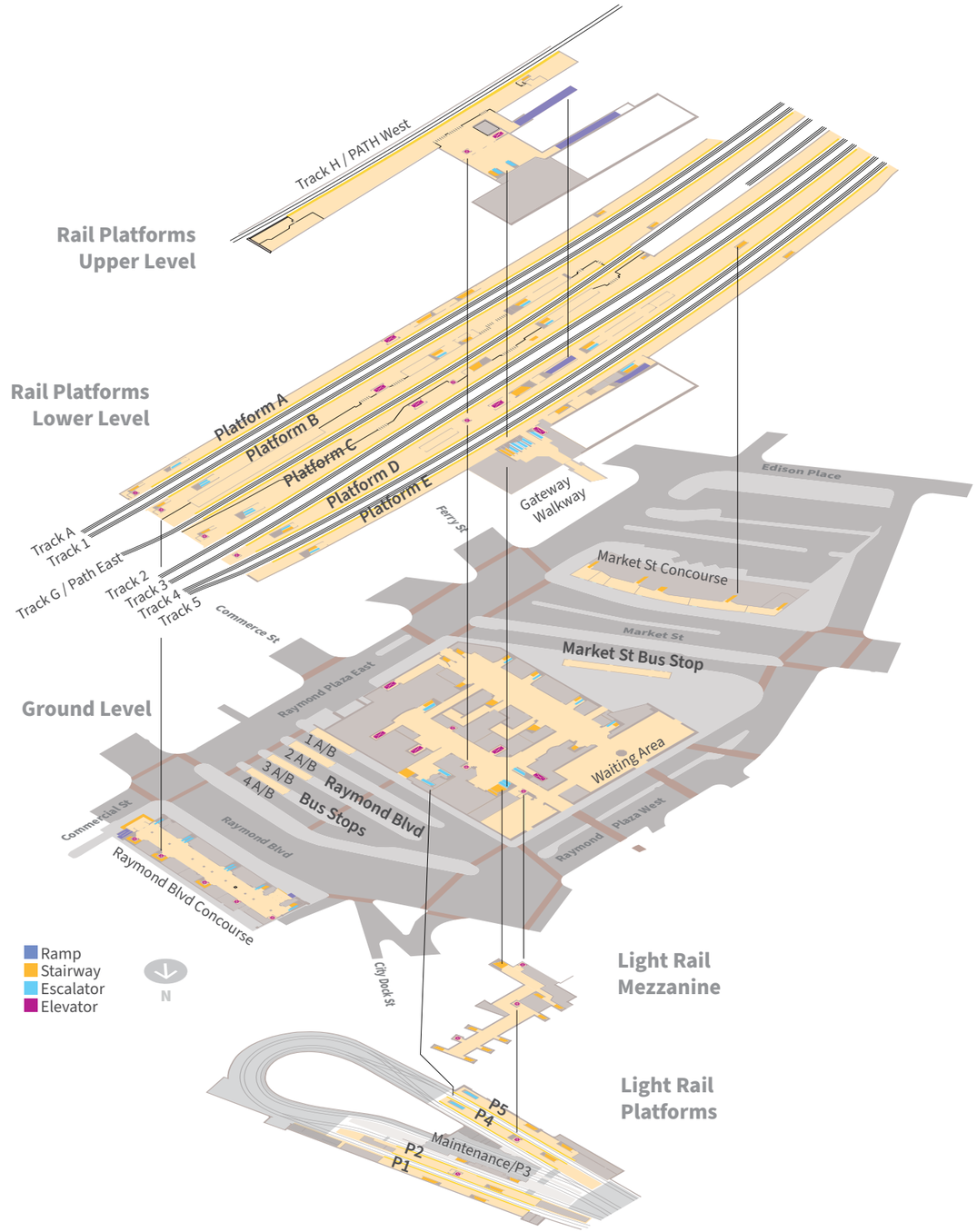

## Value to Customers

- Rehabilitates passenger facilities to enhance travel experience
- Improves signage and communications to relay station information and rail service status

## Value to State

- Extends service life of historical transit hub
- Provides more effective use of Capital funds in lieu of repetitive interim repairs
- Increases return on investment from increased ridership

# PROJECT SHEET NEWARK PENN STATION MODERNIZATION



# PROJECT SHEET NEWARK PENN STATION MODERNIZATION

**ESTIMATED TOTAL PROJECT COSTS**

**$526M**

***Intermodal Integration***
Upgraded PA system, signage, Departure Vision boards, rail platforms, streetscape improvements, and bus lane areas would make it easier for customers to transfer between modes

***Health/Safety***
Improved LED lighting, station platforms, escalators, and elevators would improve station safety

***Equity, Inclusion & Accessibility***
Platforms throughout the station would be replaced to be accessible for all and elevators would be upgraded for customers who need to utilize them

***Comfort***
A new PA system and Departure Vision boards would make it easier for customers to monitor their train's status

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Improvements would provide an **enhanced experience for customers and would allow the system to be brought up to a state of good repair**.*

# PROJECT SHEET NEWARK PENN STATION - PLATFORM D IMPROVEMENTS

## Description

Newark Penn Station is a major rail hub for both Amtrak and NJ TRANSIT and serves the Northeast Corridor, North Jersey Coast Line and Raritan Valley Line rail service. Platform D, which serves as one of the primary outbound platforms for both Tracks 3 and 4, needs rehabilitation in order to provide the requisite level of service for one of NJ TRANSIT's busiest stations.

This project is currently funded and improvements are being completed in two phases. Phase I features rehabilitation of the concrete platform. This includes reconstruction of the platform edge, addition of new tactile strips and rub rails, reconstruction of platform deck joints, repairs to shallow and deep concrete spalls, partial and full deck replacement (where required), and sealing of the rehabilitated deck with a suitable high traction membrane coating. Phase I rehabilitation would also include improvements to the existing overhead canopy, including structural repair/replacement of deteriorated steel members, full painting of the steel canopy structure, and installation of a new roof drainage system. Canopy enhancements would include new LED lighting, new variable message sign boards, and a new public announcement system with enhanced speakers to improve communications and overall customer experience.

Phase II would include renewal of platform passenger waiting areas, including door and exterior façade replacement. In addition, rehabilitation of the existing platform freight elevator would be completed to accommodate combined passenger and freight movements. These improvements would enhance station operations and better accommodate passenger access to the station.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

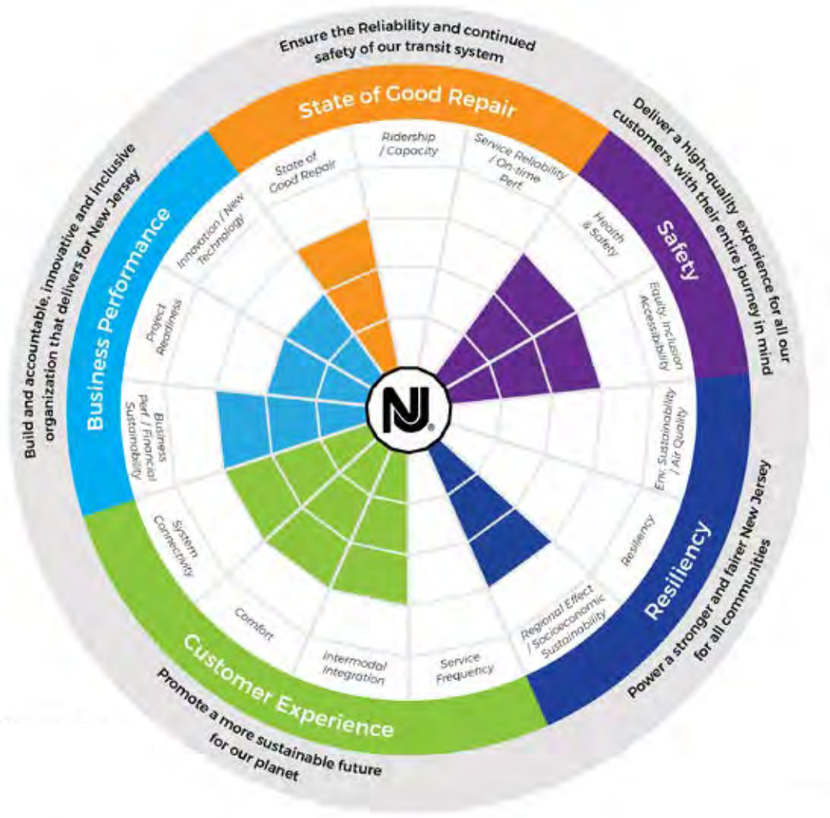
**$38 Million**

## EXISTING: Station Conditions








## Value to Customers

- Rehabilitates passenger facilities to enhance travel experience
- Improves signage and communications to relay station information and rail service status

## Value to State

- Extends service life of historical transit hub
- Provides more effective use of capital funds in lieu of repetitive interim repairs

# PROJECT SHEET NEWARK PENN STATION - PLATFORM D IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$38M**

***Equity, Inclusion & Accessibility***
Platform improvements would provide better accessibility for all customers

***Comfort***
Enhanced communications systems and improved lighting on the platform would significantly improve customer comfort

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Regional Effect/Socioeconomic Sustainability***
An improved platform would positively impact the NEC, North Jersey Coast, and Raritan Valley Lines

***State of Good Repair***
Improvements would reduce maintenance costs and more effective roof drainage would mitigate future deterioration

*Platform improvements would* ***enhance travel experience****,* ***positively impact service****, and* ***extend service life****.*

# PROJECT SHEET TRENTON STATION IMPROVEMENTS

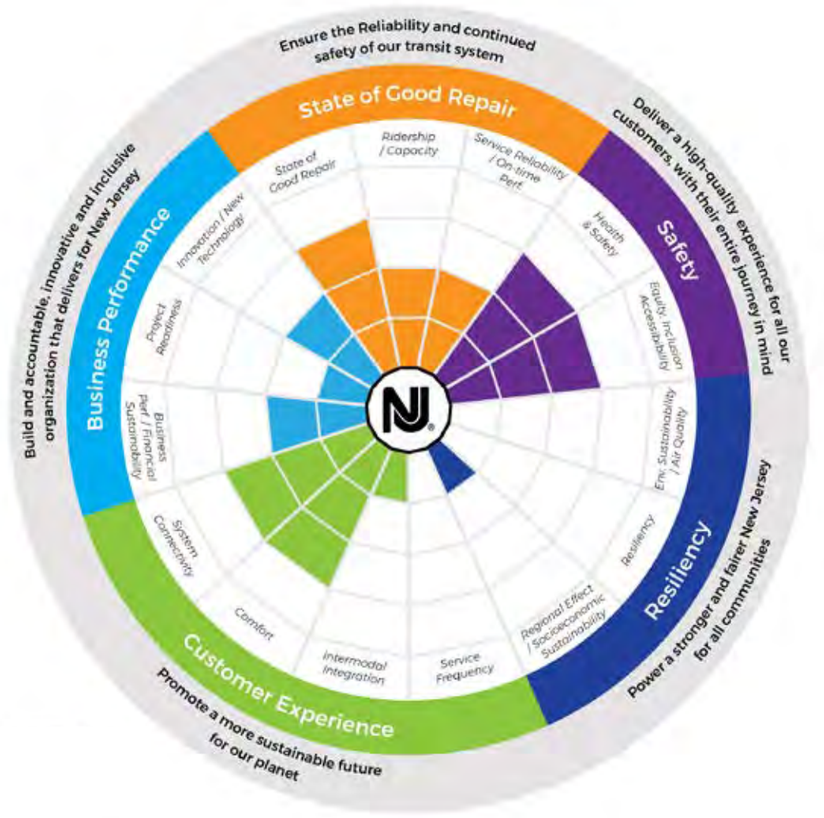
## Description

Trenton Station is a high-level platform station located on NJ TRANSIT and Amtrak's Northeast Corridor (NEC). This heavily used station supports an average of 3,673 passenger boardings per weekday and serves a key link to the State Capital Region, Philadelphia, Newark, and New York City. The current station needs rehabilitation in order to return to a state of good repair.

NJ TRANSIT received an FRA Grant funding a portion of the platform and canopy work. The station's concrete platform will be rehabilitated. This includes reconstruction of the platform edge, addition of new tactile strips and rub rails, reconstruction of platform deck joints, and repairs to shallow and deep concrete spalls. The rehabilitated platform will be sealed with a suitable high-traction membrane coating. Improvements to the existing overhead canopy will also be made, including structural repair/ replacement of deteriorated steel member, full painting of the steel canopy structure, and installation of a new roof drainage system. If funded, additional canopy enhancements would include new LED lighting, new variable message sign boards, and a new public announcement system with enhanced speakers to improve communications and overall customer experience. The police command center at Trenton Station would also be upgraded in order to bring it up to a state of good repair.

## EXISTING: Station Conditions






## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$39 Million**

**Estimate based upon concept design*

## Value to Customers

- Enhances travel experience with rehabilitated passenger facilities
- Improves signage and communications to relay station information and rail service status

## Value to State

- Extends service life of transit hub
- Reduces maintenance costs

# PROJECT SHEET TRENTON STATION IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$39M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Health/Safety***
Enhance communications and lighting would improve passenger safety

***Equity, Inclusion & Accessibility***
Addition of new tactile strips and rub rails would improve accessibility

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Rehabilitating platform and canopy improvements would reduce maintenance frequency

***Comfort***
Enhanced communication systems and lighting would improve customer experience and streamline movements

*Rehabilitating Trenton Station would **improve state of good repair**, **comfort**, and **safety at a key network link**.*

# PROJECT SHEET BLOOMFIELD STATION IMPROVEMENTS

## Description

Bloomfield Station is located along NJ TRANSIT's Montclair-Boonton Line. The station building and integrated concrete canopies are considered eligible for listing on the National Register of Historic Places. Ridership at this station is among the highest on the Montclair-Boonton Line with 1,640 average weekday boardings. Bloomfield Station is a non-accessible station with low-level platforms that can accommodate seven-car trains in each direction; the station has no ramps or elevators. In an ongoing effort to improve passenger safety and accessibility across its rail system and further respond to the requirements of the Americans with Disabilities Act (ADA), NJ TRANSIT will upgrade Brick Church Station to be more accessible for all.

Bloomfield Station is located on Lackawanna Place in the Township of Bloomfiel  and is surrounded by high-density, mixed-use development including single and multi-family residential and commercial land uses, and is within a half mile of Bloomfiel  College. Bloomfield is a designated Transit Village and is home to existing and burgeoning high-density, mixed-use development, including single- and multi-family commercial and residential uses.

This project is part of the initial phase of the Regional Rail Station Modernization & Access Program and would upgrade the Bloomfield Station to make it fully accessible. The project would construct two high-level platforms, reconstruct and reconfigure existing historic canopies, restore the historic waiting rooms, and install ramps and elevators. Additional state of good repair upgrades, including repairs to benches, exterior walls, basement doors, roof materials, and lighting would also be included.

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

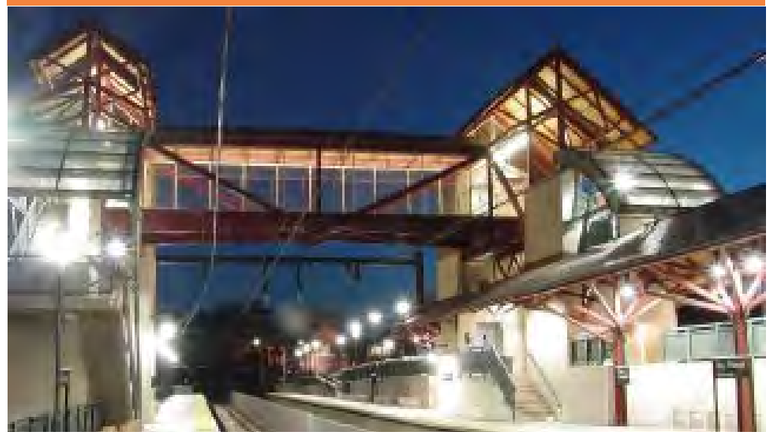
***$48 Million**

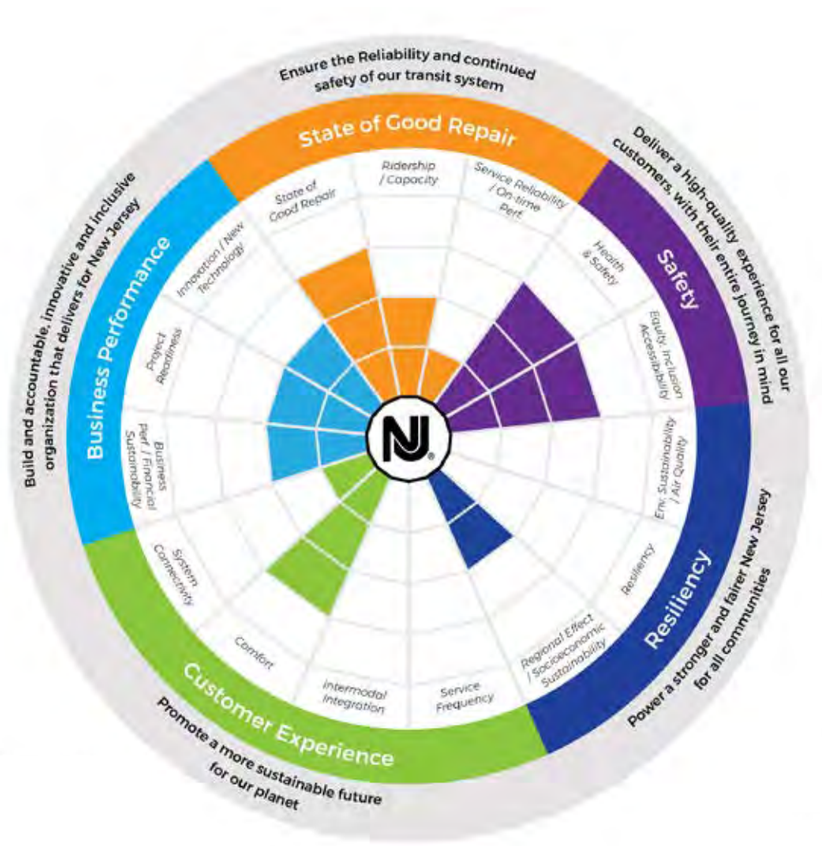
**Estimate based upon concept design*

## EXISTING:
## Low Level Platform



## PROPOSED:
## High Level Platform with Elevators






## Value to Customers

- Increases access for passengers with the addition of high-level platforms, ramps, and elevators
- Enhances comfort for customers with improved platforms and waiting rooms

## Value to State

- Improves station accessibility
- Extends service life of facilities while improving state of good repair systemwide

# PROJECT SHEET BLOOMFIELD STATION IMPROVEMENTS

## ESTIMATED TOTAL PROJECT COSTS

**$48M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Health/Safety***
Infrastructure upgrades would provide safer access to stations for customers

***State of Good Repair***
Expanding accessibility would be paired with upgrades to improve overall station state of good repair

***Equity, Inclusion & Accessibility***
Upgraded rail stations would improve accessibility for all customers

***Regional Effect/Socioeconomic Sustainability***
Infrastructure at 30 stations across the NJ TRANSIT rail network would be upgraded to improve accessibility to the rail network

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Modernization and access improvements would **enhance safety**, **access**, **customer experience**, and **operations**.*

# PROJECT SHEET BRICK CHURCH STATION IMPROVEMENTS

## Description

Brick Church Station is located along NJ TRANSIT's Morris and Essex Line. The station building was built in the early 1920s and is listed in the National Register of Historic Places. Ridership at the station is in the midrange, with 1,773 weekday passenger boardings and is expected to grow by 8.5% between 2010 and 2025. Brick Church Station is a full-service station with 53 weekday trains, eastbound, including 14 morning peak trains (7 to NYC, 7 to Hoboken). The station is non-accessible with an island-side platform configuration and low-level platforms. Both platforms can accommodate nine-car trains. To improve passenger safety and accessibility across its rail system and further respond to the requirements of the Americans with Disabilities Act (ADA), NJ TRANSIT will upgrade Brick Church Station to be more accessible for all.

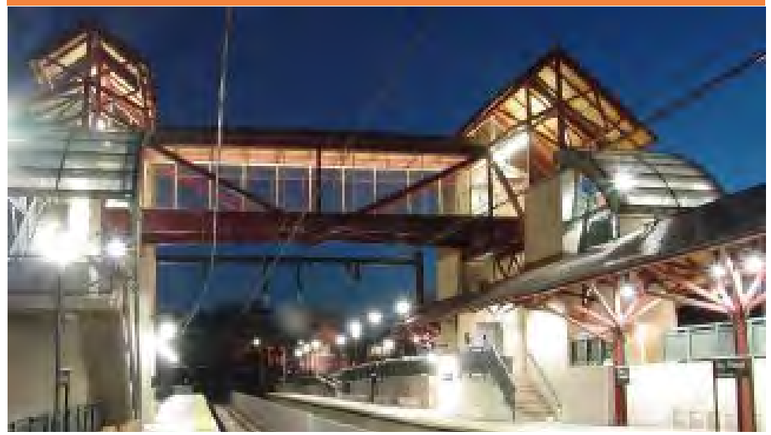
The City of East Orange is designated as a Transit Village by the NJ Department of Transportation, and the area has seen several new transit-oriented development projects and heavy local investment. To meet anticipated future needs, the station house building and platforms will require restoration, full ADA compliant accessibility enhancements, and other improvements for comfort and convenience.

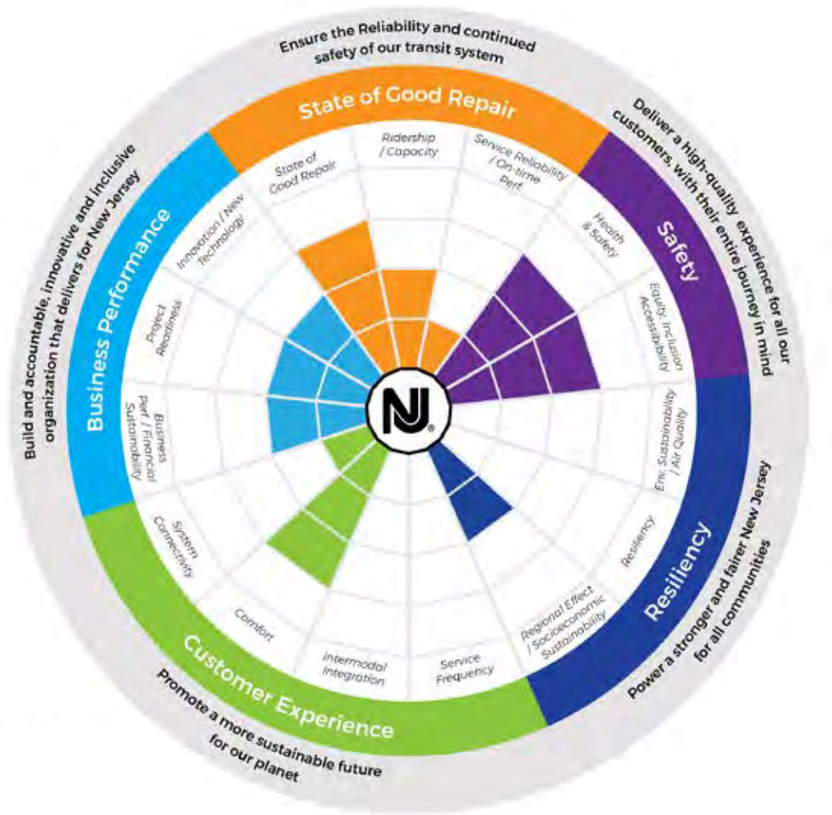
This project is part of the initial phase of the Regional Rail Station Modernization & Access Program and would upgrade the Brick Church Station to make it fully accessible. The project would construct a new high-level platform to replace the existing low-level platform and add new vertical circulation ramps and elevators. The station's existing canopy would be rehabilitated and/or replaced according to match the station's historic aesthetics. Additional improvements to the station will include communications and upgrades to pedestrian underpasses.

**EXISTING:**
**Low Level Platform**



**PROPOSED:**
**High Level Platform with Elevators**






## Value to Customers

- Increases access for passengers with the addition of high-level platforms, ramps, and elevators
- Enhances comfort for customers with improved platforms and waiting rooms
- Improves signage and communications to relay station information and rail service status

## Value to State

- Improves station accessibility
- Extends service life of facilities while improving state of good repair systemwide

## ESTIMATED PROJECT COSTS (2020 DOLLARS):

***$34 Million**

**Estimate based upon concept design*

# PROJECT SHEET BRICK CHURCH STATION IMPROVEMENTS

## ESTIMATED TOTAL PROJECT COSTS

**$34M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Health/Safety***
Infrastructure upgrades would provide safer access to stations for customers

***State of Good Repair***
Expanding accessibility would be paired with upgrades to improve overall station state of good repair

***Equity, Inclusion & Accessibility***
Upgraded rail stations would improve accessibility for all customers

***Regional Effect/Socioeconomic Sustainability***
Infrastructure at 30 stations across the NJ TRANSIT rail network would be upgraded to improve accessibility to the rail network

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Modernization and access improvements would **enhance safety**, **access**, **customer experience**, and **operations**.*

# PROJECT SHEET LONG BRANCH STATION IMPROVEMENTS

## Description

Long Branch Station is located along the North Jersey Coast Line. Despite its location in downtown Long Branch, the station can only be entered from the east side, with pedestrian connection facilitated by grade crossing across an active railway line. As it exists now, a retaining wall of a higher elevation acts as a barrier to the station from the West.

This project is part of the initial phase of the Regional Rail Station Modernization & Access Program and would construct a pedestrian tunnel to create a link across the station connecting the east and west neighborhoods and eliminating an unsafe grade crossing where trains and people intersect at the northern entrance. Currently, the station serves as a barrier in the neighborhood, creating an imbalance in access to transit for nearby environmental justice communities. The Long Branch Station Pedestrian Tunnel project would rectify these safety issues.

The project includes high-level design concepts for green infrastructure landscaping to reduce stormwater runoff and a dedicated pumping system to remove water from the tunnels in times of heavy rainfall or coastal flooding

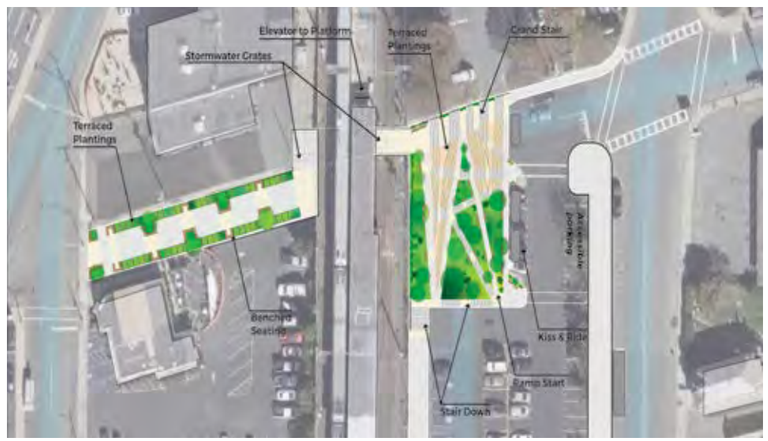
**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

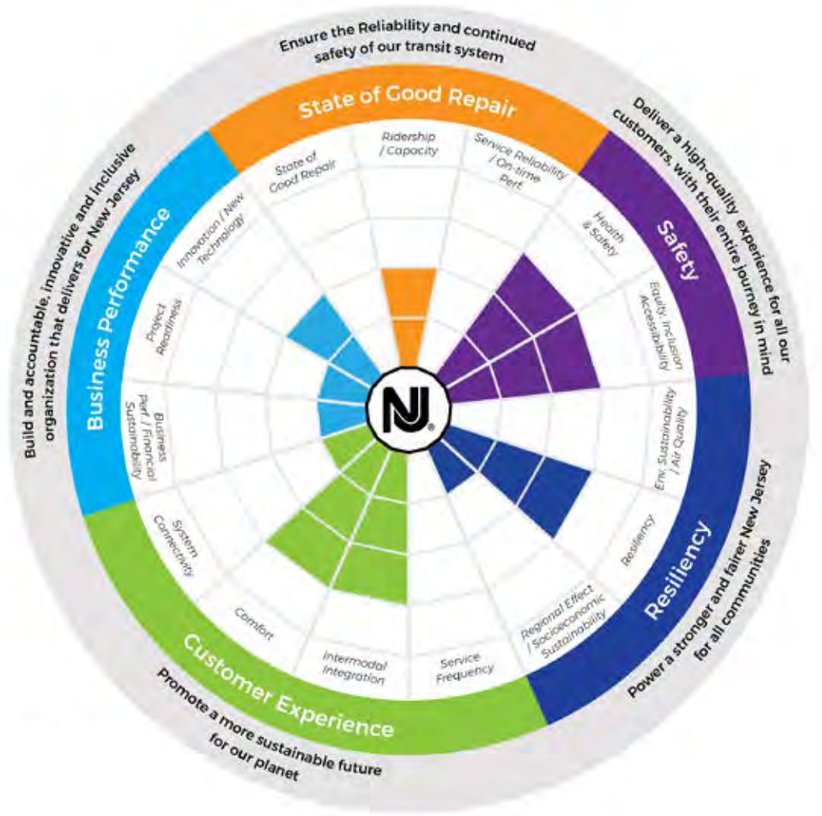
**$26 Million**

## EXISTING: Station Conditions




## PROPOSED: Pedestrian Tunnel




## Value to Customers

› Provides enhanced experience for customers

## Value to State

› Improves station accessibility and resiliency

# PROJECT SHEET LONG BRANCH STATION IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$26M**

***Comfort***
Station improvements and necessary repairs would enhance customer comfort

***Health/Safety***
Eliminates at-grade pedestrian crossing

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Enhanced lighting, bike parking, and seating space would be included at the street level

***Equity, Inclusion & Accessibility***
Provide a dedicated and accessible entry to the station

*Station improvements would enhance **state of good repair**, **accessibility**, **comfort**, and **safety**.*

# PROJECT SHEET REGIONAL RAIL STATION MODERNIZATION & ACCESS PROGRAM

## Description

In an ongoing effort to improve passenger safety and accessibility across its rail system and to further respond to the requirements of the Americans with Disabilities Act (ADA), NJ TRANSIT has identified a list of stations it intends to make accessible as part of this plan.

This project would construct high-level platforms, elevators, ramps, pedestrian overpasses, widened sidewalks, and access paths where appropriate. In some instances, accessibility improvements are paired with physical condition upgrades to improve overall station state of good repair.

Stations would be prioritized according to physical conditions, current and projected ridership, local demographics, and potential environmental impacts. These improvements collectively would enhance both the safety and experience of the customer, further advance access to communities, and yield improved on-time performance, and more efficien operations as high-level platforms reduce train dwell time at stations which reduce travel times. In addition, all stations included would receive basic state of good repair upgrades as part of this work.

**ESTIMATED PROJECT COSTS (2020 DOLLARS):**

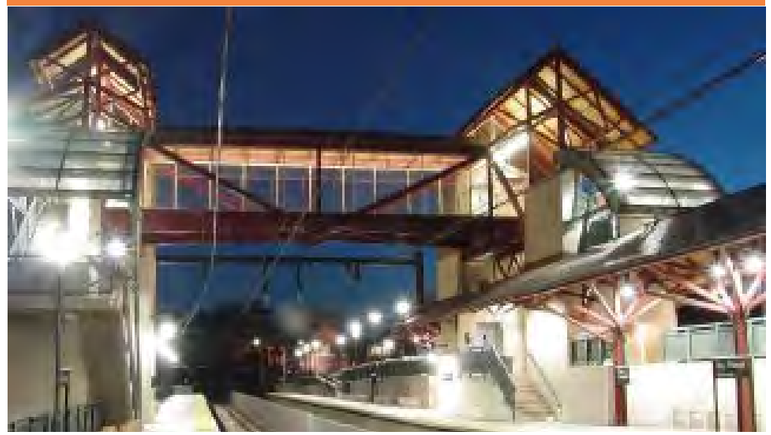
***$683 Million**

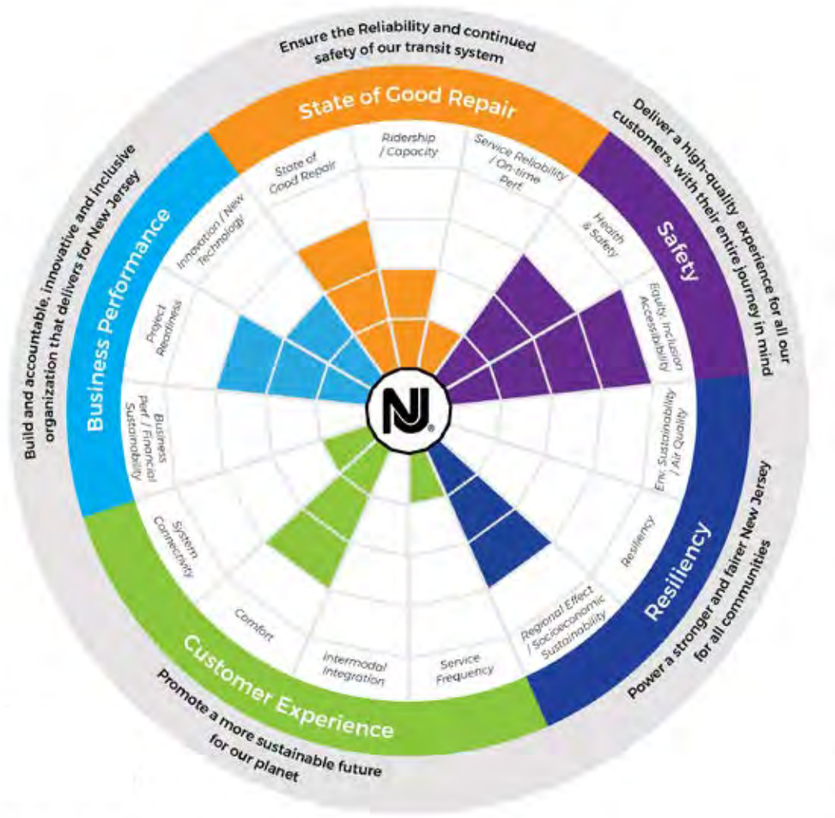
**Costs are for Phase II only*

**EXISTING:**
**Low Level Platform**



**PROPOSED:**
**High Level Platform with Elevators**






## Value to Customers

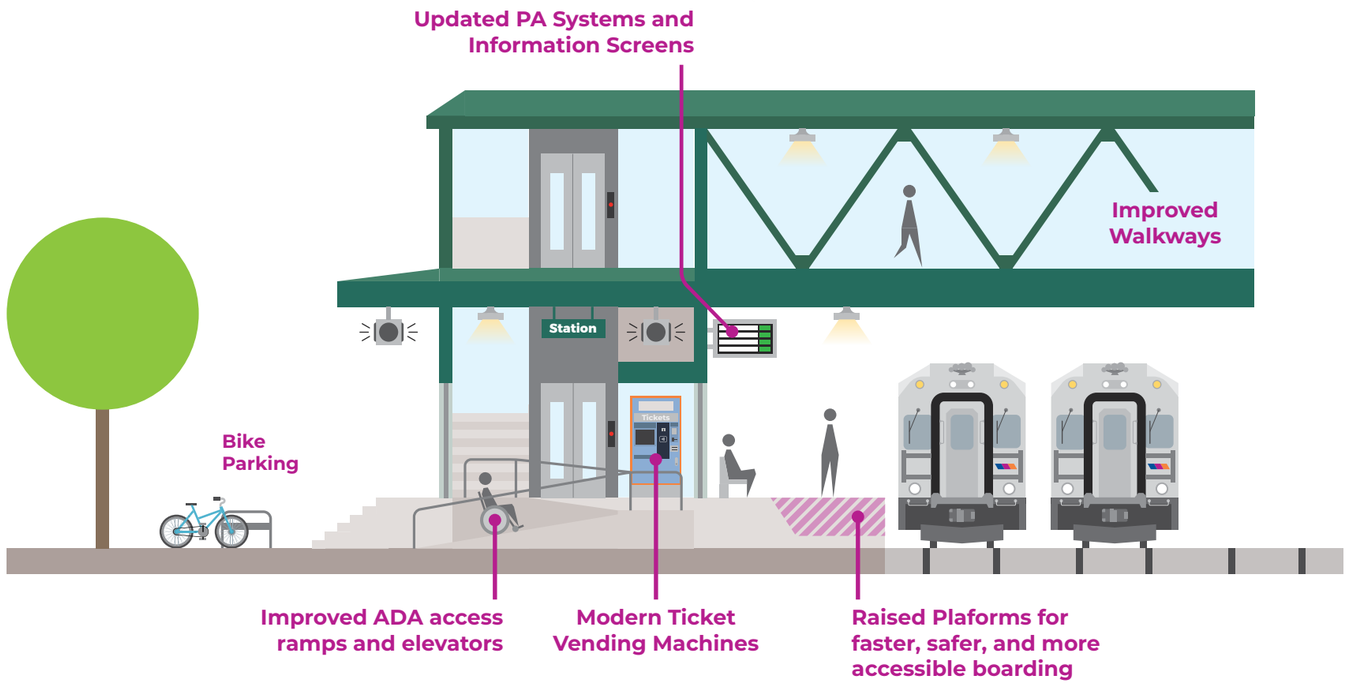
- Increases access for passengers
- Enhances comfort for customers at improved facilities
- Improves signage and communications to relay station information and rail service status

## Value to State

- Improves station accessibility
- Extends service life of facilities while improving state of good repair systemwide

# PROJECT SHEET REGIONAL RAIL STATION MODERNIZATION & ACCESS PROGRAM





# PROJECT SHEET REGIONAL RAIL STATION MODERNIZATION & ACCESS PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

***$683M**

**COSTS ARE FOR PHASE II ONLY*

***Health/Safety***
Infrastructure upgrades would provide safer access to stations for customers

***State of Good Repair***
Expanding accessibility would be paired with upgrades to improve overall station state of good repair

***Equity, Inclusion & Accessibility***
Upgraded rail stations would improve accessibility for all customers

***Regional Effect/Socioeconomic Sustainability***
Infrastructure at 30 stations across the NJ TRANSIT rail network would be upgraded to improve accessibility to the rail network

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Modernization and access improvements would **enhance safety**, **access**, **customer experience**, and **operations**.*

# PROJECT SHEET PERTH AMBOY STATION

## Description

Perth Amboy Station is located in Middlesex County near Route 35 in the city of Perth Amboy and services the North Jersey Coast Line. The station, which accommodates nearly 900 passenger boardings on an average weekday, is not currently accessible and in need of major renovations. Platforms at the station are arranged in a two-sided low level configuration and located below street level in a cut. A pedestrian overpass provides access to the station building, but there are no elevators or ramps. In addition to the station's accessibility needs, the existing platform canopies need repairs, and the communications system should be up graded.

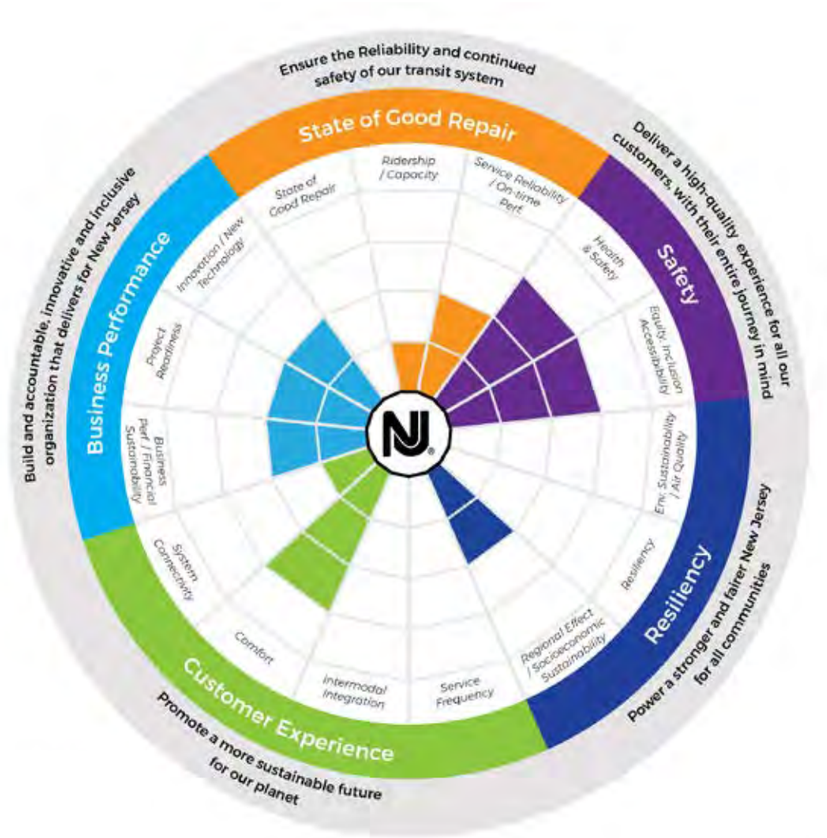
In an ongoing effort to improve passenger safety and accessibility across its rail system, and to meet the requirements of the Americans with Disabilities Act (ADA), NJ TRANSIT will improve accessibility at Perth Amboy station. The project will construct high-level platforms for handicap accessibility, elevators, ramps, additional pedestrian overpasses, widened sidewalks, and access paths where appropriate at the Perth Amboy Station. In some instances, accessibility improvements will be paired with physical condition upgrades to improve the station's overall state of good repair.

**EXISTING:**
**Low Level Platform**



**PROPOSED:**
**High Level Platform with Elevators**






## Value to Customers

- Increases access for passengers
- Enhances comfort for customers at improved facilities

## Value to State

- Improves station accessibility
- Extends service life of facilities while improving state of good repair systemwide

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$63 Million**

**Estimates are based upon concept for design*

# PROJECT SHEET PERTH AMBOY STATION

**ESTIMATED TOTAL PROJECT COSTS**

**$63M**

***Service Reliability - On-Time Performance***
Improvements to the platform would reduce dwell times and improve on-time performance

***Comfort***
A renovated station with improved accessibility would improve customer comfort

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Equity, Inclusion & Accessibility***
The upgraded station would be accessible for all customers with high-level platforms, elevators, ramps, and improved access paths

***Health/Safety***
Improving accessibility at the station will provide safer access for all customers

*The project would **improve accessibility** at Perth Amboy Station to provide a better experience for all customers.*

# PROJECT SHEET LYNDHURST STATION

## Description

Lyndhurst Station is one of two stations in Lyndhurst that services the Main Line. This station, which accommodates approximately 1,000 passengers per weekday, is severely outdated and in need of full replacement. The existing station is a major opportunity to improve accessibility for persons with disabilities. Additionally, parking near the station is inadequate and hard to access making passengers walk to a location a quarter mile east of the station. In addition to being inconvenient, the logistics of the public lot requires passengers to walk through busy streets to reach the station and presents a challenge for those who may be mobility impaired.

This project would construct a new Lyndhurst Station east of the existing station to provide adequate accessibility to and from the existing parking lot. The new station will have accessible high-level platforms and station enclosures on the eastbound and westbound tracks, elevators, sheltered walkways, and heated waiting areas. Ultimately, the new station will provide customers with a safer, more accessible, and overall enhanced experience.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$32 Million**

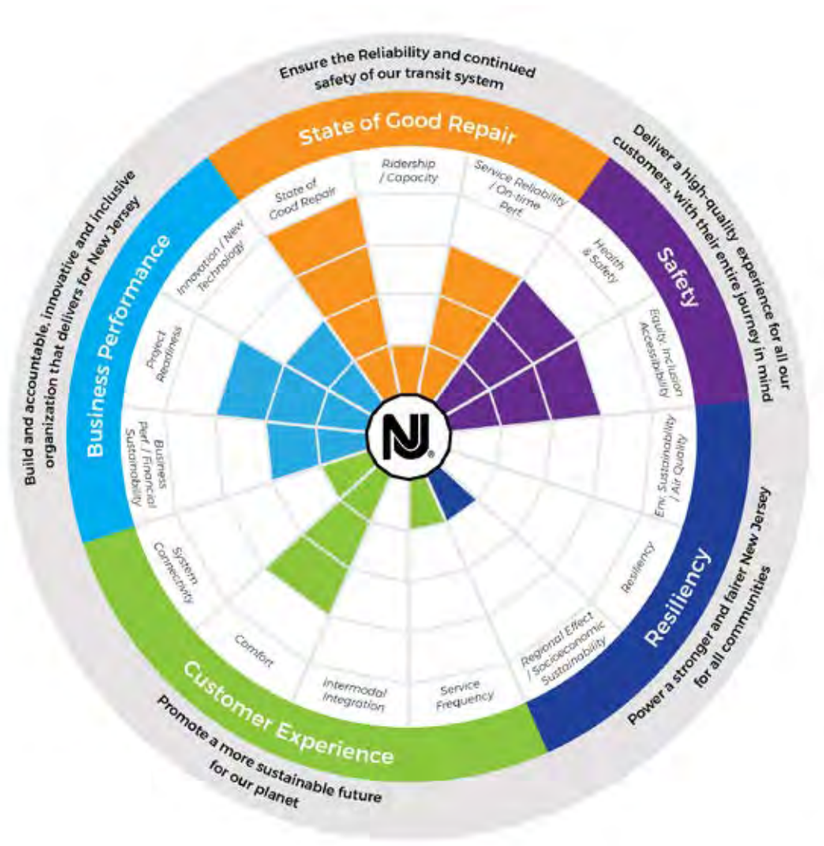
** Year 1 includes funds already spent on design phase activities; Total project cost indicates total cost over span of the project, not the funded or unfunded amount*

## EXISTING: Station Condition



## PROPOSED: New Station






## Value to Customers

- Increases accessibility for passengers
- Enhances comfort for customers waiting at station
- Improves access to and from parking lot

## Value to State

- Greater opportunity to drive transit-oriented development (TOD) opportunities
- A more interconnected and accessible network

# PROJECT SHEET LYNDHURST STATION

## ESTIMATED TOTAL PROJECT COSTS

***$32M**

**YEAR 1 INCLUDES FUNDS ALREADY SPENT ON DESIGN PHASE ACTIVITIES; TOTAL PROJECT COST INDICATES TOTAL COST OVER SPAN OF THE PROJECT, NOT THE FUNDED OR UNFUNDED AMOUNT*

***Comfort***
New station enclosures, sheltered walkways, and heated waiting areas would enhance customer comfort

***Health/Safety***
Improved access to platforms and to and from station parking lot would make the station safer for all customers

***State of Good Repair***
Upgrading station infrastructure would reduce frequency and cost of maintenance

***Equity, Inclusion & Accessibility***
New high-level platforms, walkways, and elevators would improve accessibility for all customers

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The new Lyndhurst Station would **enhance state of good repair**, **accessibility**, **comfort**, and **safety**.*

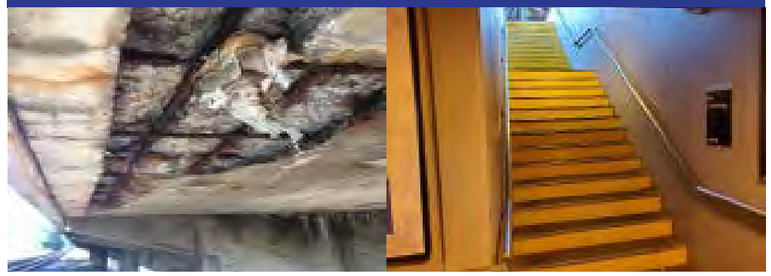
# PROJECT SHEET ROSELLE PARK STATION IMPROVEMENTS

## Description

The Roselle Park Station is an elevated platform station located in Roselle Park that serves NJ TRANSIT's Raritan Valley Line. The station, built circa 1967, is obsolete, structurally deficient, and in need of both structural and "customer facing" work. Necessary work includes full platform replacement, repairs to access stairs, as well as cleaning and painting work. Although the station features an elevated platform, the station is a major opportunity to improve the system's accessibility as stairs must be used to access the platform from the station building and parking lot.

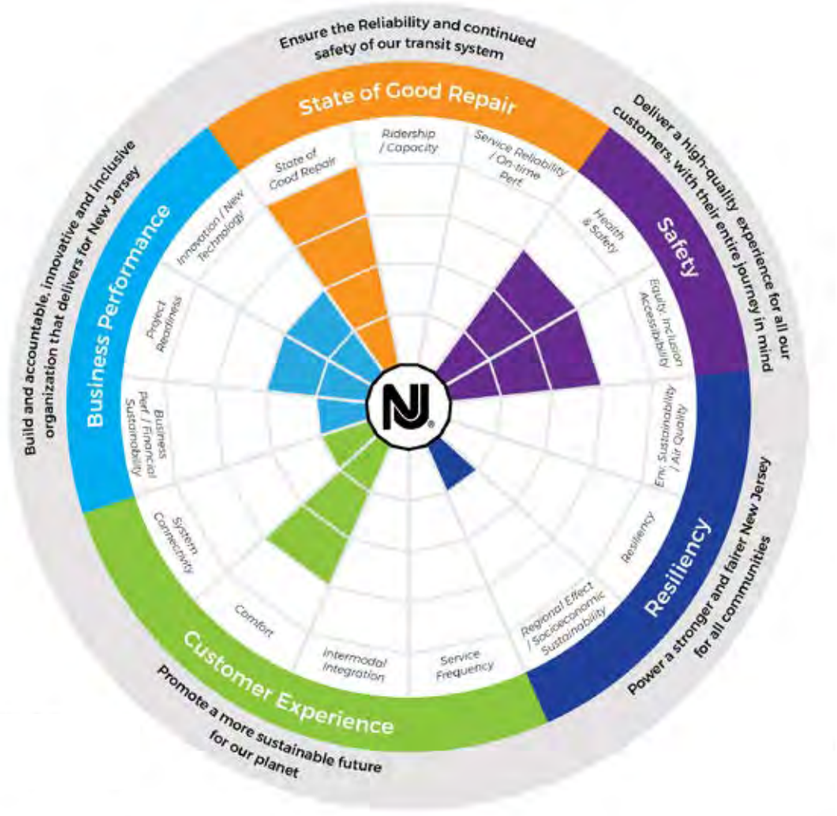
This project would address the noted structural and cosmetic deficiencies to rehabilitate the station and bring it to a state of good repair, extending its overall service life. In addition, an elevator will be installed to improve overall accessibility to the platform. Enhanced signage and communications will be incorporated to provide customers with station information and rail service status.

**EXISTING:**
**Station Condition**



**PROPOSED:**
**Platform Elevator**




**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

***$38 Million**

**Estimates are based upon concept for design*

## Value to Customers

› Increases accessibility for passengers

## Value to State

› Complies with regulations

# PROJECT SHEET ROSELLE PARK STATION IMPROVEMENTS




## Existing Issues

| | |
|---|---|
| 1 Existing stairs to access platform are deteriorated. They are also the only means of accessing the platform and are not ADA accessible. | 4 Deteriorated maintenance stairs are severely deteriorated and need to be replaced. |
| 2 Station building is outdated and in need of both functional and cosmetic repairs. | 5 Concrete underside of station platform is severely spalled with exposed rebar, which warrants full replacement. |
| 3 Temporary platform repairs from previous work should be replaced with new platforms | 6 Concrete platform substructure is severely spalled with exposed rebar, which warrants repair or replacement. |

### 1 Deteriorated Stairs/ADA Issue



### 2 Obsolete Station Building



### 3 Temporary Platform Repairs (Typical)



### 4 Deteriorated Maintenance Stairs



### 5 Deteriorated Platform Concrete (Typical)



### 6 Deteriorated Platform Substructure (Typical)



# PROJECT SHEET ROSELLE PARK STATION IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

***$38M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Comfort***
A renovated station building and enhanced signage and communications systems would improve customer comfort

***Health/Safety***
Platform reconstruction, repairs, elevator installation, and improved lighting would enhance customer safety

***State of Good Repair***
Platform reconstruction, repairs, and customer facing upgrades would extend the station's service life

***Equity, Inclusion & Accessibility***
Elevator installation, platform reconstruction, and repairs would improve accessibility for all customers

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The project would **bring Roselle Park Station to a state of good repair** and **improve access**, **comfort**, and **safety**.*

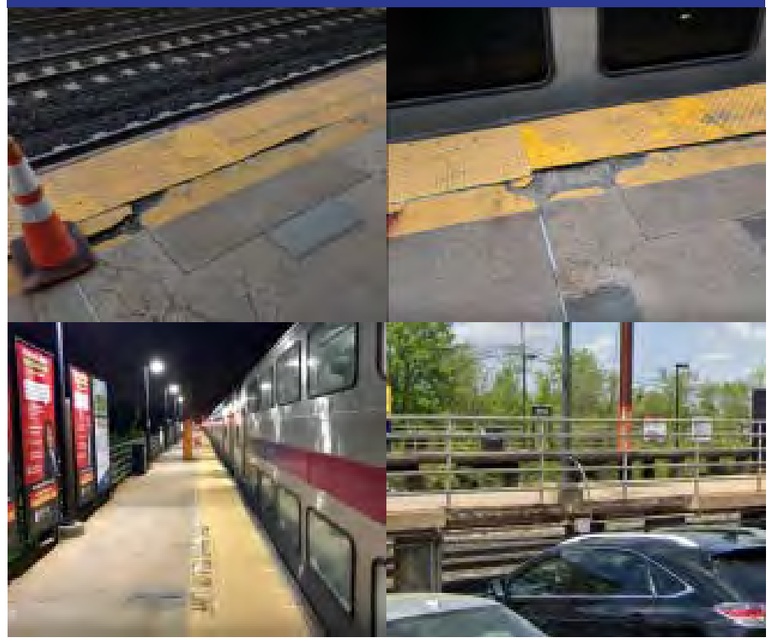
# PROJECT SHEET EDISON STATION IMPROVEMENTS

## Description

Edison Station is elevated platform station that serves NJ TRANSIT and Amtrak's Northeast Corridor (NEC). This heavily used station, which supports approximately 2,773 passenger boardings per weekday, must support a 12-car trainset. However, the current platforms are too short to accommodate this long train length. As a result, not all cars of a train can fit on the station platform, making it more challenging and time consuming for passengers to board and deboard trains. However, extension of the existing platform is currently prevented by an existing freight turnout switch to the west, and an undergrade bridge to the east.

This project would relocate the existing freight turnout switch to the east of the station to facilitate platform extension to the west by approximately 425 feet. The extension would allow an entire 12-car trainset to fit at the station, decreasing dwell times, and facilitating necessary passenger boardings. This would ultimately increase rail operation efficienc and service speed. Additionally, the existing platform would be replaced to extend its useful service life, mitigate future maintenance, and improve safety.

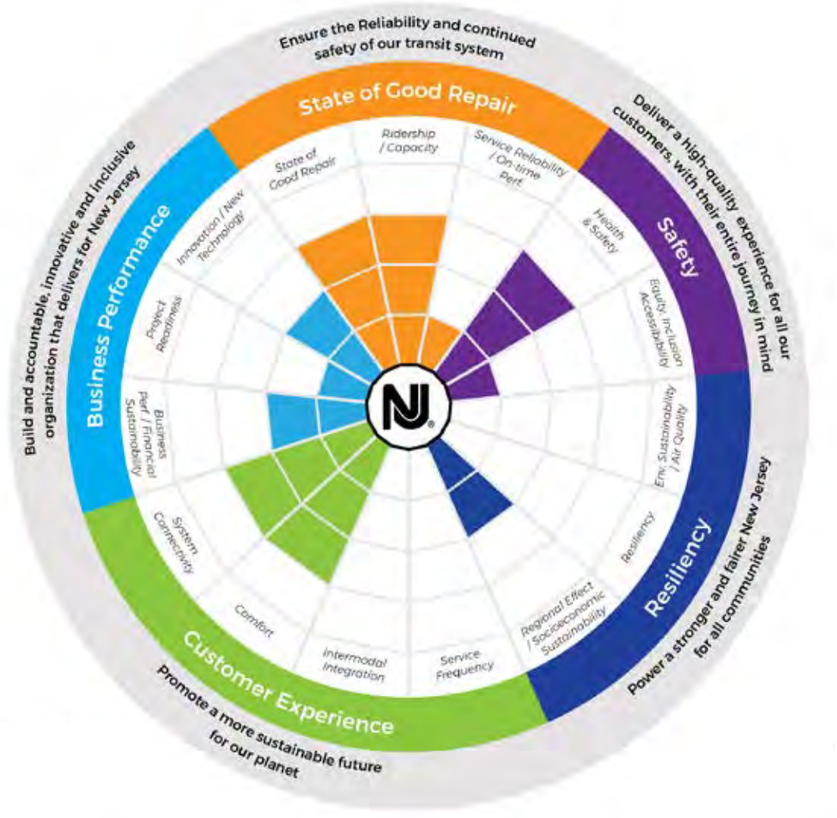
## EXISTING: Station Conditions



## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$36 Million**

**Estimates are based upon concept for design*



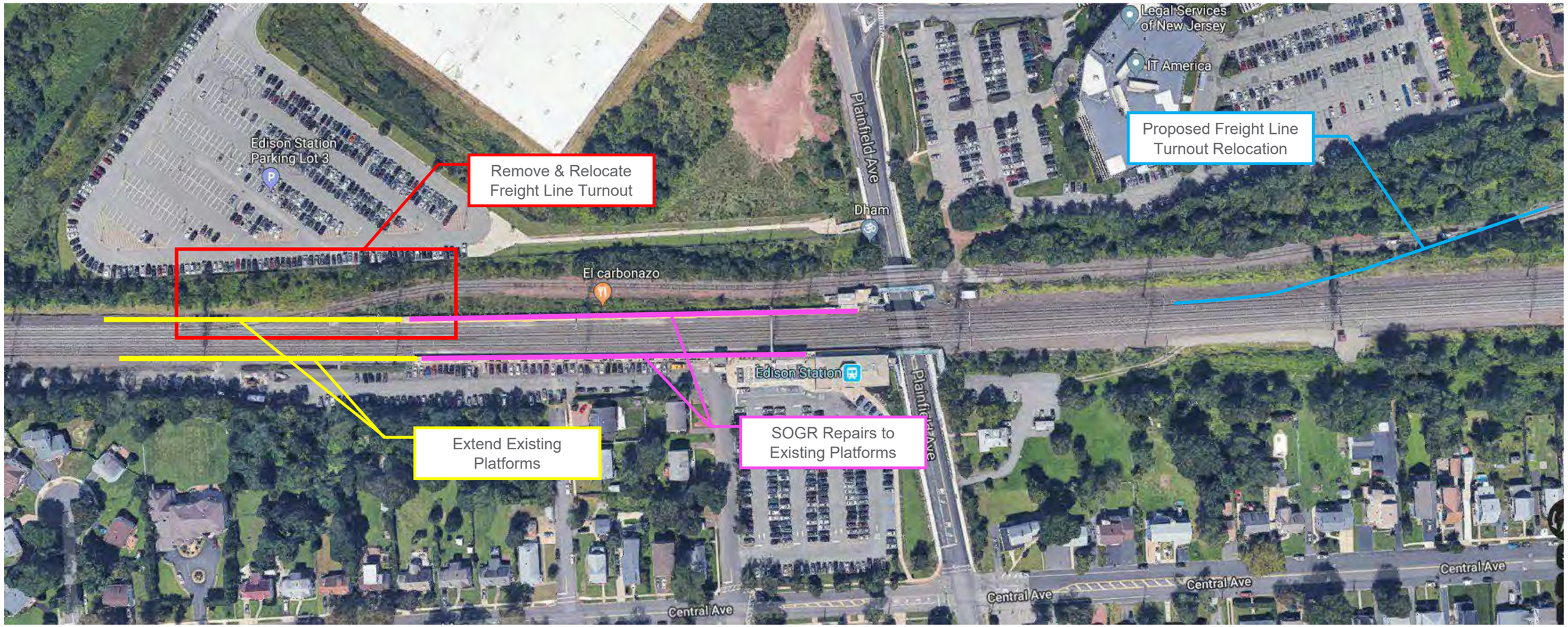

## Value to Customers

- Facilitates passenger boarding and deboarding
- Increases on-time performance

## Value to State

- Decreases dwell times and increase on time performance

# PROJECT SHEET EDISON STATION IMPROVEMENTS



# PROJECT SHEET EDISON STATION IMPROVEMENTS

## ESTIMATED TOTAL PROJECT COSTS

***$36M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Comfort***
An extended platform would ease boarding and deboarding and reduce dwell times to improve comfort

***Health/Safety***
Extending the platform to ease boarding and deboarding of trains would improve customer safety at the station

***State of Good Repair***
Platform reconstruction, repairs, and painting would extend service life

***Ridership/Capacity***
Constructing extended platform would reduce dwell times and improve on-time performance

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The **reconstructed platforms**, additional repairs, and painting would **bring the station to a state of good repair**.*

# PROJECT SHEET ELIZABETH STATION IMPROVEMENTS

## Description

Elizabeth Station is an elevated platform station which services NJ TRANSIT and Amtrak's Northeast Corridor (NEC). This heavily used station, which supports approximately 3,500 passenger boardings per weekday, must support a 12-car trainset. However, the current platforms are too short to accommodate such a long train length. As a result, not all cars can fit on the station platform, which makes it more challenging and time consuming for passengers to board and deboard the train. In addition, there is an opportunity to improve accessibility at the station. Several additional upgrades are required to bring the station into a state of good repair.

The project would reconstruct two longer length, high-level concrete passenger platforms to better accommodate full-length NJ TRANSIT trains. These platforms will be fully accessible, reduce dwell times, facilitate timely passenger boardings, and increase service speed. New station buildings with new elevators, stairs, ticketing offices operational offic spaces, and retail spaces will also be constructed. The station rehabilitation project will also accommodate a proposed future fifth track along the NEC planned to be built by Amtrak.

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

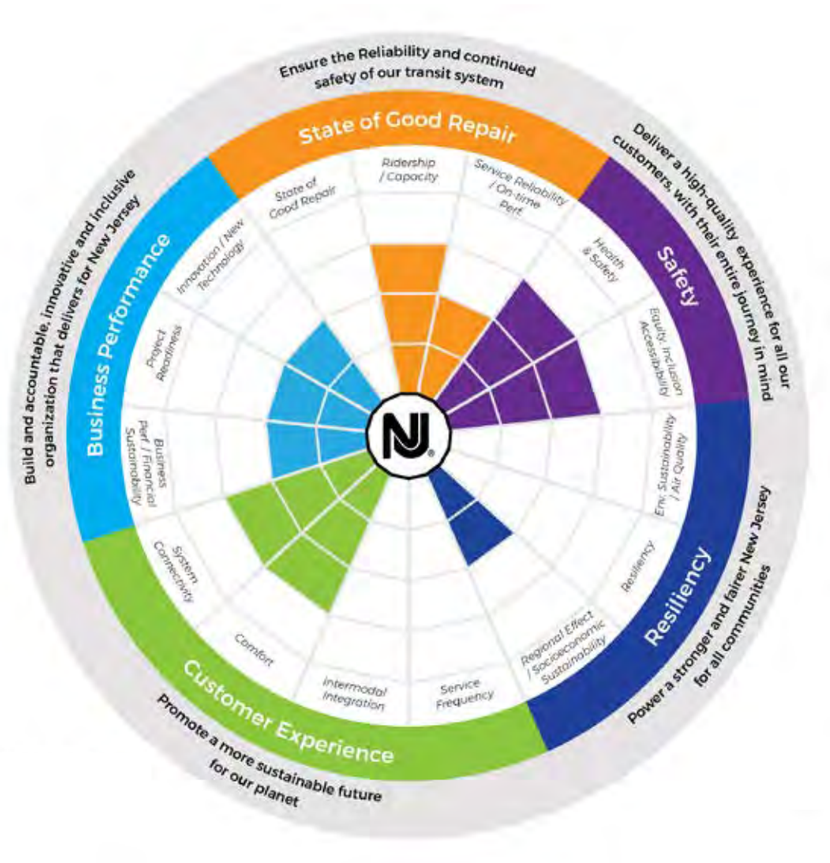
**$71 Million**

**EXISTING:**
**Station Conditions**



**PROPOSED:**
**New Station**






## Value to Customers

- Facilitate passenger boarding and deboarding
- Increases on-time performance
- Enhances experience for transit riders

## Value to State

- A more accessible transportation network
- Decreases dwell times and increase on-time performance

# PROJECT SHEET ELIZABETH STATION IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$71M**

***Comfort***
Improved platforms, new station buildings, and reduced dwell times would enhance customer comfort

***Ridership/Capacity***
Constructing extended platform would reduce dwell times and improve on-time performance

***Health/Safety***
Extending the platform to ease boarding and deboarding of trains would improve customer safety at the station

***Equity, Inclusion & Accessibility***
Addition of new extended high-level platforms, elevators, and stairs would improve accessibility for all customers

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Station rehabilitation would **enhance state of good repair**, **accessibility**, **comfort**, and **on-time performance**.*

# PROJECT SHEET JERSEY AVENUE STATION

## Description

TRANSIT and services the Northeast Corridor (NEC). Unlike the rest of the stations on the NEC, the existing Jersey Avenue station requires access enhancements. In addition, the inbound platform is located on a spur behind the outbound tracks, preventing trains from Trenton and Princeton from servicing the station. Inbound trains must originate on the spur and cross all NEC tracks to get on to Inbound Track 1. Given the number of trains on the NEC, there are limited schedule openings to facilitate this cross over movement. Furthermore, any delays of these trains results in stack up delays on the NEC as well as the North Jersey Coast Line entering at Elizabeth.

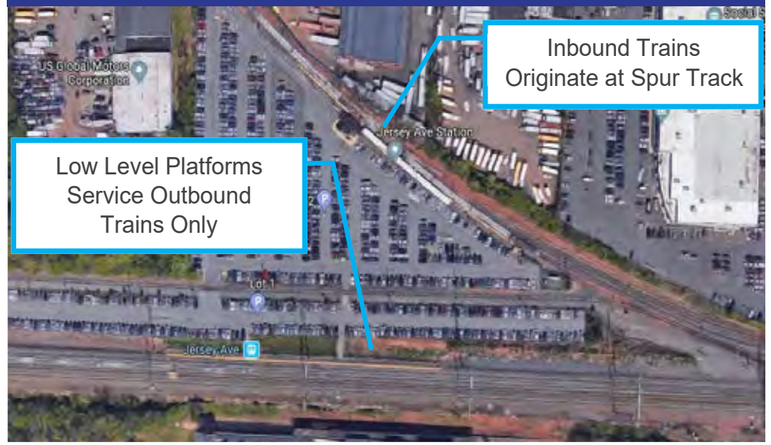
This project would include the construction of a new Jersey Avenue station relocated on the main NEC tracks. The new station would have accessible high-level platforms and enclosures for both eastbound and westbound tracks. An accessible pedestrian overpass would also be built to allow customers to reach both platforms. Ultimately, the new station would provide customers with a safer and more accessible, commuting experience with reduced delays.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

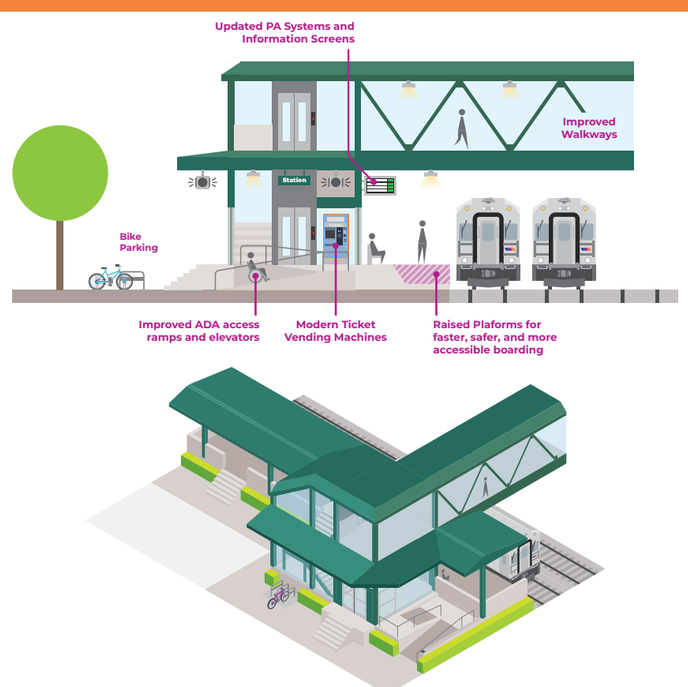
***$246 Million**

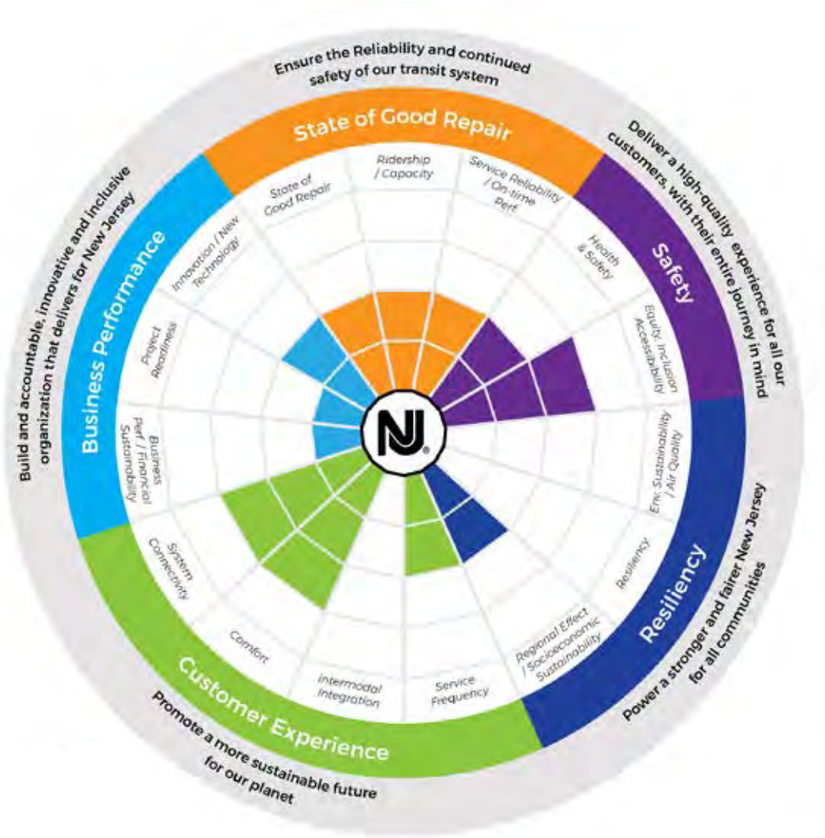
**Estimates are based upon concept for design*

## EXISTING: Station Configuration




## PROPOSED: New Station




## Value to Customers

- Easier access to facility
- Enhanced comfort for customers waiting at station

## Value to State

- More accessible transportation network

# PROJECT SHEET JERSEY AVENUE STATION

## ESTIMATED TOTAL PROJECT COSTS

***$246M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Comfort***
New station amenities would improve customer comfort

***Equity, Inclusion & Accessibility***
Accessible high-level platforms, enclosures, and a pedestrian overpass would improve accessibility for all customers

***State of Good Repair***
Constructing a new station would reduce maintenance frequency

***Health/Safety***
Pedestrian overpass would safer and easier access to facility

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*A new Jersey Avenue station would **add capacity to meet ridership growth** and **improve service reliability, comfort**, and **accessibility**.*

# PROJECT SHEET METUCHEN STATION IMPROVEMENTS

## Description

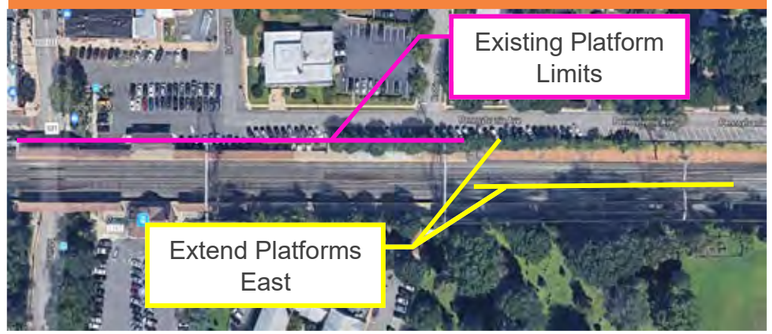
Metuchen Station serves NJ TRANSIT and Amtrak's Northeast Corridor (NEC). This heavily used station, supporting approximately 3,528 passenger boardings per weekday, must support a 12-car trainset. However, the current platforms are too short to accommodate this long train length. As a result, not all cars of a train can fit on the station platform, making it more challenging and time consuming for passengers to board and deboard the train.

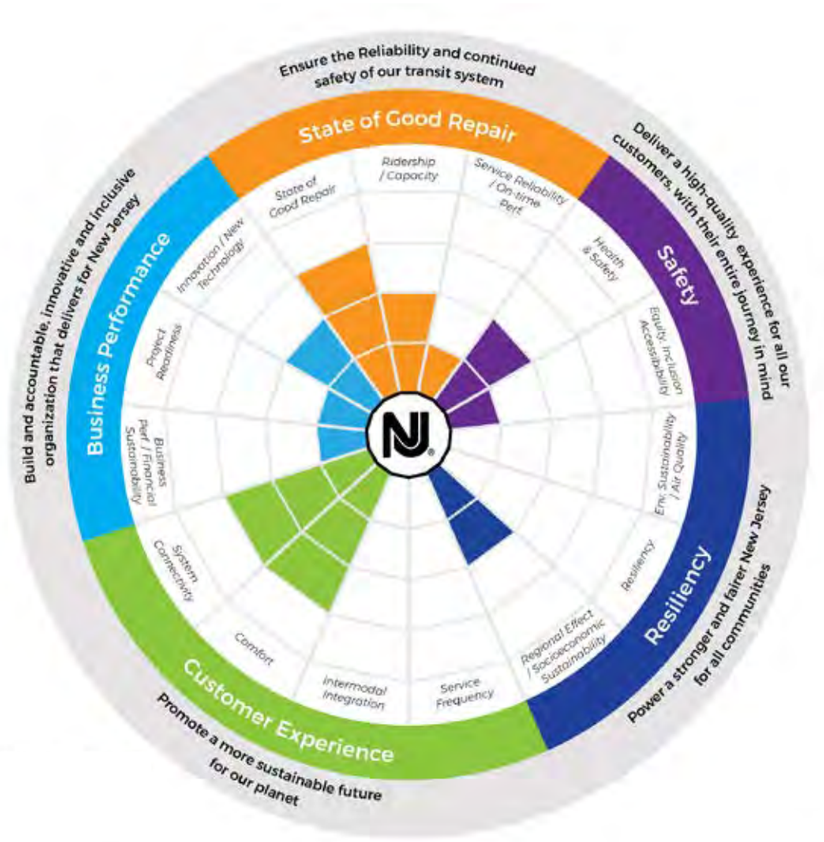
This project would extend the existing platforms approximately 360 feet east. The extension would allow an entire train set (12-cars) to fit at the station, decreasing dwell times, and facilitating necessary passenger boardings. This would ultimately increase rail operation efficienc and service speed. Additionally, existing platform replacement would extend its useful service life, enhance safety, and mitigate future maintenance concerns.

**EXISTING:**
**Station Conditions**




**PROPOSED:**
**Platform Extension**




## Value to Customers

- Facilitates passenger boarding and deboarding
- Increases on-time performance

## Value to State

- Decreases dwell times and increase on-time performance

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$31 Million**

**Estimates are based upon concept for design*

# PROJECT SHEET METUCHEN STATION IMPROVEMENTS

## ESTIMATED TOTAL PROJECT COSTS

***$31M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Comfort***
Extended platforms would ease boarding and deboarding and reduce dwell times to improve customer comfort

***Health/Safety***
Extending platforms to ease boarding and deboarding of trains would improve customer safety at the station

***State of Good Repair***
Platform reconstruction and repairs would extend service life of station

***Ridership/Capacity***
Extending platforms would decrease dwell times and improve on-time performance

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The new longer platforms would **improve on-time performance**, **safety**, **comfort** and **bring the station into a state of good repair**.*

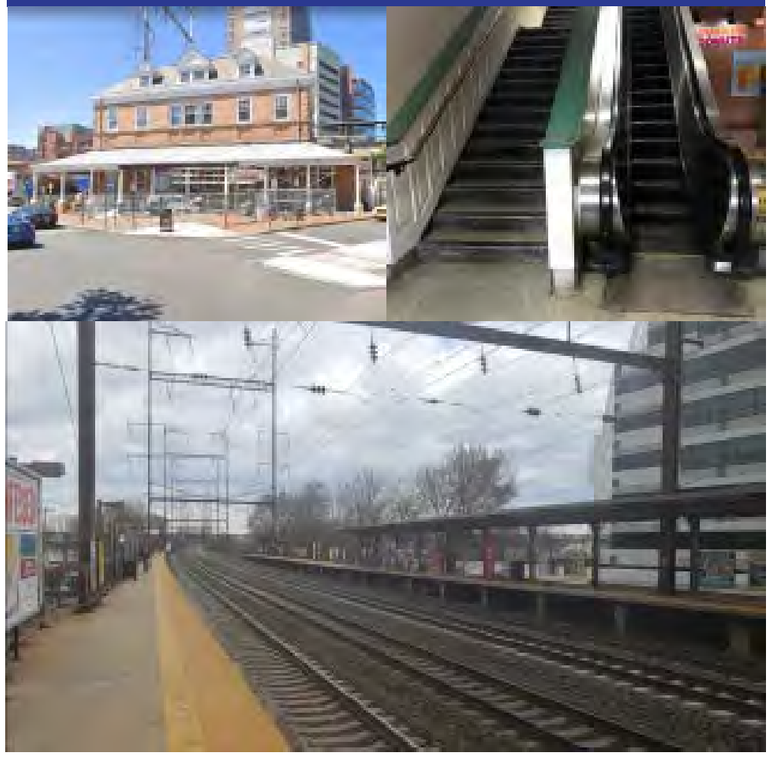
# PROJECT SHEET NEW BRUNSWICK STATION IMPROVEMENTS

## Description

The New Brunswick Station is a station located in New Brunswick, and serves both NJ TRANSIT and Amtrak's Northeast Corridor (NEC). This heavily used station, which supports approximately 4,457 passenger boardings per weekday, must support a 12-car trainset. However, the current platforms are too short to accommodate such a long train length. As a result, not all cars can fit on the station platform, and this makes it more challenging and time consuming for passengers to board and deboard the train. The station is in need of rehabilitation.

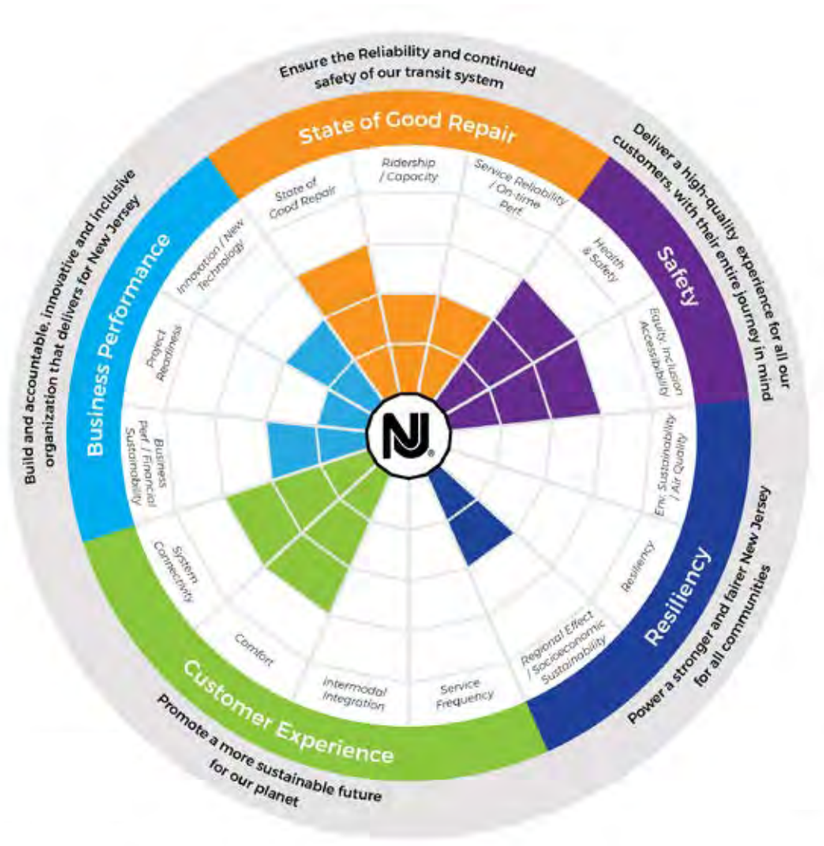
This project would extend the existing platforms to allow the entire 12-car trainset to fit at the station, which would ultimately decrease dwell times, facilitate passenger boardings, and increase service speed. Additionally, the existing platforms would be replaced and upgrades will be made to the existing station, including rehabilitating or replacing the elevators and escalators, installing new lighting and windows at the station, upgrading the HVAC system, and renovating the waiting room. The upgrades will provide a better experience for NJ TRANSIT customers and help mitigate future maintenance needs.

## EXISTING: Station Conditions



## ESTIMATED PROJECT COSTS (2022 DOLLARS):

**$73.3 Million**




## Value to Customers

- Facilitates passenger boarding and deboarding
- Increases on-time performance
- Provides enhanced amenities

## Value to State

- Decreases dwell times
- Increases on-time performance

# PROJECT SHEET NEW BRUNSWICK STATION IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$73.3M**

***Equity, Inclusion & Accessibility***
Repairs and upgrades to platforms, elevators, and escalators would improve accessibility for all customers

***Comfort***
Upgrading station amenities and easing boardings and deboardings would improve customer comfort

***State of Good Repair***
Station rehabilitation would extend service life and decrease maintenance

***Health/Safety***
Extending platforms to ease boarding and deboarding of trains would improve customer safety at the station

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Station improvements would **enhance state of good repair**, **on-time performance**, **accessibility**, and **comfort**.*

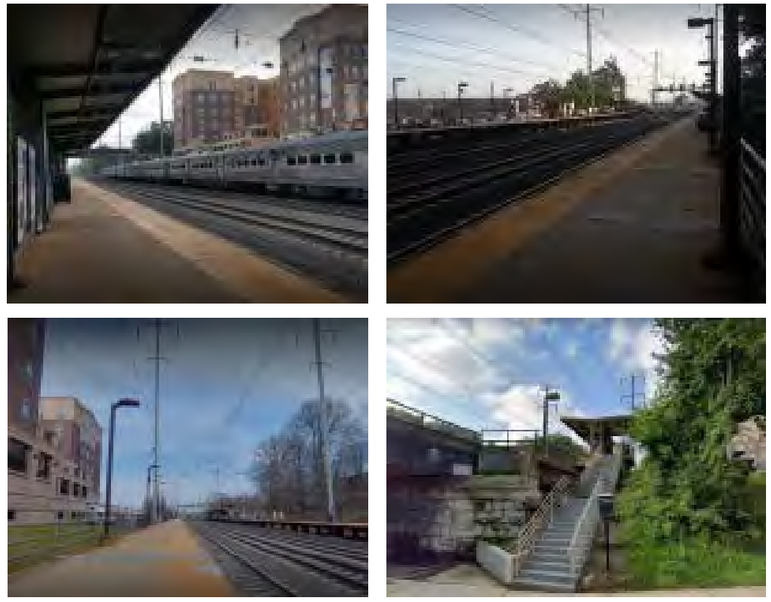
# PROJECT SHEET NORTH ELIZABETH STATION IMPROVEMENTS

## Description

The North Elizabeth Station is located in Elizabeth and services NJ TRANSIT and Amtrak's Northeast Corridor (NEC). The facility is currently obsolete, structurally deficient, and needs both structural and customer facing renewal.

This project would address the structural and cosmetic deficiencies and repair the station as needed to bring it to a state of good repair. Necessary work includes fully replacing the platform and canopies; rehabilitating the existing railing; and improving lighting and security at the station. This would ultimately extend the station's useful service life and mitigate future maintenance expenses. Additionally, the project would simultaneously provide an enhanced experience for customers using the station.

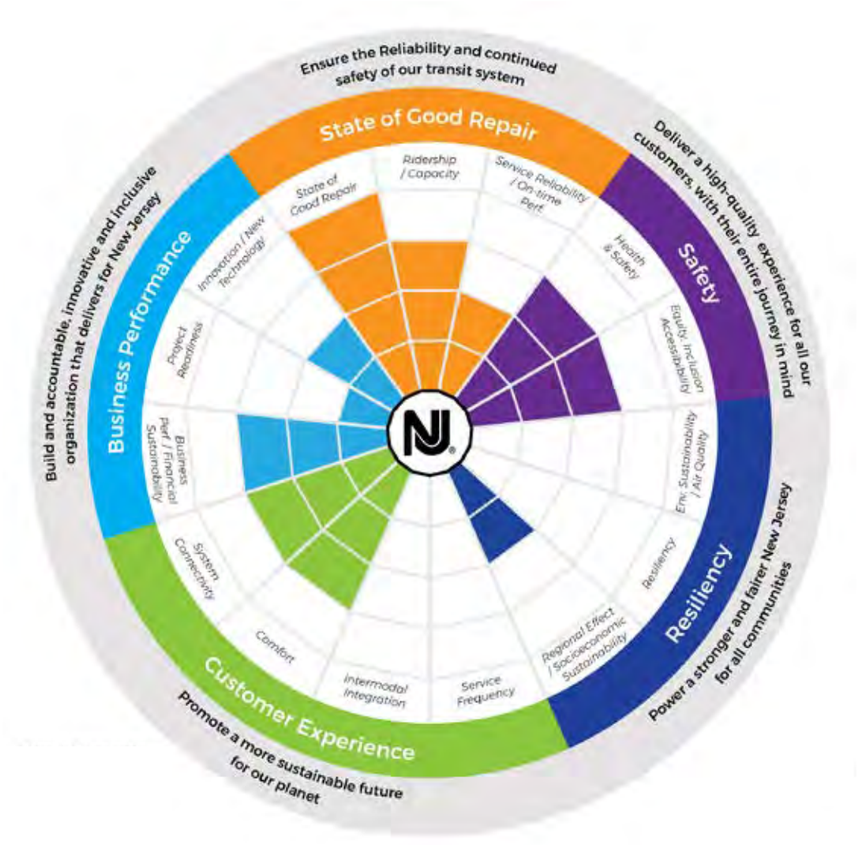
## EXISTING: Station Conditions












## ESTIMATED PROJECT COSTS (2022 DOLLARS):

**$52 Million**

## Value to Customers

› Provides enhanced experience for customers

## Value to State

› Replaces aging assets that may require higher maintenance costs

# PROJECT SHEET NORTH ELIZABETH STATION IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$52M**

***Comfort***
Station improvements and necessary repairs would enhance customer comfort

***Health/Safety***
Completing necessary repairs would improve customer safety

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Platform reconstruction and repairs would extend service life and reduce maintenance

***Equity, Inclusion & Accessibility***
Replacing the platform, rehabilitating railings, and improving lighting would improve accessibility for all customers

*Station improvements would enhance **state of good repair**, **accessibility**, **comfort**, and **safety**.*

# PROJECT SHEET NORTH BRUNSWICK STATION

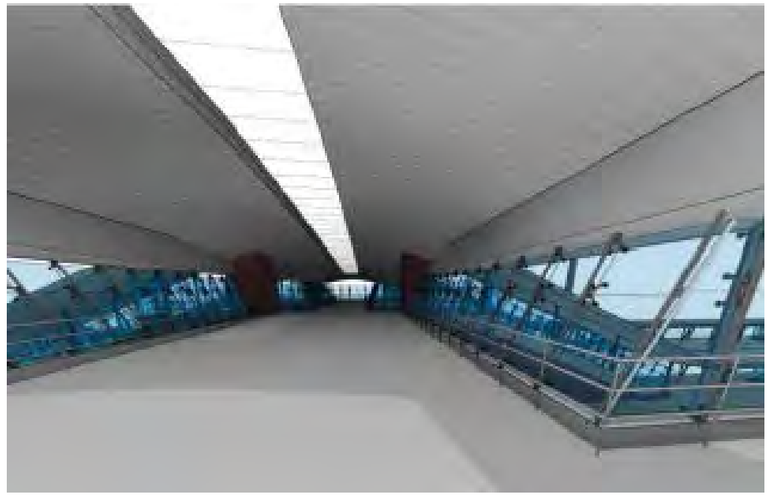
## Description

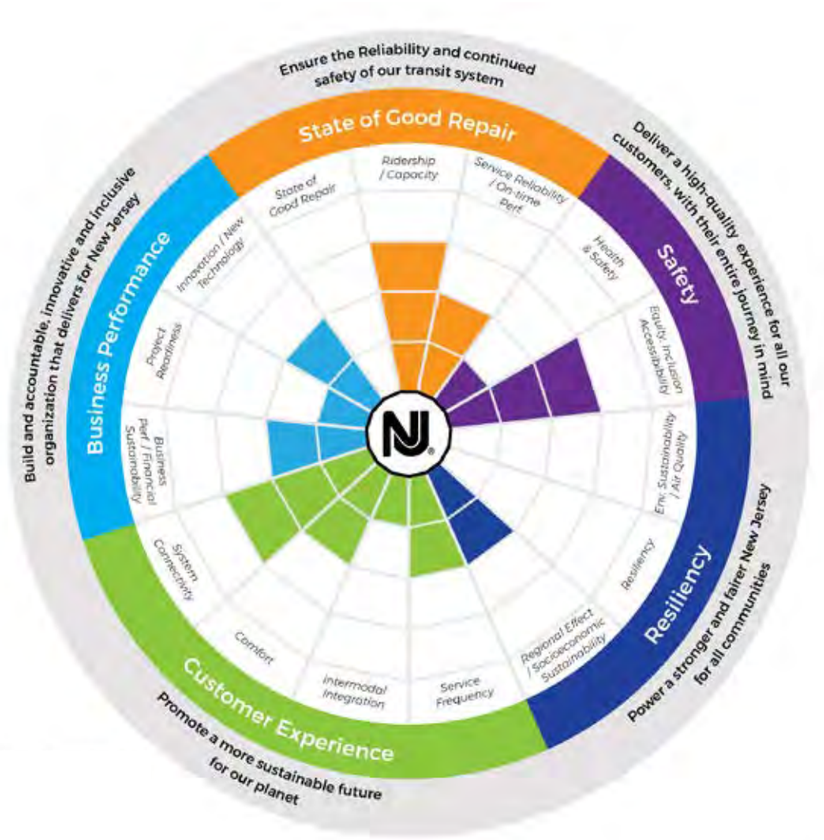
The North Brunswick Station is a proposed new station on the Northeast Corridor (NEC). The station would be part of the overall enhancement planned for the NEC that includes Delco Lead, Midline loop, and the Jersey Avenue Station replacement.

The new station would be in the proposed Main Street North Brunswick development area between the Midline Loop project and the Jersey Avenue station rehabilitation. The project would include construction of new high-level inbound side platform, a new high-level island outbound platform, elevators, a pedestrian bridge, station house, and parking. The new station would feature new accessibility features and would provide customers with a key additional point of entry into the NEC as well as more convenient access to the North Brunswick area. Collectively, the capital projects in this area would substantially improve service along the NEC, while increasing system capacity and access to keep pace with projected ridership growth.

**PROPOSED:**
**New Station**








**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$150 Million**

## Value to Customers

- Increases access for passengers
- Increases options for entry into NEC and access to surrounding area
- Enhances comfort for customers utilizing new, modern station

## Value to State

- Creates additional point of entry for increased revenue streams and potentially reduces overcrowding at adjacent stations

# PROJECT SHEET NORTH BRUNSWICK STATION

**ESTIMATED TOTAL PROJECT COSTS**

**$150M**

***Equity, Inclusion & Accessibility***
The new station would be accessible for all customers

***Comfort***
Station amenities would enhance customer comfort and the addition of the station would decrease overcrowding at adjacent stations

***Ridership/Capacity***
Constructing a new station would accommodate growing ridership along the NEC and in North Brunswick

***Business Performance/Financial Sustainability***
New station would create additional point of entry to the NEC

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The new North Brunswick Station would* ***improve and expand service along the Northeast Corridor****.*

# PROJECT SHEET ROSEVILLE CUT IMPROVEMENTS

## Description

The Roseville Cut is a section of track that lies below the adjacent roadways and between two retaining walls just west of the Newark Broad Street Station. These tracks service NJ TRANSIT's entire ridership west of Newark Broad Street Station. There are various issues associated with this section of track: 1) the interlockings lack adequate lighting, which require safety enhancements; 2) there is missing and/or broken safety fencing along the perimeter at the street level, which also and allows debris from the sidewalk to foul the catenary system and tracks below; 3) poor drainage and frequent floodin within the cut interferes with track signals and causes delays; 4) congested site conditions are challenging for personnel to work within and typically require premium pay to perform maintenance or emergency work; 5) undersized rail sections in this area are subject to frequent rail breakage resulting from corrosive effect of extreme weather and flooding; and 6) the wall is deteriorating and creates a safety hazard.

This project would address the noted issues with the installation of new lighting at the interlocking; replacement of existing metal fencing and installation of new non-climbable protective fencing along adjacent sidewalks; installation of an adequate drainage system; replacement of the substandard rail sections within the project limits; and repair of the existing wall. Ultimately, addressing these issues would better protect NJ TRANSIT employees and the public, and will significantly mitigate service delays and reduce overall maintenance costs.

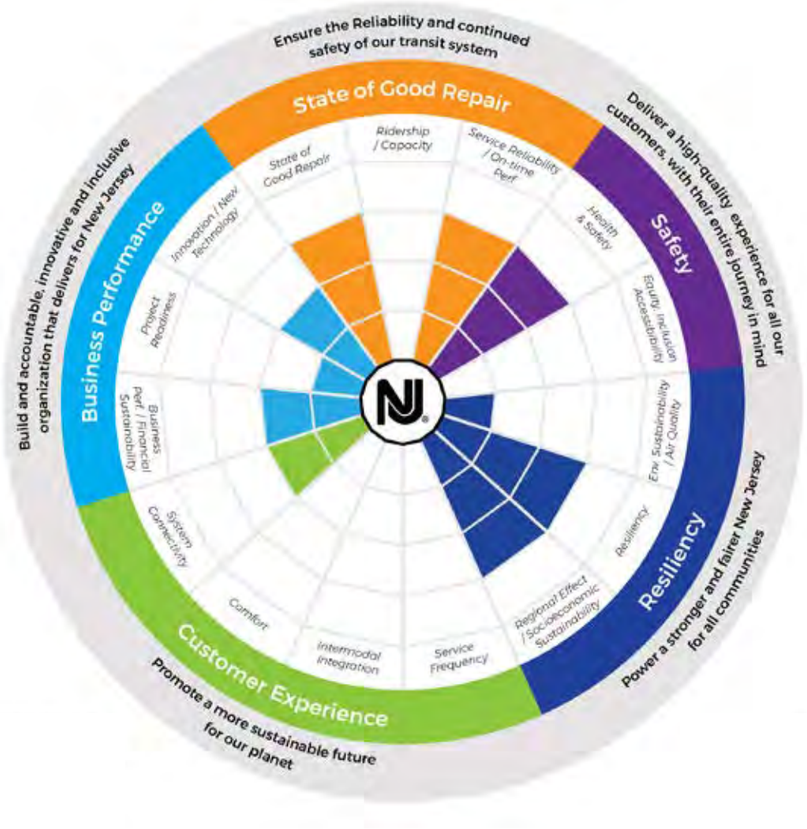
**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$112 Million**

## EXISTING: Cut, Fencing, and Rail Conditions








### Value to Customers

- Improves reliability by upgrading the section of rail

### Value to State

- Increases safety and service reliability
- Reduces maintenance frequency, providing more efficient use of public funds

# PROJECT SHEET ROSEVILLE CUT IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$112M**

***Service Reliability - On-Time Performance***
With reduced interlock conflicts, there would be reduced operational delays and reduced maintenance costs

***Regional Effect/Socioeconomic Sustainability***
Improvements to drainage infrastructure would reduce falsely triggered signals and the subsequent delays

***Health/Safety***
Improved lighting at interlocking and protective street level fencing for pedestrians would improve safety

***State of Good Repair***
Drainage improvements would mitigate frequent flooding from regular rain events

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The project would **better protect customers and employees,** bring the rail to a **state of good repair**, and **reduce delays and service outages**.*

# PROJECT SHEET MORRISTOWN YARD AND POCKET TRACK

## Description

The Morris & Essex (M&E) Line services nearly 60,000 NJ Transit passengers a day between Hackettstown, Hoboken, and Penn Station NY. West of Morristown Station on the M&E Line is an existing unused rail yard, formally referred to as the Morristown Yard. This yard is located below the main tracks and is accessed by a 3,000-foot yard lead track that diverts trains from the main eastbound track just west of the station. However, it can only be accessed by trains traveling westbound and there is currently no interlocking to allow westbound trains to switch onto the eastbound track without significantly impacting railroad traffic  Furthermore, the yard and part of the lead track are in a floodplain, making them a poor option for long term train storage.

This project would install an interlocking east of Morristown Station to allow westbound trains to more effectively access the yard lead and enter Morristown Yard. This would also eliminate the need for trains terminating at Morristown Station to travel an additional 8 miles west to Dover Yard in order to turn back east. Additionally, the existing yard tracks and yard lead would be raised above the flood plain to allow for resilient short term and long-term train storage. Providing storage and turning capabilities at Morristown Yard would allow increase train frequency and capacity on the M&E Line while also providing additional storing options for NJ TRANSIT trains.

## EXISTING: Morristown Yard

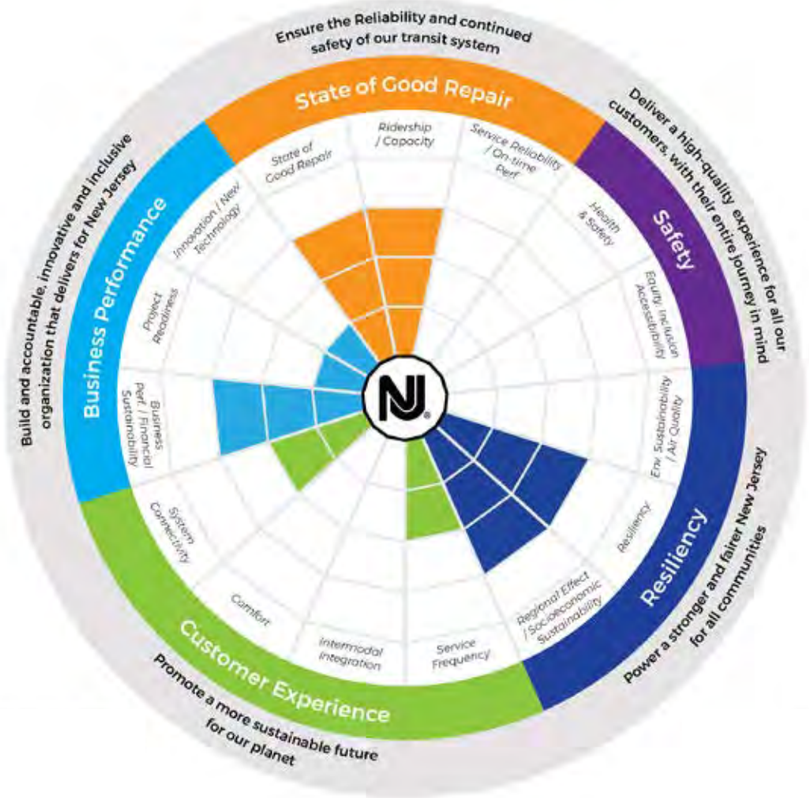





## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$152 Million**

**Estimate based upon concept design*




### Value to Customers

- Increases number of train time slots
- Provides more reliable service
- Increases on-time performance

### Value to State

- Lowers operating costs, which allows for more efficient use of public funds
- Provides resilient infrastructure to prevent damage to existing revenue fleet during extreme events

# PROJECT SHEET MORRISTOWN YARD AND POCKET TRACK

**ESTIMATED TOTAL PROJECT COSTS**

***$152M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Business Performance/Financial Sustainability***
Increasing capacity on the Morris & Essex line, while minimizing unnecessary travel time for trains going out of service, would improve business performance

***Ridership/Capacity***
Additional storage and turning capabilities at the yard would increase train frequency and on-time performance of trains on the Morris & Essex line

***Resiliency***
Raising the yard lead, tracks, and storage above the flood plain would reduce flooding risk

***State of Good Repair***
Replacing the obsolete yard lead track and upgrading the rail yard would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The project would provide **better yard access** resulting in **increased capacity and frequency** and **improved on-time performance along the Morris & Essex line**.*

# PROJECT SHEET DELCO LEAD AND COUNTY YARD EXPANSION

## Description

County Yard and Delco Lead located in New Brunswick, is an obsolete and undersized rail yard facility used to store trains along the Northeast Corridor (NEC). The existing yard consists of three electrified tracks with storage capacity for 40 rail cars (four 10-car trainsets) and an undersized Service and Inspection (S&I) facility. Overflow NEC trains are currently stored at either the Morrisville Yard or the Meadowlands Maintenance Complex (MMC). However, storing trains at either alternative facility is impractical because the MMC floods frequently, and Morrisville logistics make it costly and inefficien requiring trains to travel to the western end of the NEC for storage. Additionally, severe flooding can cut off access between Morrisville Yard and Trenton.

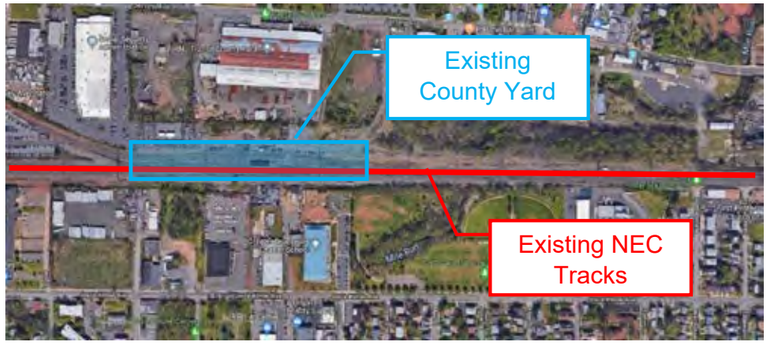
The Delco Lead and County Yard Expansion is a multifaceted project that would address the operations, storage, and resiliency needs along the NEC. The first two phases would include the construction of a new S&I facility, which would contain crew quarters and equipment storage space; and the expansion of County Yard, which would contain five tracks with the capacity to store 120 rail cars in an area resilient against flooding. The final phase is the construction of a new Delco Lead track that would extend 3.5 miles south and have the capacity to store an additional 288 rail cars. This new track would meet up with the proposed Midline Loop Project in North Brunswick. Ultimately, the creation of a robust, more centrally located storage and inspection facility as part of the Delco Lead and County Yard Expansion would significantly improve NJ TRANSIT's operational efficienc while reducing costs. It would also substantially enhance the agency's ability to provide timely and reliable service to its customers, especially following extreme weather events.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

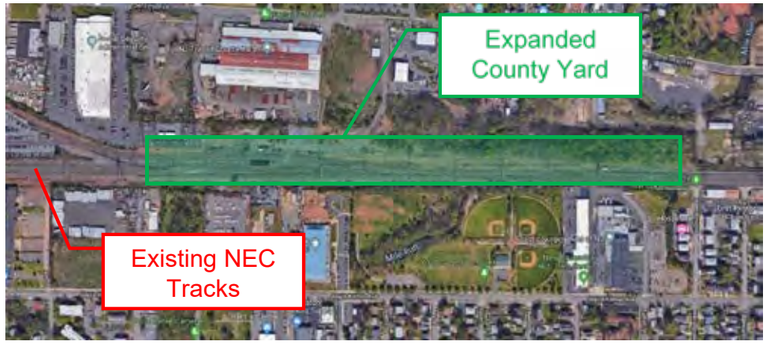
***$646 Million**

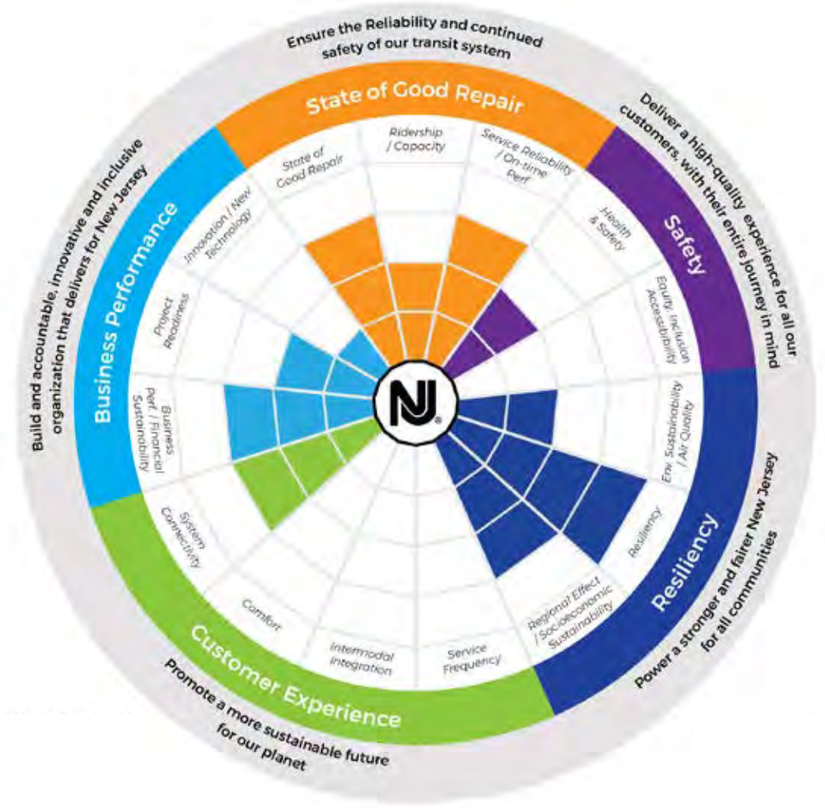
** Total estimated 2020 project cost indicates total cost over span of the project and includes funds already spent.*

## EXISTING: County Yard




## PROPOSED: Expanded County Yard




## Value to Customers

- Reduces train delays following extreme weather events

## Value to State

- Lowers operating cost, which allows for more efficient use of public funds
- Provides resilient infrastructure to prevent damage to existing revenue fleet during extreme events

# PROJECT SHEET DELCO LEAD AND COUNTY YARD EXPANSION

## ESTIMATED TOTAL PROJECT COSTS

***$646M**

**TOTAL ESTIMATED 2020 PROJECT COST INDICATES TOTAL COST OVER SPAN OF THE PROJECT AND INCLUDES FUNDS ALREADY SPENT*

***Business Performance/Financial Sustainability***
The project would reduce train down-time and ensure NJ TRANSIT can respond quickly to unforeseen challenges

***Resiliency***
The new track would significantly enhance the reliability and service delivery of the NJ TRANSIT rail network while providing additional storage in an area not prone to flooding

***Regional Effect/Socioeconomic Sustainability***
Congestion would decrease by reducing movements of trains stored at remote locations

***State of Good Repair***
Replacing the obsolete Delco Lead track and building a new Service & Inspection Facility would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*A new Delco Lead would extend 3.5 miles south, **store 288 additional cars**, and **include a new Service & Inspection Facility**.*

# PROJECT SHEET SMALL YARDS REHABILITATION PROGRAM

## Description

NJ TRANSIT operates 15 rail yards throughout the state and along various lines. These yards play a vital role in NJ TRANSIT's ability to provide safe, efficient and reliable service to its customers. At the same time, these facilities are essential in the Agency's compliance with federal regulations. Each facility is used daily to store, inspect, and maintain the agency's rail fleet. These yards also play a key role as turning tracks to allow trains to change direction on a rail line, which is essential to facilitate efficien rail operations. Much of the existing infrastructure at the yards, including inspection pits, fuel facilities, lighting, and personnel facilities, has exceeded its recommended service life and need to be rehabilitated or completely replaced. Furthermore, many of these yards are to too small to handle the service and inspection needs of the expanding fleet, resulting in decreased efficienc and higher operational costs.

The Small Yards Rehabilitation Program would prioritize equipment replacement and facility rehabilitation at 11 of the 15 yards, which are considered NJ TRANSIT's "small" yards. These upgrades would restore the maintenance facilities to a state of good repair while providing both expanded capacity and capability for servicing the growing NJ TRANSIT rail fleet. It is also vital that the infrastructure issues at the yards are addressed, as rail maintenance functions are mandated by the FRA, and efficien routine preventative maintenance is essential to reducing delays due to equipment problems. Furthermore, logistical improvements would be implemented at each location to streamline the movement of trains within the yards, which will ultimately increase overall efficienc and mitigate potential delays.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$451 Million**

**Estimate based upon concept design*

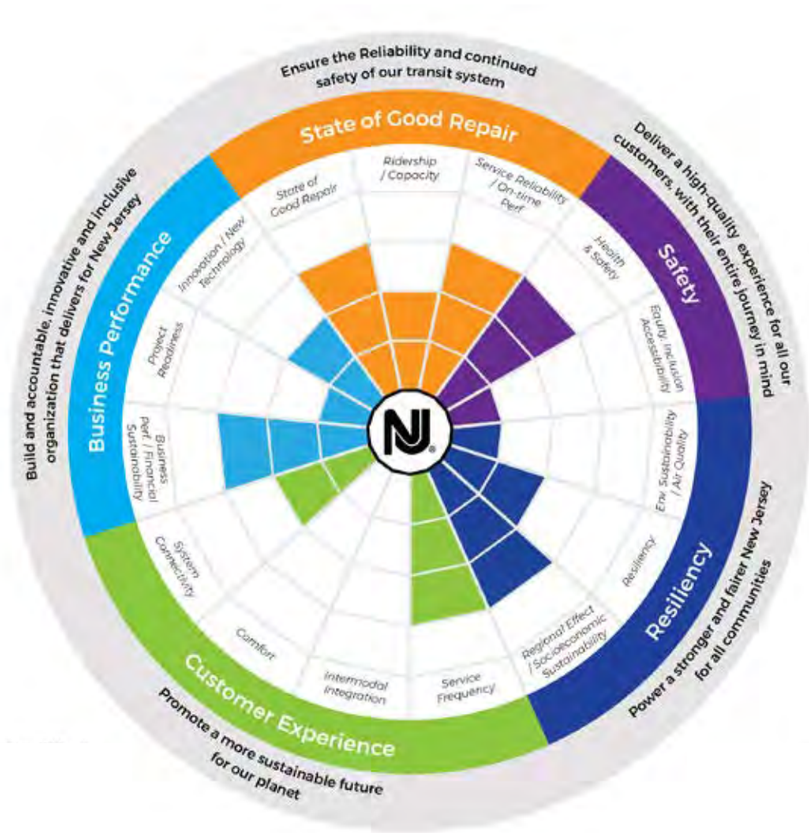
## EXISTING: Bay Head and Port Morris Rail Yards



*Bay Head Rail Yard*



*Port Morris Rail Yard*




## Value to Customers

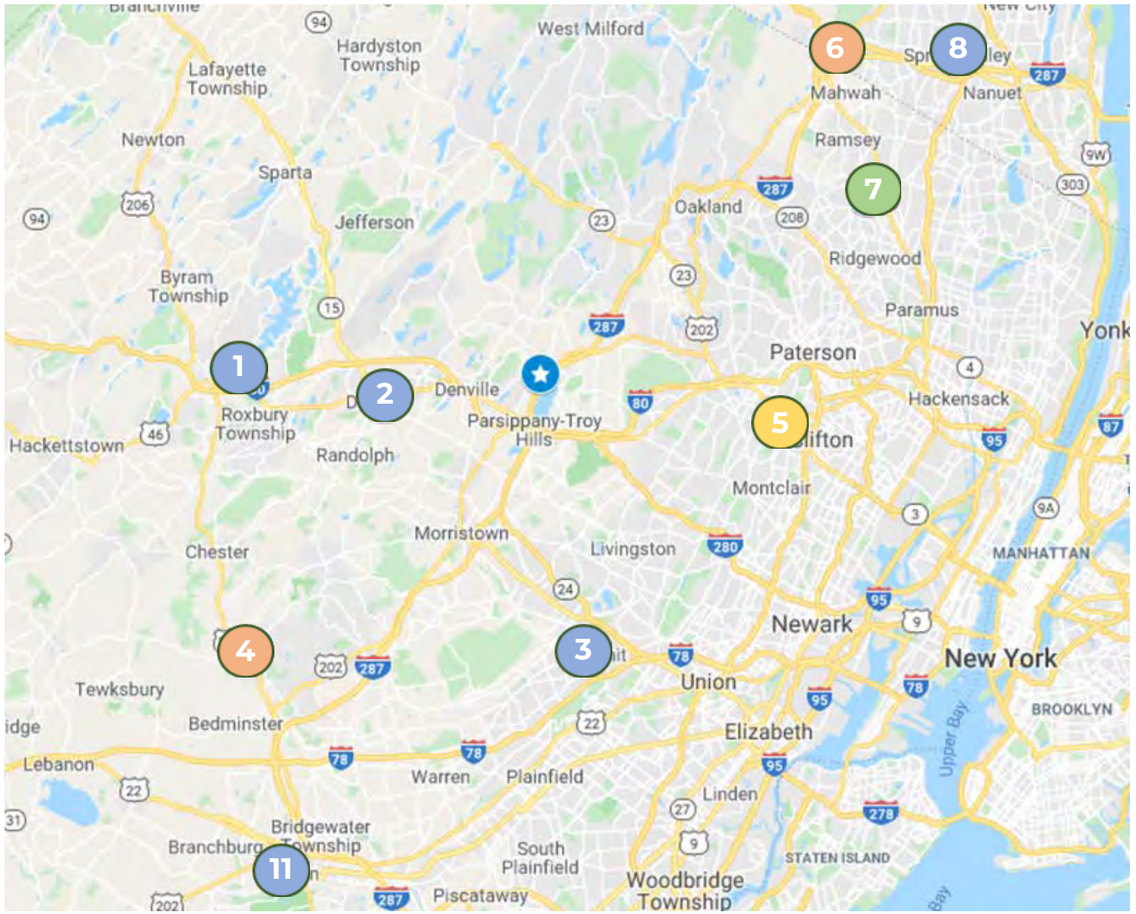
- Increases equipment reliability
- Reduces equipment failure delays

## Value to State

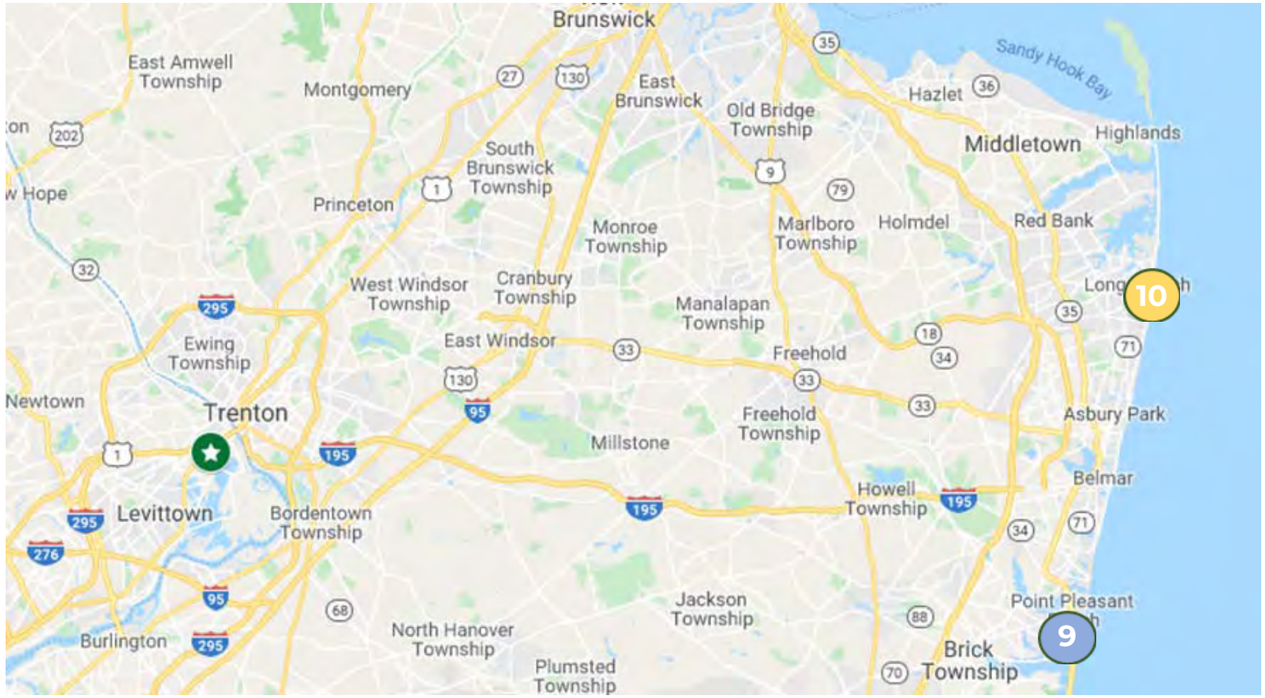
- Lowers operating costs
- Reduces potential injuries associated with on-site maintenance work
- Improves equipment maintenance resulting in reduced life cycle and recovery costs
- Facilitates compliance with FRA regulations

# PROJECT SHEET SMALL YARDS REHABILITATION PROGRAM

## Northern Yards




## Southern Yards




## Legend

| Phase | Start Year | Yards |
|---|---|---|
| 1 | 2021 | Waldwick |
| 2 | 2024 | Suffern; Gladstone |
| 3 | 2027 | Long Branch; Great Notch |
| 4** | TBD | Port Morris; Dover; Summit; Woodbine; Bayhead; Raritan |

*** Work for remaining yards to be completed in subsequent phases and years that are still to be determined (TBD)*

| | Yard | Durations (yrs) | | Major Scope Items(1)) | | |
|---|---|---|---|---|---|---|
| | | Design | Constr. | Pedestal Pit | S&I /Mech. Facility | Personnel Facility |
| 1 | Port Morris | 2 | 3 | | ✓ | |
| 2 | Dover | 2 | 3 | | ✓ | |
| 3 | Summit(1) | 1 | 1 | | | |
| 4 | Gladstone | 1 | 1 | | | ✓ |
| 5 | Great Notch | 1 | 2 | ✓ | | |
| 6 | Suffern | 1 | 2 | ✓ | | ✓ |
| 7 | Waldwick | 1 | 2 | ✓ | | |
| 8 | Woodbine | 1 | 1 | | | ✓ |
| 9 | Bayhead | 1 | 2 | | ✓ | |
| 10 | Long Branch | 1 | 2 | ✓ | | |
| 11 | Raritan | 1 | 1 | | | ✓ |

*(1) Only major scope items are tabulated. Minor scope items include but are not limited to: new fuel pads; improved lighting; new equipment; new nice vision cameras; wayside power upgrades; MEP upgrades; new sand towers*

# PROJECT SHEET SMALL YARDS REHABILITATION PROGRAM

## ESTIMATED TOTAL PROJECT COSTS

***$451M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Business Performance/Financial Sustainability***
Upgrades would reduce maintenance costs and increase operational capacity and efficiency

***Service Reliability- On-Time Performance***
Better serviced trains would result in better on-time performance and more reliable operations

***Regional Effect/Socioeconomic Sustainability***
Upgrades to maintenance equipment would ensure smoother rail operations with fewer equipment failures

***State of Good Repair***
Upgrading and replacing maintenance equipment would improve state of good repair for both the yards and train coaches

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Restore maintenance facilities to a state of good repair and* ***expand capacity and capabilities for a growing rail fleet****.*

# PROJECT SHEET MODIFY LYONS SIDING ON GLADSTONE LINE

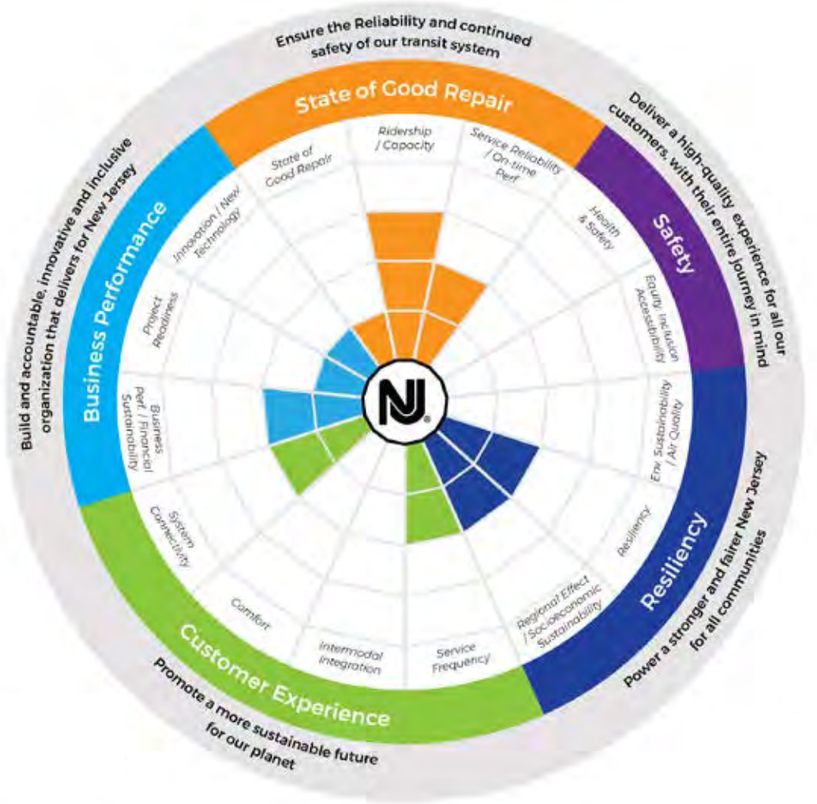
## Description

The Gladstone line services NJ TRANSIT passengers between Gladstone and Summit, where it then merges into the Morristown Line and continues east towards Hoboken and New York Penn Station. The Gladstone line only operates with a single track, which requires inbound and outbound trains to coordinate their operations. These operations rely heavily on the use of siding track to allow the opposing train to pass. Bernardsville Station and Stirling Station are approximately six miles apart with the only two siding tracks between them located at the stations. This is a signific nt distance to travel between siding tracks, which greatly reduces the number of trains that can run along the line.

This project would modify the existing Lyons siding located east of Lyons Station so that it can be used by passenger rail. The existing Lyons siding can only be used by maintenance equipment because it is not controlled, meaning it has no signals and the switch to get into the siding is manually controlled. Converting this to a controlled siding would allow more inbound and outbound trains on the Gladstone Line and would provide greater flexibility of operation on the single track, which would ultimately mitigate train delays and provide a more reliable commute for NJ TRANSIT customers.

**EXISTING:**
**Lyons Siding**




**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$11 Million**

### Value to Customers

- Reduces train delays from bi-directional travel on a single track, and reduces headways

### Value to State

- Increases on-time performance, safety, and service reliability, which will bolster public perception

# PROJECT SHEET MODIFY LYONS SIDING ON GLADSTONE LINE

**ESTIMATED TOTAL PROJECT COSTS**

**$11M**

***Business Performance/Financial Sustainability***
Converted siding would increase the capacity of the line and passenger revenue, while decreasing delays

***Service Reliability - On-Time Performance***
Conversion to a controlled siding would provide a more reliable commute for customers

***Regional Effect/Socioeconomic Sustainability***
Converted siding would allow more inbound and outbound trains with enhanced operational flexibility

***Ridership/Capacity***
Allow more inbound and outbound trains on the Gladstone Line

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Converting to a controlled siding would **allow for more trains on the line**, **greater flexibility**, and **mitigate delays**.*

# PROJECT SHEET NEW BOONTON YARD

## Description

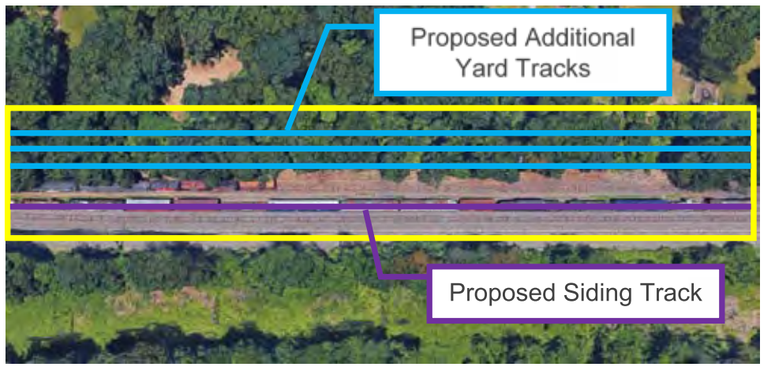
The Montclair-Boonton line services an average of 18,800 passengers per weekday between New York Penn Station and Mount Olive. Most of the line operates with two tracks to allow inbound trains and outbound trains to operate on separate tracks. Just east of Montclair State University Station, however, the two tracks merge into a single track which continues west to Denville Station. This requires inbound and outbound trains to coordinate their operations; these trains rely heavily on the use of siding track to allow the opposing train to pass. They also rely on rail yards for anticipated layovers in addition to providing storage. The existing siding track and rail yard west of Boonton Station is obsolete and in need of replacement.

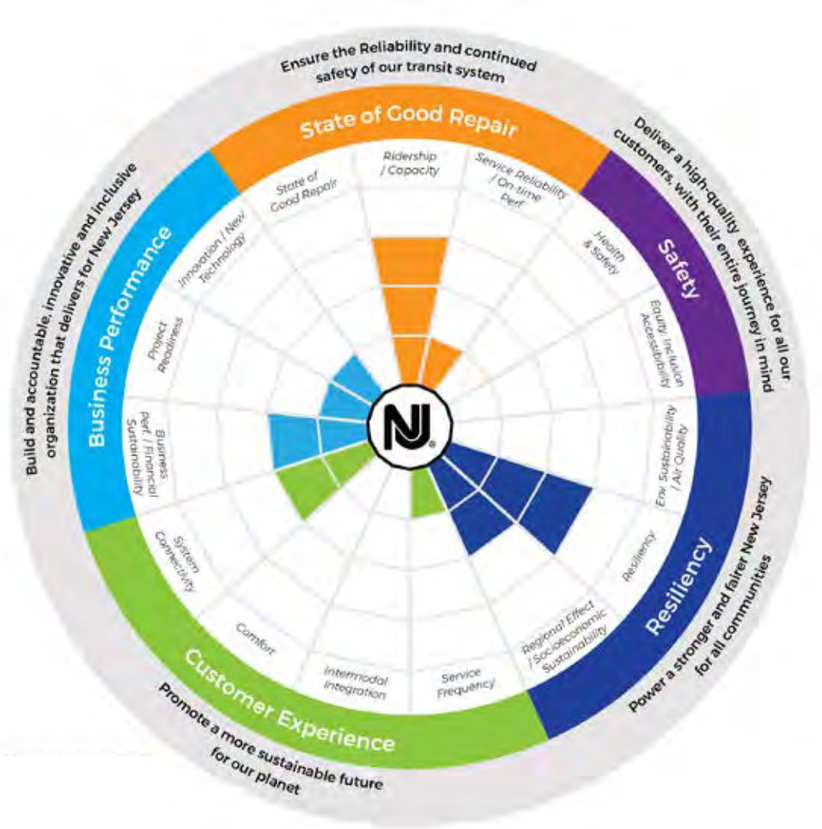
This project would replace the existing Boonton rail yard and siding track with new and additional track, interlockings, and signals just west of Boonton Station. This would allow more inbound and outbound trains on the Montclair-Boonton Line and will provide greater operational flexibility on the single track, which would ultimately mitigate train delays and provide a more reliable commute for NJ TRANSIT customers.

**EXISTING:**
**Boonton Yard**



**PROPOSED:**
**New Boonton Yard**




**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$41 Million**

### Value to Customers

› Reduce train delays from bi-directional travel on a single track, and reduces headways

### Value to State

› Increases on-time performance, safety, and service reliability, which will bolster public perception

# PROJECT SHEET NEW BOONTON YARD

**ESTIMATED TOTAL PROJECT COSTS**

**$41M**

***Ridership/Capacity***
Adding additional track, interlockings, and signals would increase capacity on Montclair-Boonton Line

***Resiliency***
The new track would significantly enhance the reliability and service delivery of the NJ TRANSIT rail network while providing additional storage in an area not prone to flooding

***Business Performance/Financial Sustainability***
Adding additional track would provide greater operational flexibility

***Regional Effect/Socioeconomic Sustainability***
Improvements would reduce delays and improve operational flexibility to respond to service disruptions

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Replacing the yard would* ***enhance state of good repair****,* ***reliability****,* ***capacity****, and* ***business performance****.*

# PROJECT SHEET MIDLINE LOOP

## Description

The Northeast Corridor (NEC) is NJ TRANSIT's most heavily used rail line and serves over 122,000 passengers on an average weekday, which makes up nearly 39% of total ridership. There currently is a major operational challenge on the corridor in New Brunswick at the existing Jersey Avenue Station. Eastbound trains originating at the station must move from the outbound Track 4 across all the NEC tracks to the inbound Track 1. This move requires use of the County Yard Interlocking just east of the station. Given the amount of NJ TRANSIT and Amtrak trains on the NEC, there are limited schedule windows to permit these train movements. Thus, delays with Jersey Avenue departures results in stack-up delays along the entire NEC as well along the North Jersey Coast Line (NJCL) which enters NEC territory near Rahway.

This project would include installing a fifth track (Track 5) along the NEC in North Brunswick, which would be an extension of the proposed Delco Lead track. The proposed Delco Lead track must be installed before the Midline Loop can become operational. The new Track 5 would continue onto a new viaduct structure that loops over the NEC right-of-way and enters back onto inbound Track 1. This track and flyover would eliminate the need for eastbound trains from Jersey Avenue Station to occupy the interlocking while moving across the NEC from Track 4 to Track 1. The Midline Loop project would have substantial operational benefits for both NJ TRANSIT and Amtrak, as it would mitigate operational delays for both agencies, improve on-time performances, reduce congestion, and provide much-needed capacity augmentation. Its operational benefits would also be magnified by the proposed North Brunswick Station and new Jersey Avenue Station projects.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$511 Million**

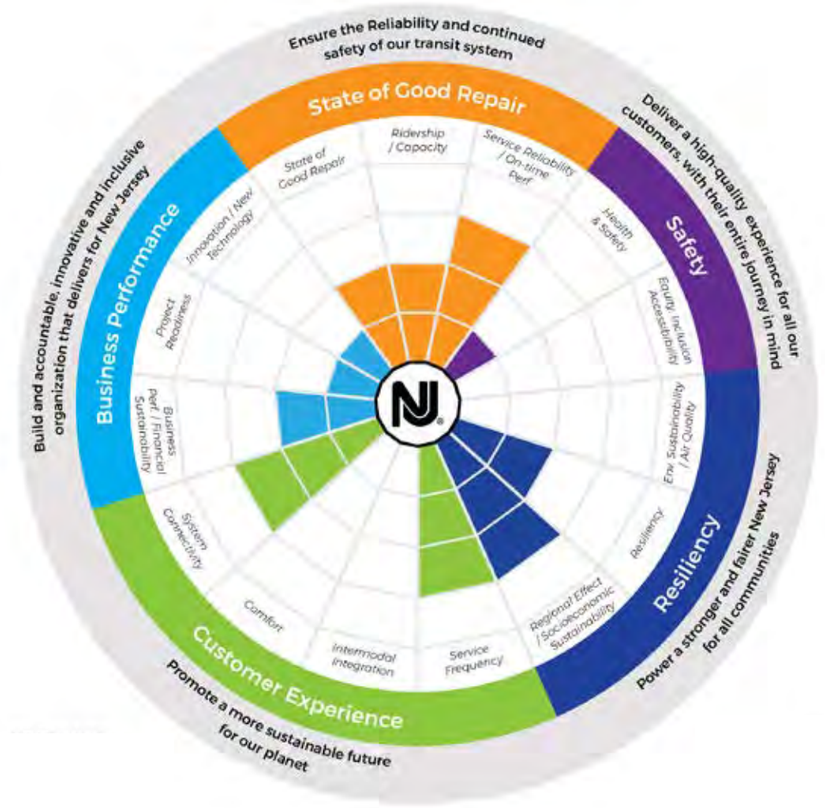
**Estimate based upon concept design*

## EXISTING: Northeast Corridor



## PROPOSED: Midline Loop Viaduct






## Value to Customers

- Increases on-time performance
- Creates more train time slot openings
- Decreases delays caused by conflicts at the interlocking

## Value to State

- Increases on-time performance and service reliability
- Lowers operating cost, which allows for more efficient use of public funds

# PROJECT SHEET MIDLINE LOOP

## ESTIMATED TOTAL PROJECT COSTS

***$511M**

**ESTIMATES ARE BASED UPON CONCEPT FOR DESIGN*

***Service Reliability - On -Time Performance***
Delays and congestion along NEC would be significantly reduced as train movements on the interlocking would bypass Tracks 1-4

***Business Performance/Financial Sustainability***
Operational conflicts with Amtrak and NJ TRANSIT would be eliminated, allowing for more regular and reliable service along NEC

***Regional Effect/Socioeconomic Sustainability***
An additional fifth track would eliminate conflicts with the interlocking for NJ TRANSIT and Amtrak

***Service Quality/Frequency***
The project would create more capacity due to an increased number of time slots for trains

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Midline Loop would **mitigate operational delays**, **reduce congestion**, and **improve on-time performance** on NEC.*

# PROJECT SHEET HUNTER FLYOVER

## Description

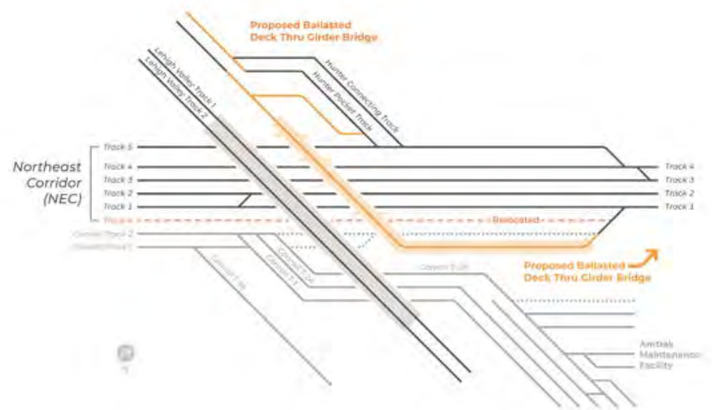
The Raritan Valley Line (RVL) extends from its western terminus in High Bridge eastward and joins the Conrail-owned Lehigh Line at Aldene, NJ (near Cranford). Then continues on Conrail's Lehigh Line into Newark, where it enters the Amtrak-owned Northeast Corridor (NEC) approximately two miles west of Newark Penn Station. At a location known as Hunter Interlocking, eastbound trains on the RVL connect to the NEC on Track 4 (outbound) and must either cross over all the existing NEC tracks at grade to reach inbound Track 1, or travel against the normal flow of rail traffi along Track 4 to reach Newark Penn Station. These complex movements create conflicts along the main stretch of the NEC between Newark Penn Station and Newark Airport Station, typically resulting in delays for the RVL trains as they wait for an open slot to enter the corridor.

The proposed Hunter Flyover project would mitigate these issues by constructing a structure over the NEC that will carry the RVL eastbound trains onto inbound Track 1, thereby eliminating the necessity to cross the NEC main tracks at grade. Elimination of crossover movements would substantially mitigate delays on both the RVL and NEC and increase train on-time performance. In addition, this operational improvement would support future growth of RVL service.

## EXISTING: RVL Merge with NEC



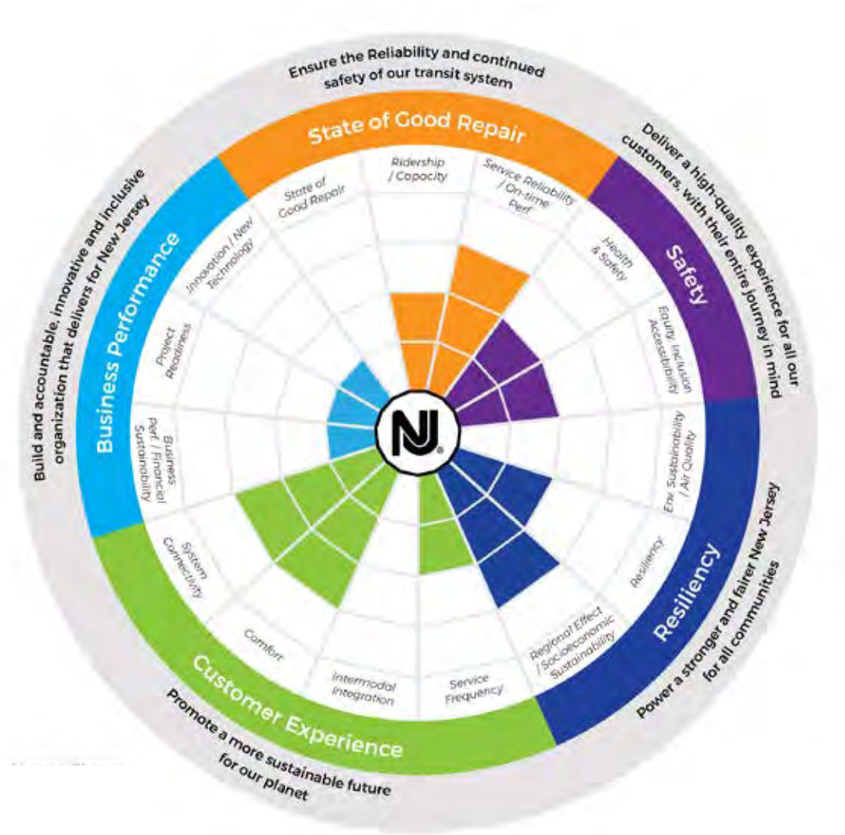
## PROPOSED: Hunter Flyover




## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$302 Million**

** Cost includes Track A work*



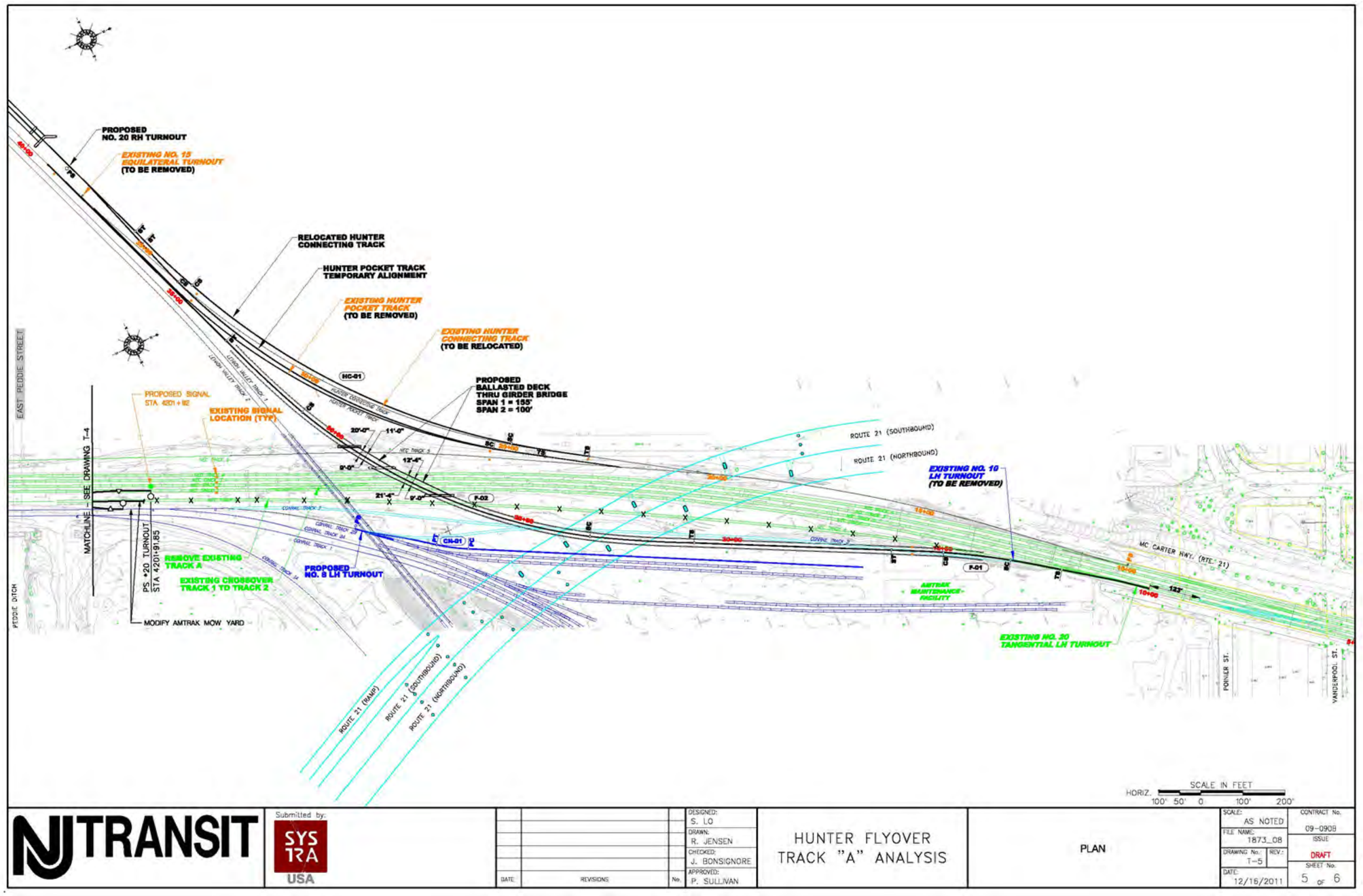

### Value to Customers

- Reduces train delays
- Enables more reliable service and increased on-time performance

### Value to State

- Minimizes revenue loss from service disruptions
- Provides for future revenue growth by supporting future growth of RVL

# PROJECT SHEET HUNTER FLYOVER




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| NJTRANSIT | Submitted by: SYSTRA USA | DATE | REVISIONS | No. | DESIGNED: S. LO<br>DRAWN: R. JENSEN<br>CHECKED: J. BONSIGNORE<br>APPROVED: P. SULLIVAN | HUNTER FLYOVER<br>TRACK "A" ANALYSIS | PLAN |

| | |
|---|---|
| SCALE: | AS NOTED |
| FILE NAME: | 1873_08 |
| DRAWING No.: | T-5 |
| REV.: | |
| DATE: | 12/16/2011 |
| CONTRACT No. | 09-0908 |
| ISSUE | DRAFT |
| SHEET No. | 5 OF 6 |

# PROJECT SHEET HUNTER FLYOVER

**ESTIMATED TOTAL PROJECT COSTS**

***$302M**

**COST INCLUDES TRACK A WORK*

***Regional Effect/Socioeconomic Sustainability***
The new flyover would mitigate delays on the Raritan Valley Line and NEC and is a vital link in restoring direct NYC service from the Raritan Valley Line

***Health/Safety***
The new flyover would eliminate movements across the NEC tracks to improve worker safety

***Service Reliability - On-Time Performance***
The new flyover would mitigate delays

***Comfort***
The new flyover could provide one seat rides into New York City

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Elimination of these movements would **substantially mitigate delays** and **increase train on-time performance**.*

# PROJECT SHEET RAIL ELECTRIC TRACTION SUBSTATION ASSESSMENT

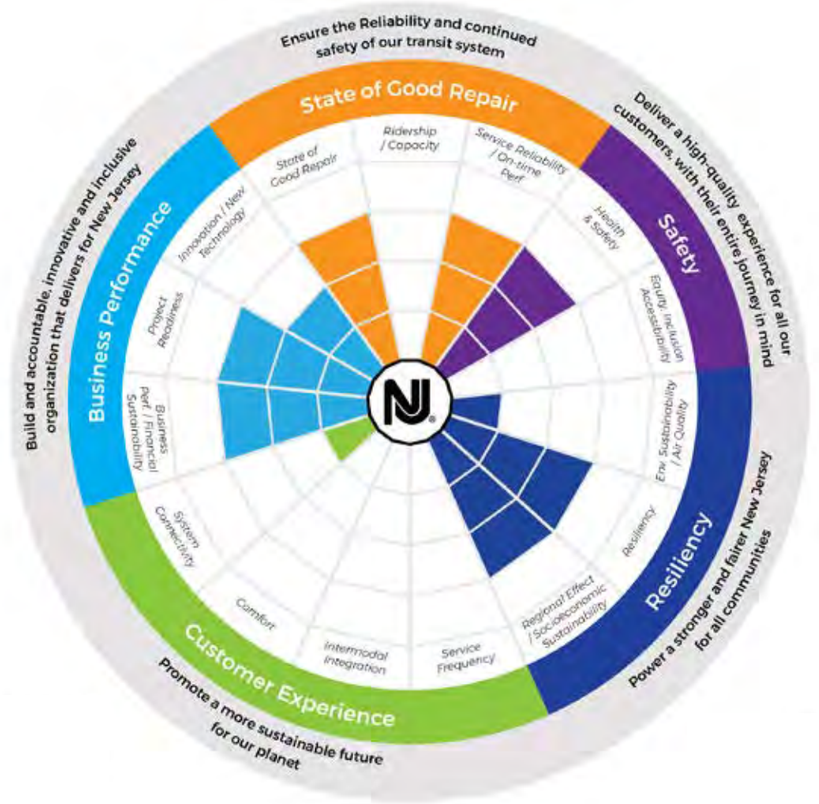
## Description

NJ TRANSIT operates on seven rail lines, three of which use overhead catenary systems to power their locomotives: Morris & Essex, Montclair-Boonton, and the North Jersey Coast Line. The electric traction (ET) substations located in various sections along each electrified line are responsible for providing power to the catenary systems. The substations convert electric power supplied by power utility companies into a form that is usable by the catenary system. NJ TRANSIT is responsible for maintaining these substations and ensuring they remain in a state of good repair so that they can continue to provide reliable train service to their customers. A malfunctioning substation can result in loss of train power and massive delays.

In this project, NJ TRANSIT would seek to enter into an agreement with the Public Service Electric & Gas Company (PSE&G) to inspect and assess 16 of NJ TRANSIT's substations. The plan includes first having PSE&G inspect a single substation in order to develop an effective strategy for inspecting the remaining 15 substations. This would allow PSE&G to more efficientl and effectively assess each substation and provide NJ TRANSIT with the data to properly maintain its infrastructure. This project would ultimately improve rail reliability by ensuring its infrastructure remains in a consistent state of good repair.

**EXISTING:**
**Mason Substation**






**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$14 Million**

### Value to Customers

- Reduces train delays from power disruptions associated with substation malfunctions

### Value to State

- Increases service reliability and on-time performance
- Lowers operating cost, including unscheduled maintenance and overtime, allowing for more efficient use of public funds

# PROJECT SHEET RAIL ELECTRIC TRACTION SUBSTATION ASSESSMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$14M**

***Resiliency***
Regular monitoring and servicing of substations would ensure that trains are able to run reliably during all types of weather events

***Regional Effect/Socioeconomic Sustainability***
Rail lines across the system would benefit from this program

***Service Reliability - On-Time Performance***
More reliable substation performance would enable trains to run on a more consistent schedule

***State of Good Repair***
This program would ensure that rail substations are maintained well and serviced regularly

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*This project would more **effectively and efficiently assess each substation** and provide NJ TRANSIT with the data to **properly maintain the infrastructure**.*

# PROJECT SHEET NEW GRAW SIGNAL SUBSTATION

## Description

The North Jersey Coast Line (NJCL) services approximately 22,800 NJ TRANSIT customers daily between Bay Head and New York Penn Station. The Aberdeen Substation, located just east of the Aberdeen-Matawan Station, is responsible for providing power to the track signal system between Aberdeen and Graw, which is the location where the NJCL enters the Northeast Corridor (NEC). A malfunction at the substation and/or with the signal system can result in an out-of-service condition for this corresponding stretch of track which spans approximately 14 miles. Given the lack of system redundancy at this location, there are increased susceptibility of service disruptions along this stretch of track.

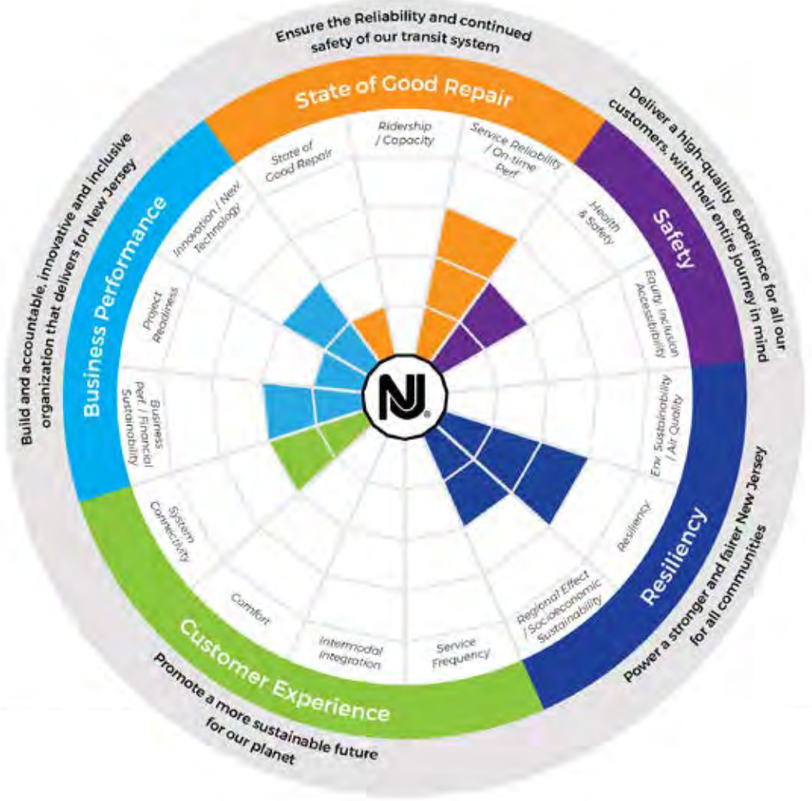
This project would construct a new signal substation at the Graw Interlocking where the NJCL enters the NEC. The proposed substation would provide signal power west towards Aberdeen to add redundancy and limit the stretch of track that relies on a single substation for signal power. This much needed redundancy to the signal system between Aberdeen and Graw would mitigate the risk of loss of track operations due to signal system or substation malfunction. Ultimately, this project would decrease operational delays and improve reliability along the NJCL.

**EXISTING:**
**NJCL Entering NEC at Graw**



**PROPOSED:**
**Signal Substation**






**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$20 Million**

### Value to Customers

› Provides more reliable service

### Value to State

› Lowers costs associated with recurring service outages, which allows for more efficient use of public funds

# PROJECT SHEET NEW GRAW SIGNAL SUBSTATION

**ESTIMATED TOTAL PROJECT COSTS**

**$20M**

***State of Good Repair***
This program would ensure that rail substations are maintained well and serviced regularly

***Health/Safety***
The new flyover would eliminate movements across the NEC tracks to improve worker safety

***Regional Effect/Socioeconomic Sustainability***
Limit the stretch of track that relies on a single substation for signal power

***Resiliency***
Add redundancy to the signal system to mitigate the risk of track operations failure due to a signal system or substation malfunction

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The substation would **provide signal power** west towards Aberdeen to **add redundancy** and limit the track that relies on a single substation for signal power.*

# PROJECT SHEET SUFFERN SUBSTATION AND CREW QUARTERS

## Description

The Main-Bergen County Line services approximately 31,450 NJ Transit passengers a day between Suffern, NY and Hoboken, NJ. Just north of Suffern Station is the Suffern Substation, which is located underneath the access ramp for Interstate 87 and is part of Suffern Yard. This substation is responsible for providing power to trains parked in the yard, track switch heaters, brake air compressors and heaters, property lights, and the crew quarters. However, the existing substation has sustained considerable damage from ice and snow containing road salt being dropped on the switch gear. This condition is compromising the reliability of the equipment and the safety of NJ TRANSIT employees. In addition to switch gear damage, the current substation location is between a steep cliff and support pillars for the highway ramp, making it impossible to bring in any equipment to service the substation.

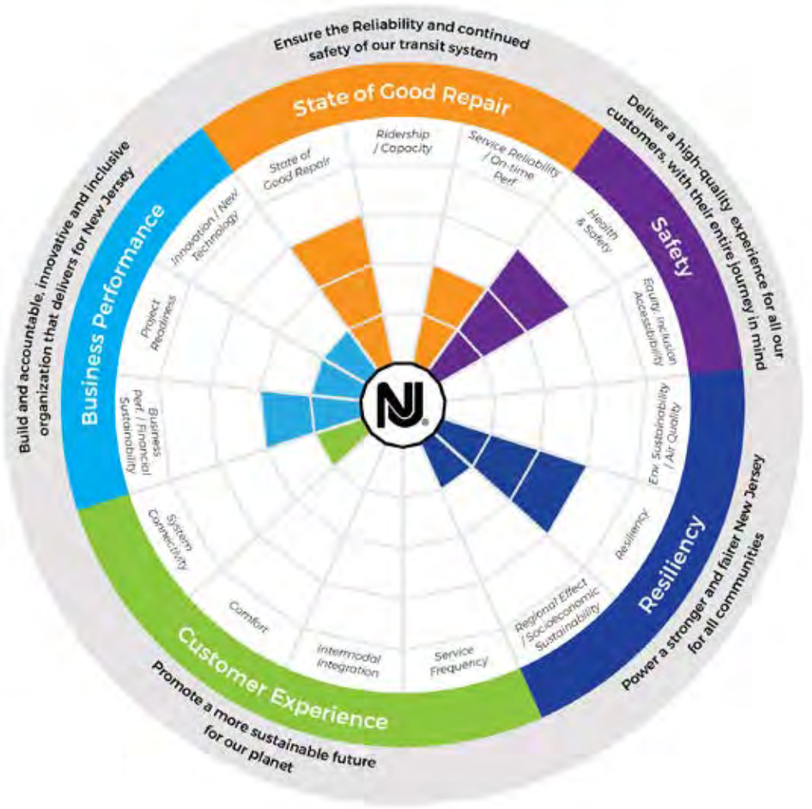
This project would replace the existing substation and move it north towards the existing Suffern Yard. This would put it in an area free of overheard roadways and support structures, which would prevent deterioration from snow, ice, and debris falling on the substation. This relocation would also improve access to the substation for maintenance crews and equipment. Additionally, the substation building would also function as a crew quarters for relevant NJ TRANSIT maintenance personnel. Ultimately, replacement and relocation of the Suffern Substation would mitigate substation maintenance concerns, improve worker safety, and increase service reliability.

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$21 Million**

**PROPOSED:**
**New Substation**






## Value to Customers

- Provides more reliable service
- Increases equipment reliability

## Value to State

- Lowers maintenance costs, which allows for more efficient use of public funds
- Reduces in potential injuries associated maintenance work under overhead roadway

# PROJECT SHEET SUFFERN SUBSTATION AND CREW QUARTERS

**ESTIMATED TOTAL PROJECT COSTS**

**$21M**

***Business Performance/Financial Sustainability***
Placing the new substation in a safer location would decrease maintenance and operations costs

***Resiliency***
Add redundancy to the signal system to mitigate the risk of track operations failure due to a signal system or substation malfunction

***Health/Safety***
Relocating the substation away from the roadway would improve the safety of all personnel using the substation

***State of Good Repair***
Replacing the outdated substation and protecting the new substation from harmful weather would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Replacement and relocation of the substation would* ***mitigate substation maintenance concerns, improve worker safety, and increase service reliability****.*

# PROJECT SHEET WOOD TO STEEL POLE CONVERSION ON GLADSTONE BRANCH

## Description

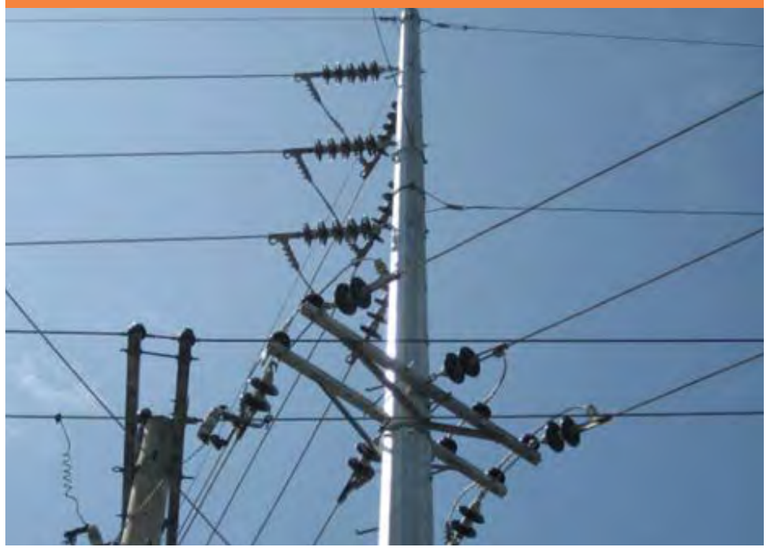
The Gladstone Branch runs single track service between Gladstone and Summit and is an extension of the Morris and Essex (M&E) Line. Currently, there are wood poles along the Gladstone Branch right-of-way that support the catenary and signal lines for approximately 22 miles. These poles are frequently damaged during strong wind events and disrupt the track catenary and signal systems. Any disruption to service on this branch is felt throughout the entire line because it only runs a single track.

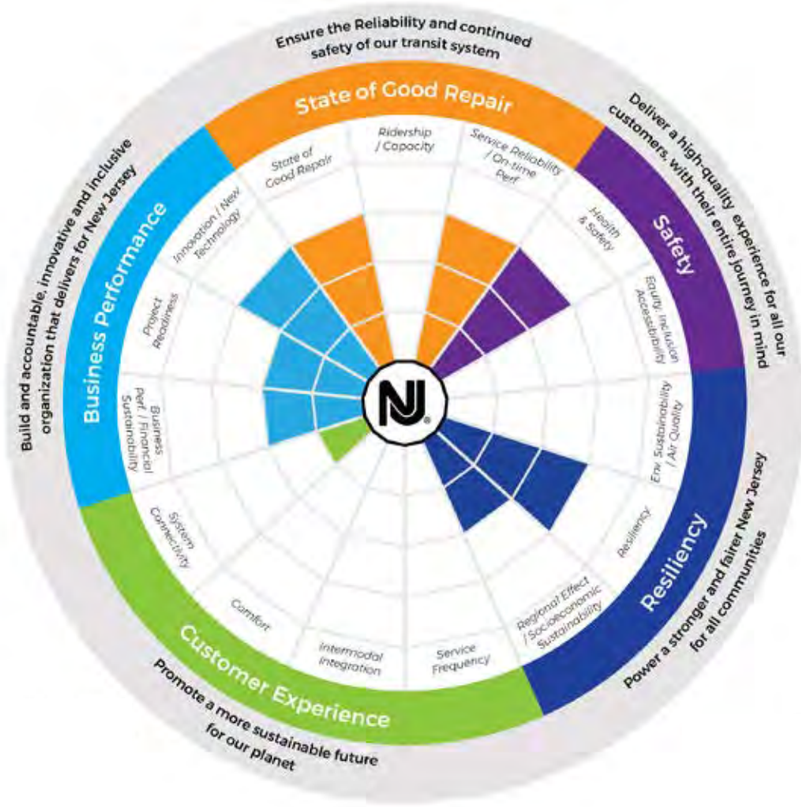
This project would replace the existing obsolete wood poles with stronger steel poles. The steel poles would withstand stronger winds and prevent widespread line outages during extreme events. Additionally, steel poles provide a much longer service life than wood, which would reduce maintenance expenses. Ultimately, replacement of the existing wood poles with stronger steel poles would allow the NJ TRANSIT to provide more reliable service to its customers along the Gladstone Branch while lowering costs.

**EXISTING:**
**Wood Poles**



**PROPOSED:**
**Steel Poles**






**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$81 Million**

### Value to Customers

- Provides more reliable service
- Increases on-time performance

### Value to State

- Lowers costs associated with maintaining existing wood poles, allowing for more efficient use of public funds
- Provides resilient infrastructure to prevent damage to signal and catenary systems during extreme wind events

# PROJECT SHEET WOOD TO STEEL POLE CONVERSION ON GLADSTONE BRANCH

**ESTIMATED TOTAL PROJECT COSTS**

**$81M**

***Resiliency***
New steel poles would be able to withstand strong wind events

***Health/Safety***
Stronger steel poles would decrease the risk of poles falling during extreme wind events

***Service Reliability - On-Time Performance***
Replacing outdated wood poles with steel poles would reduce delays associated with downed poles

***State of Good Repair***
Replacing wood poles with steel poles that have a longer service life would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Replacing obsolete wood poles with stronger steel poles would allow NJ TRANSIT to **provide more reliable service to customers along the Gladstone Branch**.*

# PROJECT SHEET NJ TRANSITGRID

## Description

To provide a resilient energy supply for a targeted portion of rail infrastructure, NJ TRANSIT would construct a first-of-its-kind electrical microgrid to supply highly reliable power during storms or other times when the centralized power grid is compromised. NJ TRANSITGRID received a Record of Decision from the Federal Transit Administration in April 2020. NJ TRANSIT is considering ways to better incorporate renewable energy and storage as part of the project's continued development, in alignment with the State's Energy Master Plan.

NJ TRANSIT currently relies on a regional grid managed by Pennsylvania-New Jersey-Maryland Interconnection (PJM) to provide electricity for its traction power system. This creates a dependency on a single power supply and distribution system, which is vulnerable to power outages during extreme events. Vulnerability of the existing system was realized in 2012, when Superstorm Sandy caused widespread power outages that disrupted NJ TRANSIT service and operations for several days.

The proposed facility would operate 24/7 and be sized to handle limited operations on the Northeast Corridor between New York's Penn Station and NJ TRANSIT's Jersey Avenue Station in New Brunswick; the Morris & Essex line between Hoboken Terminal and Maplewood Station; and the Hudson-Bergen Light Rail (HBLR) Transit System. The project would also provide power to the signal system on a portion of the Main Line.

The NJ TRANSITGRID project involves constructing a microgrid central facility (MCF) and creating a distributed generation system. In addition to providing emergency backup power, these resources would allow NJ TRANSIT to participate in peak "shaving" practices, which would lower the cost of electricity provided by the regional grid. A nanogrid would be installed to provide emergency power for the HBLR.

NJ TRANSITGRID would maintain and enhance mobility and regional security during a power outage, minimize disruptions to the regional workforce and economy, enhance electric grid reliability by providing additional sources of efficien power, and minimize pollutants by utilizing clean energy technologies. As design is ongoing, a portion of the project would also incorporate distributed energy, renewable energy (solar panels and flywhe ls), and other technologies to provide power to key NJ TRANSIT stations, maintenance facilities, bus garages, and other buildings.

**EXISTING:** Decommissioned Coal-Powered Hudson Generating Station



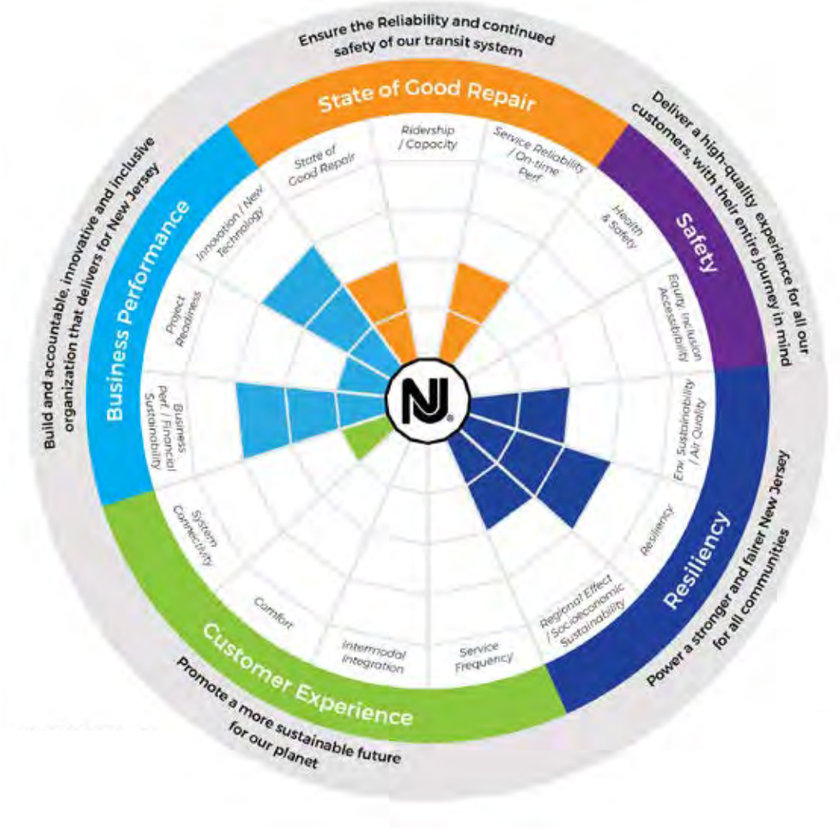
**PROPOSED:**
Microgrid Central Facility (MCF)



**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

***$577.4 Million**

** Year 1 includes funds already spent on design phase activities*




## Value to Customers

- Reduces train delays following power outages
- Establishes more reliable service

## Value to State

- Lowers operating cost by providing more efficient power distribution
- Minimizes revenue loss from service disruptions
- Generates revenue through sale of power to outside entities
- Reduces greenhouse gases
- Advances state alternative energy goals

# PROJECT SHEET NJ TRANSITGRID




Figure ES-2: Proposed NJ TRANSITGRID Project Location

NJ TRANSITGRID TRACTION POWER SYSTEM

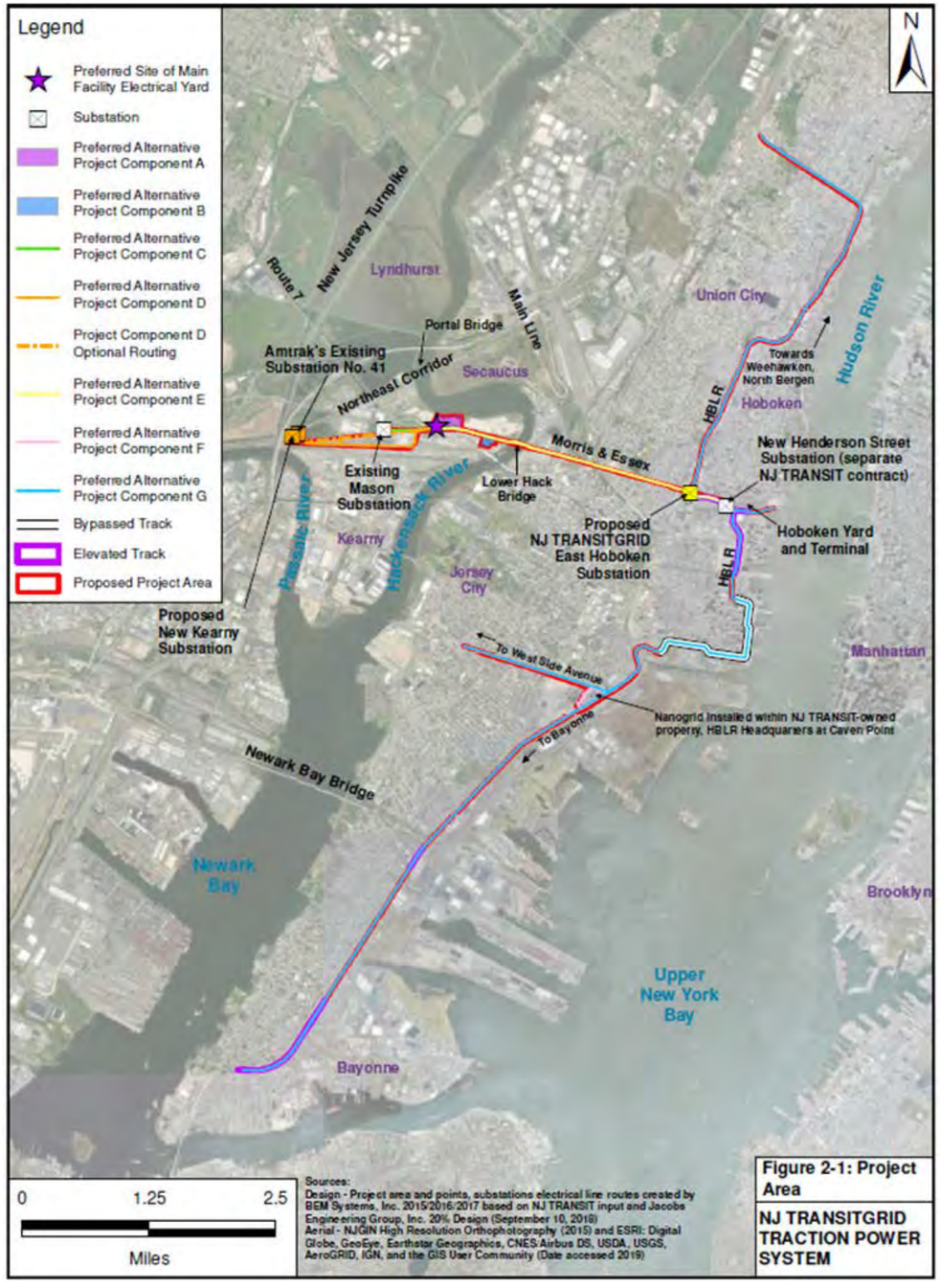



Figure 2-1: Project Area

NJ TRANSITGRID TRACTION POWER SYSTEM

# PROJECT SHEET NJ TRANSITGRID

## ESTIMATED TOTAL PROJECT COSTS

**$577.4M**

**YEAR 1 INCLUDES FUNDS ALREADY SPENT ON DESIGN PHASE ACTIVITIES*

***Business Performance/Financial Sustainability***
NJ TRANSITGRID would provide efficient power and lessen service outages

***Service Reliability - On-Time Performance***
A backup power source would increase service reliability and eliminate long disruptions during extreme weather events

***Resiliency***
NJ TRANSITGRID would provide a backup power source during extreme weather events

***Regional Effect/Socioeconomic Sustainability***
Reliable backup power source would lessen disruptions and keep service running across the transit network during extreme weather events

## STRATEGIC GOALS MET

*Promote a more sustainable future for our planet*

*Ensure the reliability and continued safety of our transit system*

*NJ TRANSITGRID would* ***enhance resilience*** *to and* ***preserve service during extreme weather events****.*

# PROJECT SHEET AUXILIARY TRANSIT OPERATIONS FACILITY

## Description

The Rail Operations Center (ROC) located in Kearny, NJ supports NJ TRANSIT's train and power dispatch operations and is its central command and control center for all train movements along its rail lines. Currently, there is no auxiliary facility to provide redundancy for operations, especially if the main facility is temporarily inaccessible or out of service. Additionally, as NJ TRANSIT continues to grow and more operations staff are needed, the current facility will not be able support the growing staff size

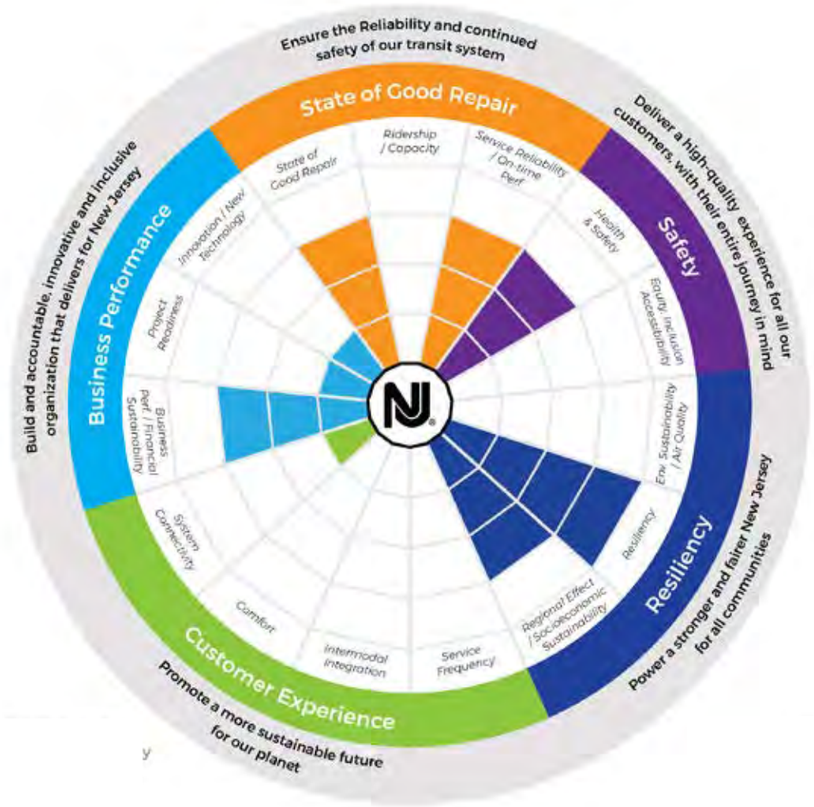
This project would construct a new rail operations dispatch center just south of Paterson Station on the Main Line. The new resilient facility would provide redundancy to train and power dispatch operations by providing a second operations center and provide additional space for NJ TRANSIT personnel. Additionally, the proposed facility would serve as the HQ for Access Link and act as the training center for all NJ TRANSIT disciplines, including a separate structure for catenary work and fall protection adjacent to the proposed dispatch center. An attached garage would be constructed to provide adequate parking for both employees and visitors. Furthermore, the building would include space to store a 90-day stockpile of personal protective equipment (PPE) that could be easily accessed and distributed in the event of an emergency.

**EXISTING:**
**NJ TRANSIT Lot**




**PROPOSED:**
**New Facility**






**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$131 Million**

### Value to Customers

- Reduces potential for service disruptions
- Provides more reliable service

### Value to State

- Minimizes revenue loss from service disruptions

# PROJECT SHEET AUXILIARY TRANSIT OPERATIONS FACILITY

**ESTIMATED TOTAL PROJECT COSTS**

**$131M**

***Resiliency***
The new facility would provide backup operations in case of an extreme weather event or emergency

***Service Reliability - On-Time Performance***
The new facility would improve service reliability and on-time performance

***Regional Effect/Socioeconomic Sustainability***
If an emergency event impacts the rail system, the network would have a backup command

***State of Good Repair***
Upgrading to a new facility would ensure operations of dispatch commands in emergency situations

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*A new facility would **provide resiliency and redundancy** for train and power dispatch operations by providing a **second operations center** and additional space for personnel.*

# PROJECT SHEET RED BANK CREW QUARTERS REPLACEMENT

## Description

The Red Bank Yard, located just south of Red Bank Station, uses temporary trailers to support administration office for the supervisory staff at Red Bank. These trailers are small, outdated, and do not provide the appropriate space or functionality needed for supervisors to perform their daily tasks. Furthermore, there is inadequate parking space for personnel.

This project would construct a new crew quarter at the Red Bank yard on the existing NJ TRANSIT right of way. The facility would be built to provide adequate offic and administration space for 30 personnel and allow them to work more safely and efficient . Additionally, a new parking lot would be built to support the additional staff.

**EXISTING:**
**Red Bank Crew Quarters**

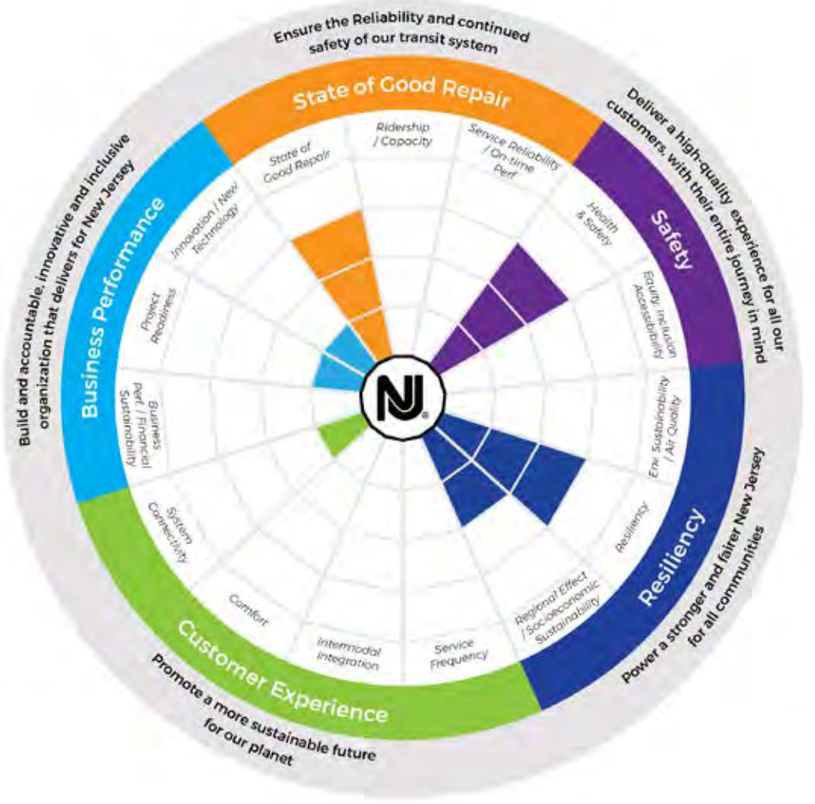



**PROPOSED:**
**Modular Office Building**



**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$7 Million**




### Value to Customers

› Provides more reliable service

### Value to State

› Reduces maintenance requirement for obsolete facility

# PROJECT SHEET RED BANK CREW QUARTERS REPLACEMENT

**ESTIMATED TOTAL PROJECT COSTS**

**$7M**

***Resiliency***
The new facility would be more resilient to extreme weather events

***Regional Effect/Socioeconomic Sustainability***
If an emergency event impacts the rail system, the network would have a backup command

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
The current crew quarters is obsolete and would be replaced with a new and more reliable facility

***Health/Safety***
Constructing a new facility would improve employee safety and provide more protections against extreme weather events

*New crew quarters would **improve employee safety** and **efficiency**.*

# PROJECT SHEET NORTHERN MOW FACILITY

## Description

The Wood-Ridge Maintenance-of-Way (MOW) Facility in Wood Ridge, NJ is located along the Bergen County Line just north of NJ TRANSIT's Westmont Station. This facility is used to house the equipment and personnel responsible for maintaining the railroad, which includes the tracks and signal systems. However, the existing facility will soon be unable to support the equipment and staff necessary to keep up with growing maintenance needs. This is a critical issue because maintaining the railway is paramount in providing reliable service to customers.

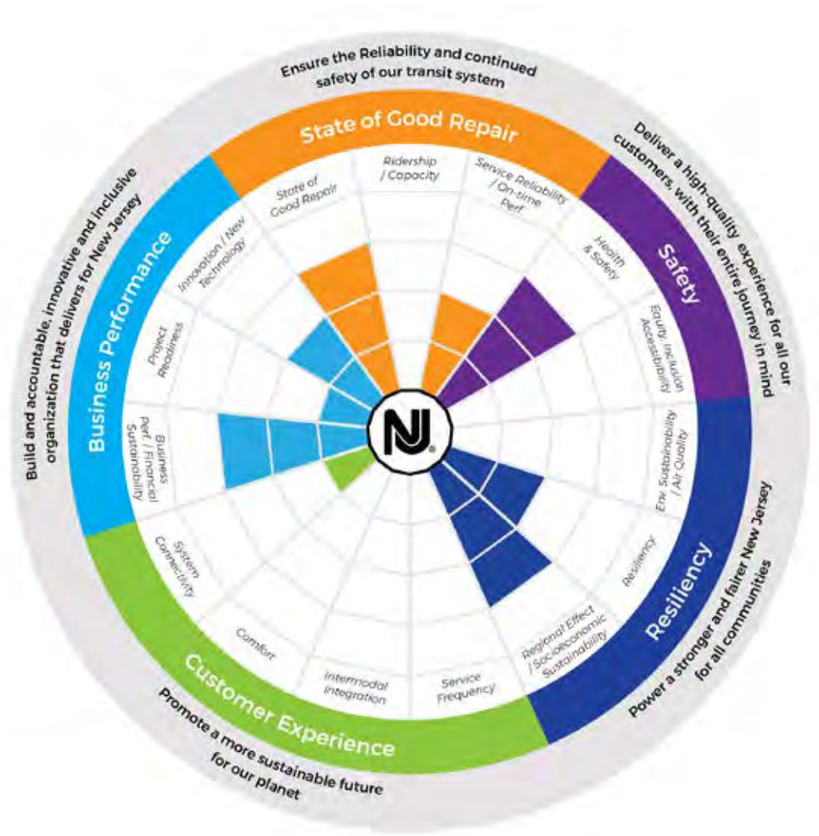
This project would construct a new MOW facility in Clifton, NJ along NJ TRANSIT's Main Line. The new site would be large enough to support additional MOW equipment, as well as provide adequate administrative space for the growing staff. Additionally, more space would be provided for parking and storing MOW equipment. Replacing the existing obsolete MOW facility with a larger, more modern MOW facility would allow NJ TRANSIT to better address the maintenance needs of the railway and provide a more consistent and reliable service to customers.

**EXISTING:**
**Wood-Ridge MOW Facility**



**PROPOSED:**
**New Facility Location**




**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$165 Million**

### Value to Customers

- Increases on-timer performance and service reliability
- Reduces service outages

### Value to State

- Minimizes revenue loss from service disruptions

# PROJECT SHEET NORTHERN MOW FACILITY

**ESTIMATED TOTAL PROJECT COSTS**

**$165M**

***Regional Effect/Socioeconomic Sustainability***
The new facility would improve equipment storage and space for administrative operations along the Main Line

***State of Good Repair***
Upgrading to a larger facility equipped with additional storage space would improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Health/Safety***
Constructing a new facility would improve employee safety and provide more protections against extreme weather events

***Business Performance/Financial Sustainability***
Less frequent service disruptions due to improved maintenance would reduce operations and maintenance costs

*A new larger facility would allow NJ TRANSIT to **better address the maintenance needs** of the railway and **provide more reliable service to customers**.*

# PROJECT SHEET BERGEN TUNNEL SOUTH TUBE REHABILITATION

## Description

The Bergen Tunnels are two parallel tubes that carry four railroad tracks under Jersey City connecting NJ TRANSIT multiple rail branches to Hoboken Terminal. These tunnels are essential infrastructure that provide a vital, necessary link in the NJ TRANSIT network. Given the age of the structures, they must be carefully maintained to ensure they remain operational and in a state of good repair. In 2001, the north tube was rehabilitated to extend its overall service life, however, due to funding issues, work was not completed on the south tube. Currently, the south tube suffers from severe water leakage that forms large icicles during winter months, requiring daily maintenance crews to remove them from the ceiling. The tunnels also lack adequate lighting and life safety systems such as extinguishers, emergency phones and sprinkler systems. Given the age of the structures coupled with the excessive leakage, the track and track beds frequently deteriorate and require increased maintenance.

This project would rehabilitate the Bergen Tunnels South Tube, bring the remaining tunnel infrastructure to a state of good repair, providing safety enhancements with the introduction of additional safety systems required by the NJ TRANSIT Tunnel Safety Committee. It would feature new sealing and waterproofing to mitigate leakage, which would prevent ice from forming while improving the tunnel's durability. These efforts would ultimately increase the tunnel's service life while drastically reducing maintenance costs associated with daily ice removals, as well as frequent track bed repairs. Furthermore, enhanced safety systems and lighting would improve overall safety for those who use the tunnels, including NJ TRANSIT personnel.

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

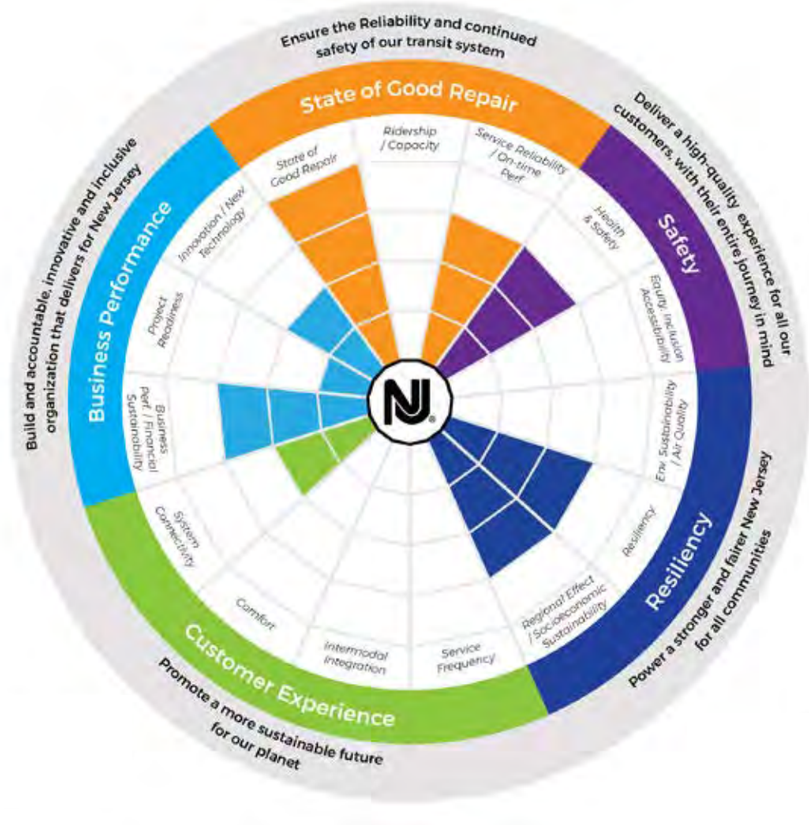
**$155 Million**

**EXISTING:**
**Bergen Tunnels**



**PROPOSED:**
**Rehabilitation**






### Value to Customers

- Increases on-time performance, safety and service reliability
- Reduces train delays associated with tunnel maintenance

### Value to State

- Lowers operating cost, including unscheduled maintenance and overtime, which allows for more efficient use of public funds

# PROJECT SHEET BERGEN TUNNEL SOUTH TUBE REHABILITATION

**ESTIMATED TOTAL PROJECT COSTS**

***$155M***

***Resiliency***
Rehabilitation features waterproofing and new sealing to mitigate leaks and improve durability

***Business Performance/Financial Sustainability***
Reduce maintenance costs associated with ice removals and track bed repairs

***State of Good Repair***
Increase tunnel's service life and bring the remaining tunnel infrastructure to a state of good repair

***Health/Safety***
Enhanced lighting and safety systems required by the NJ TRANSIT Tunnel Safety Committee

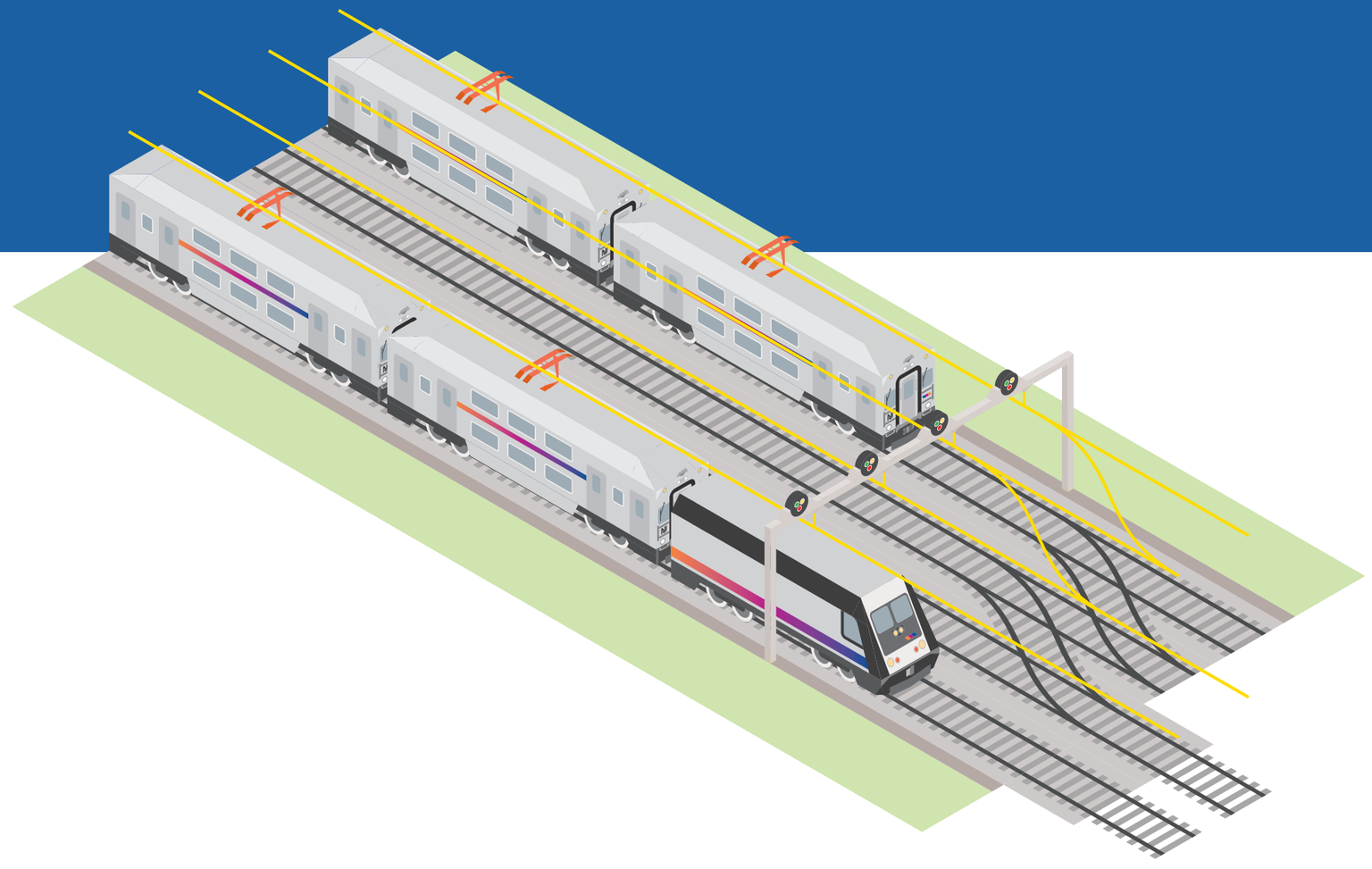
## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Rehabilitating the Bergen Tunnels South Tube, would* ***bring the remaining tunnel infrastructure to a state of good repair and provide safety enhancements***.

# Rail Expansion



# PROJECT SHEET LACKAWANNA CUTOFF

## Description

Lackawanna Cutoff is a disused rail right-of-way that stretches from Port Morris in Roxbury, NJ to Scranton, PA. Passenger service along Lackawanna Cutoff was discontinued in the 1960s, prior to the incorporation of NJ TRANSIT. Under this project, improvements will be made along the seven miles westward beyond Port Morris Junction (west of Lake Hopatcong Station) to connect to Andover, NJ, which would allow trains to operate through to New York Penn Station and Hoboken Terminal. In July 2006, the final environmental review for this project was submitted to the Federal Transit Administration for review and approval.

Significant infrastructure components, such as the 1,000-foot long Roseville Tunnel and track work to prepare for the addition of Andover Station are covered under the project's current funding and are currently in progress. Necessary trackwork around Port Morris is also included in this initial $62 Million contract.

The extension to Scranton is uncommitted at this time. Studies to examine the feasibility of an extension from Andover to Scranton have been conducted, and in 2009 the environmental assessment was completed with a "Finding of No Significant Impact" (FONSI). A study completed in March 2020, analyzed project capital costs for this extension and was sponsored by the Pennsylvania Northeast Regional Rail Authority, which was created to help expedite efforts to restore passenger service on the Pennsylvania side of the project area.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$425 Million**

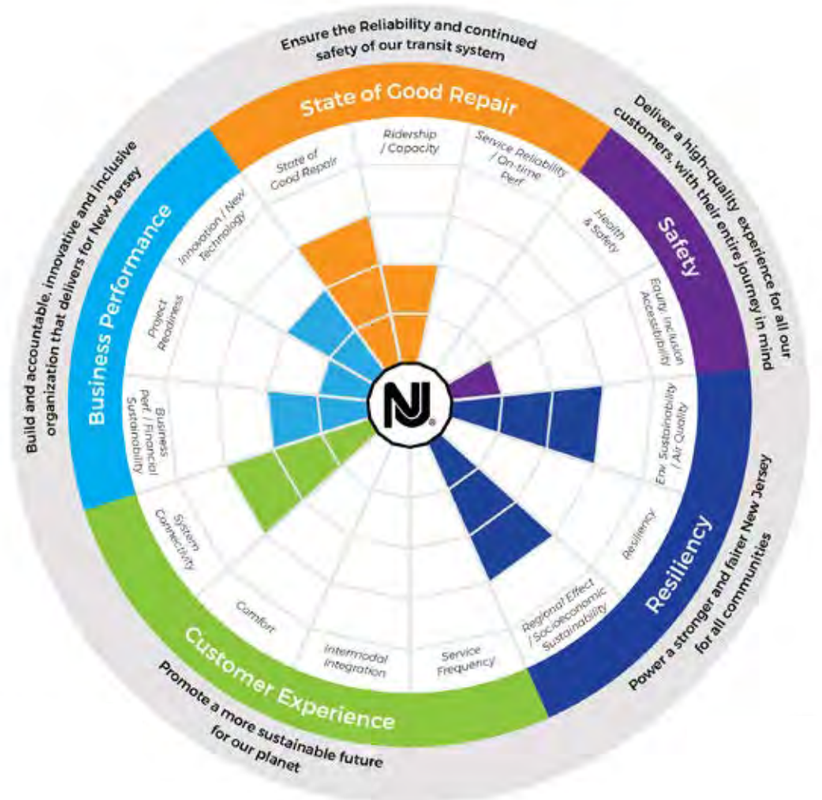
**($53.4 Million currently funded for initial track work and stabilization of rail infrastructure)*

## EXISTING: Delaware River Arch Viaduct of Lackawanna Cutoff Line



## PROPOSED: Map of Proposed Lackawanna Cutoff Service




## Value to Customers

- Provides additional travel option for travelers trying to avoid highway congestion in the region
- Improves convenience and travel time to customers in Sussex and Warren counties and NJ TRANSIT regional rail via Hoboken Terminal

## Value to State

- Attracts riders to transit by providing direct access to commuter rail system for passengers within Sussex and Warren Counties
- Provides transportation capacity to support population and employment growth in the region

# PROJECT SHEET LACKAWANNA CUTOFF

## ESTIMATED TOTAL PROJECT COSTS

***$425M**

**$53.4 MILLION CURRENTLY FUNDED FOR INITIAL TRACK WORK AND STABILIZATION OF RAIL INFRASTRUCTURE*

***Ridership/Capacity***
Expanding passenger service would increase the customer base and provide more options to existing customers

***Regional Effect/Socioeconomic Sustainability***
Expanding the transit network and adding connections to New York Penn Station and Hoboken Terminal would provide better transit connectivity to key destinations

***Environmental Sustainability/Air Quality***
An expanded transit network would reduce vehicle emissions and provide a more efficient, sustainable transportation option

***State of Good Repair***
Trackwork and other infrastructure upgrades would improve state of good repair along rail right-of-way

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Power a stronger and fairer New Jersey for all communities*

***Linking Port Morris Junction with Andover** would allow trains to **operate to New York Penn Station and Hoboken Terminal**.*

# PROJECT SHEET THIRD TRACK BETWEEN WALDWICK AND SUFFERN

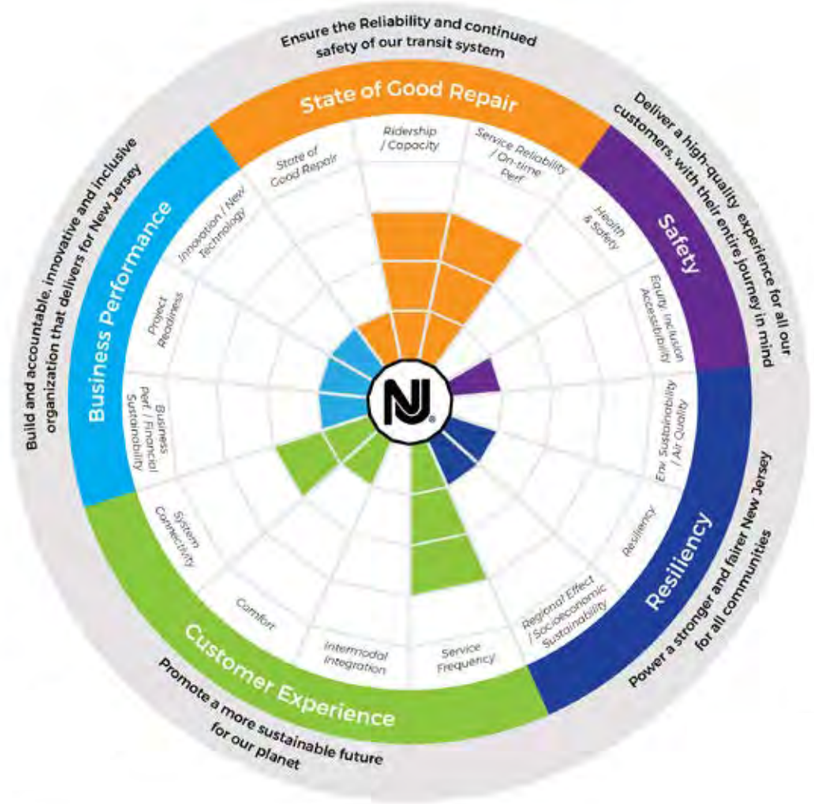
## Description

The NJ TRANSIT Main Line services an average of 31,450 passengers per day between Suffern, NY, and Hoboken Terminal, and is one of the most heavily used NJ TRANSIT rail lines. Working east to west from Hoboken, the two-track Main Line and two-track Bergen County Line merge into three tracks at Ridgewood Junction. The line then operates on three tracks from Ridgewood to Waldwick but reduces to two tracks from Waldwick to Suffern. This two-track section west of Waldwick limits the Main Line's capacity and prevents express trains from passing through occupied stations.

This project would continue the third track (Track 3) west from Waldwick to Suffern to provide additional capacity along the Main Line. Extension of Track 3 would require widening of multiple existing bridges, increased vertical clearance for the bridge over Route 202, the closing of various grade crossings, and the construction of new bridges over four existing highways. Additionally, all five existing stations along the limits of the proposed third track would require modifications, which include new, accessible high-level platforms and pedestrian tunnels to accommodate the additional track. The existing interlocking at Suffern and Waldwick would also be upgraded to allow trains to efficientl switch between the three tracks. Ultimately, this project would provide the capacity enhancement necessary to keep pace with ridership growth and provide a more reliable experience for Main Line and Bergen County Line customers. This work would be coordinated with the proposed WC Interlocking project, which will extend Track 3 into Waldwick Yard.

**EXISTING:**
**Track Configuration**






**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$701 Million**

### Value to Customers

- Reduces train delays from train conflicts and increase on-time performance
- Decreases scheduled train time

### Value to State

- Increases on-time performance, safety, and service reliability
- Increases lines capacity and revenue

# PROJECT SHEET THIRD TRACK BETWEEN WALDWICK AND SUFFERN

**ESTIMATED TOTAL PROJECT COSTS**

**$701M**

***Service Quality/Frequency***
Addition of a third track would improve overall Main Line service

***Service Reliability - On-Time Performance***
Addition of a third track would enhance service capacity and reliability

***Ridership/Capacity***
A third track would support ridership growth by enhancing capacity for service

***Project Readiness***
This project could begun quickly

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*A third track would provide* ***capacity enhancements necessary to keep pace with ridership growth*** *with more reliable service.*

# PROJECT SHEET LEHIGH THIRD AND FOURTH TRACKS

## Description

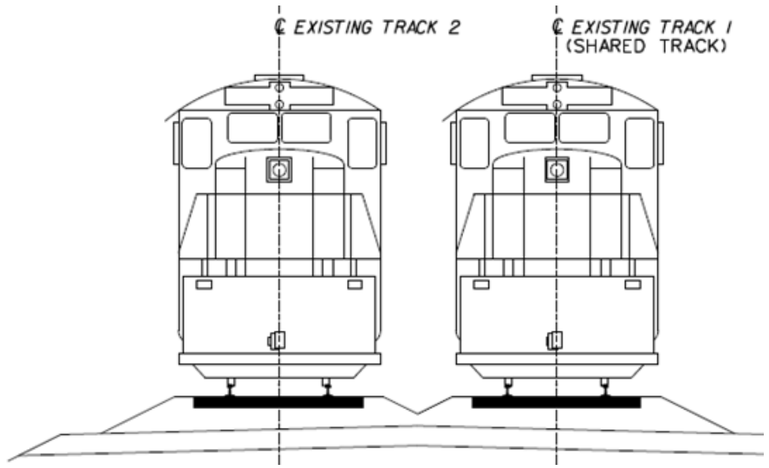
The Raritan Valley Line (RVL) connects High Bridge with Newark Penn Station to facilitate commutes to and from NYC. At the Aldene interlocking east of Cranford Station, the RVL merges with the Lehigh Valley Line, which is also used by Conrail. This line carries two tracks that continue to Newark Interlocking just before the RVL enters the NEC. However, these two tracks are shared by both NJ TRANSIT passenger trains and Conrail freight trains, which limits the capacity of the RVL and presents logistical issues because freight and passenger trains can occupy both tracks at any time.

This project would add two additional tracks to the Lehigh Line between the Aldene and Newark Interlockings: a proposed Track 3 would be constructed north of existing Track 1, and a proposed Track 4 would be constructed south of existing Track 2 (ideally for freight). Track 1 and 2 would be the NJ TRANSIT tracks to use existing station platforms and avoid increased freight clearance limitations to platform edges and prevent any interferences between the two train entities. Additionally, platforms would be needed at Roselle Park Station and Union Station to accommodate the additional Track 3. Ultimately, providing additional tracks along the Lehigh Line would increase the capacity of the RVL and reduce scheduled commute times by mitigating the need to coordinate passenger trains with Conrail freight trains.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

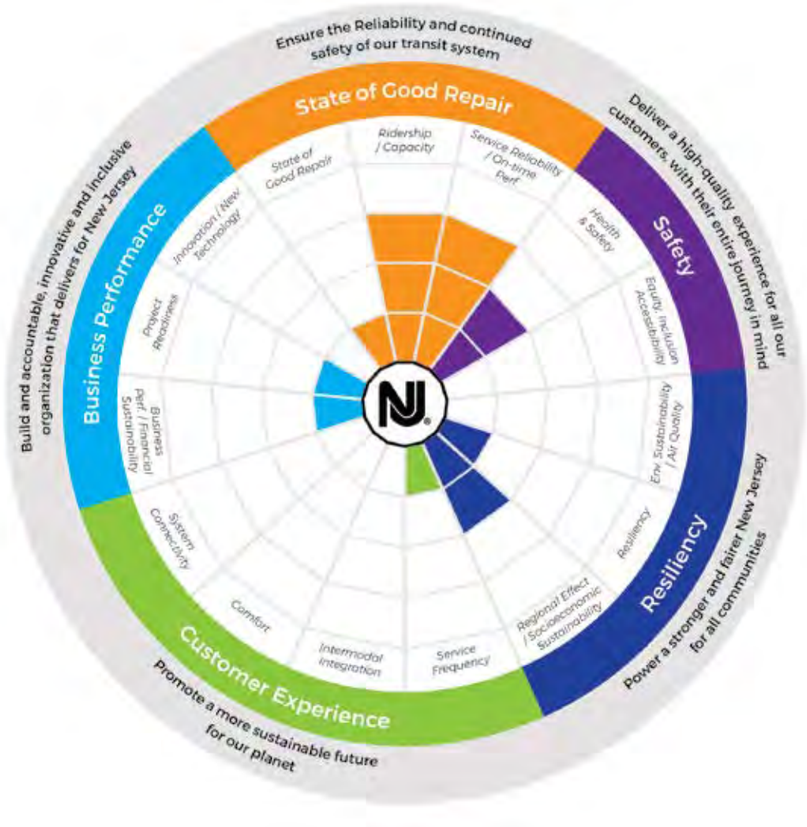
**$855 Million**

## EXISTING: Track Configuration









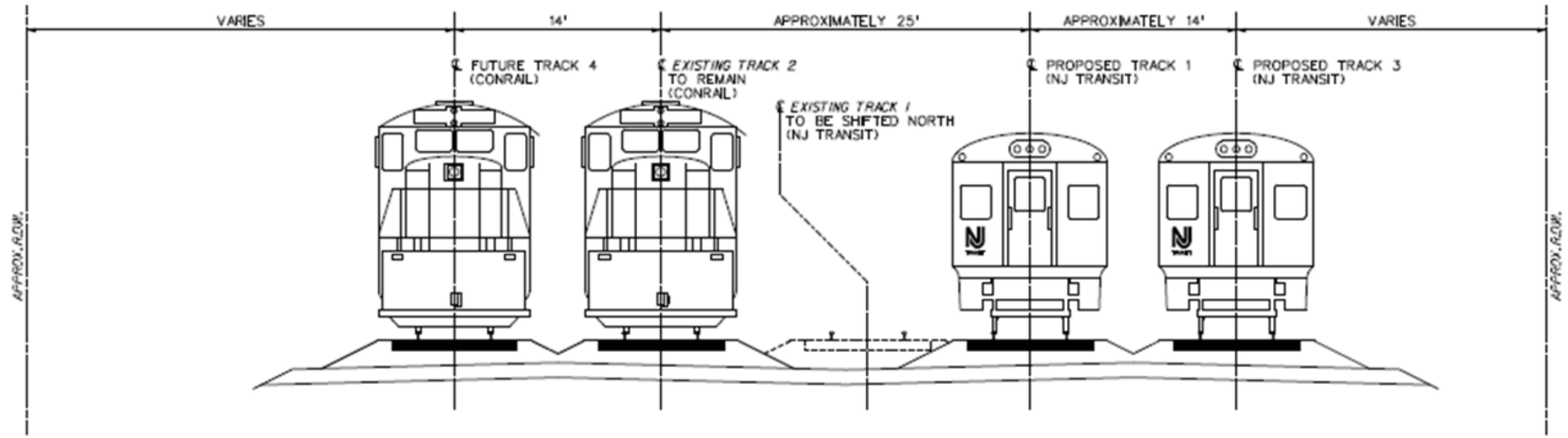

## Value to Customers

- Decrease in scheduled train times
- Provides more reliable service and increases on-time performance

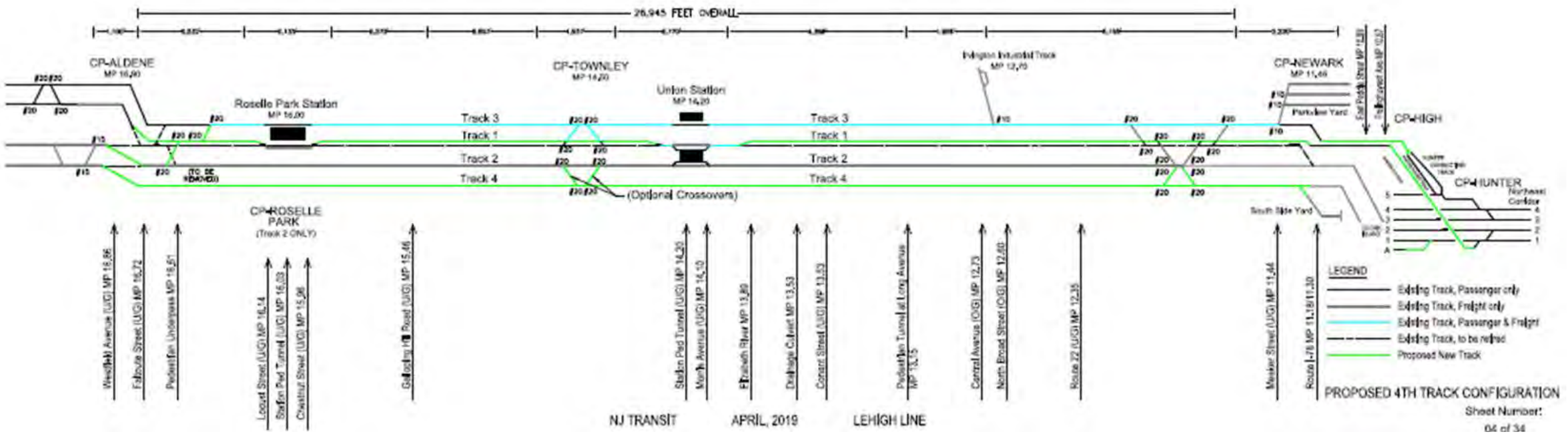
## Value to State

- Increases in RVL capacity

# PROJECT SHEET LEHIGH THIRD AND FOURTH TRACKS




TYPICAL – FUTURE FOUR TRACK SECTION (LOOKING WEST)



# PROJECT SHEET LEHIGH THIRD AND FOURTH TRACKS

**ESTIMATED TOTAL PROJECT COSTS**

**$855M**

***Ridership/Capacity***
Adding two new tracks would increase capacity on the Raritan Valley Line

***Service Reliability***
The new tracks would limit conflicts with freight and reduce delays and scheduled travel times

***Health/Safety***
Constructing two new tracks would avoid increased freight clearance limitations to platform edges

***Regional Effect/Socioeconomic Sustainability***
Adding two new tracks would positively impact Raritan Valley Line service by eliminating conflicts with freight trains and ease commutes to/from NYC along the NEC

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Providing additional tracks would **increase capacity of the Raritan Valley Line** as well as **reduce delays and travel times**.*

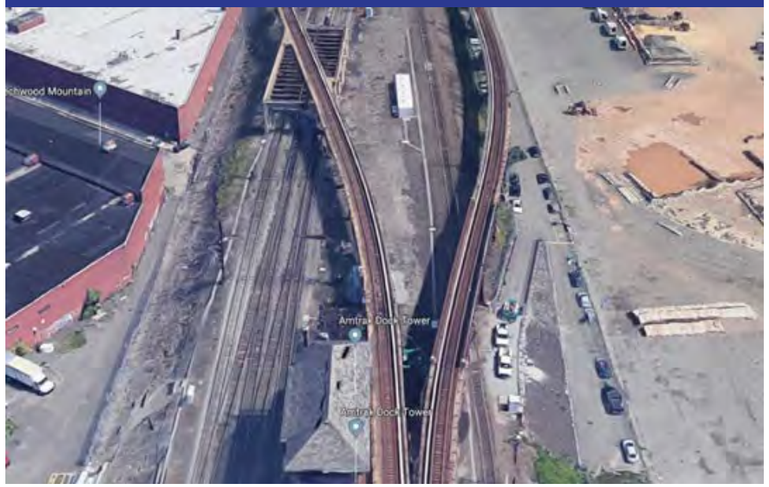
# PROJECT SHEET WESTBOUND WATERFRONT CONNECTOR

## Description

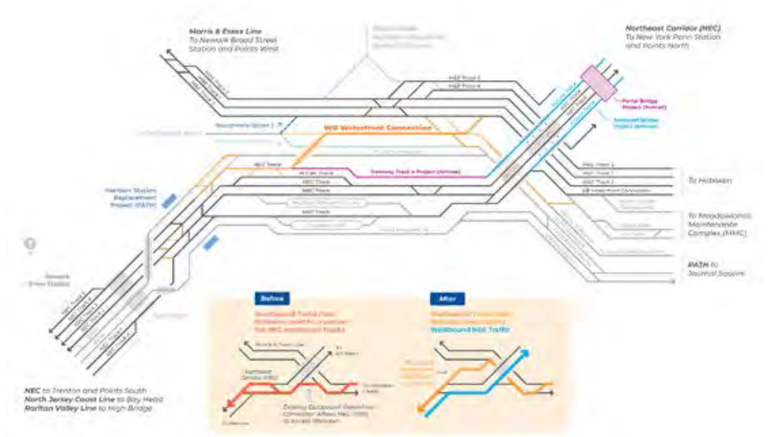
The Eastbound Waterfront Connector (EWC), built in 1991, is a single track that links Newark Penn Station with Hoboken Terminal. This track is used to carry trains both eastbound toward Hoboken and westbound toward Newark Penn Station and is primarily used by NJCL trains that travel between Hoboken and Bay Head. However, the trains traveling westbound must make an at-grade crossing over two NEC tracks at the Dock Interlocking to enter Newark Penn Station on the appropriate westbound track. This complex movement creates conflicts with NEC trains traveling to and from New York and often results in delays for NJCL trains as they wait for an open slot to enter the corridor.

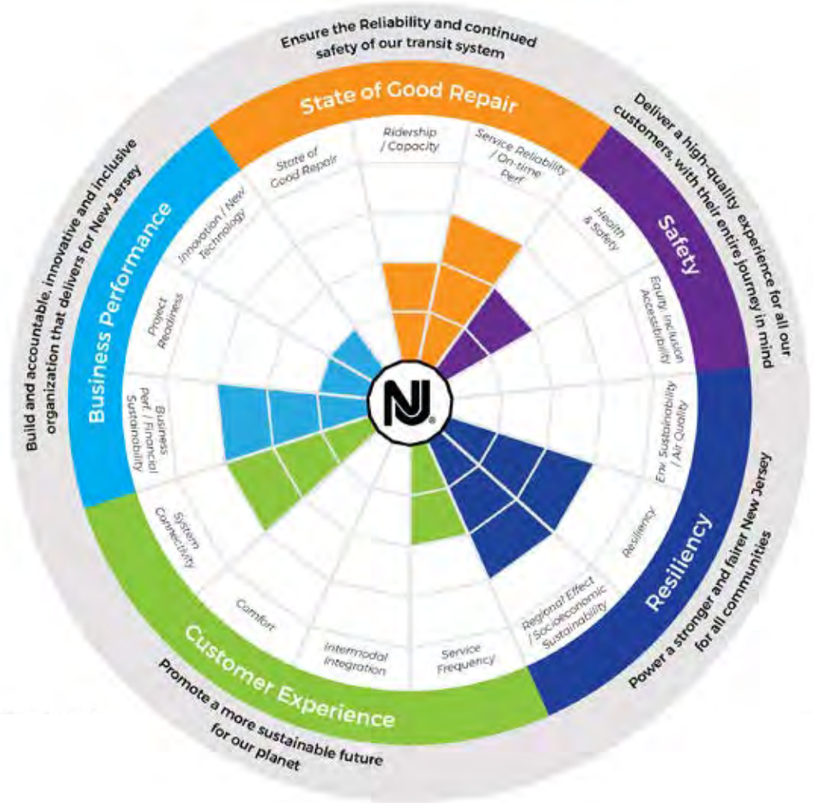
The proposed Westbound Waterfront Connector would overcome this challenge. A flyover track would be constructed across PATH Track G and the Center Street Industrial Track (CSIT) to connect the M&E Line Track 2 with Amtrak's NEC Track 4. This would allow westbound NJCL trains to enter the NEC Track 4 without having to cross at-grade between NEC tracks 2 and 3 at the Dock Interlocking. Eliminating this at-grade movement would not only mitigate delays on the NJCL, but it would also increase the capacity of the NJCL, RVL, and NEC.

**EXISTING:**
**Dock Interlocking**




**PROPOSED:**
**Westbound Waterfront Connection**




**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$497 Million**

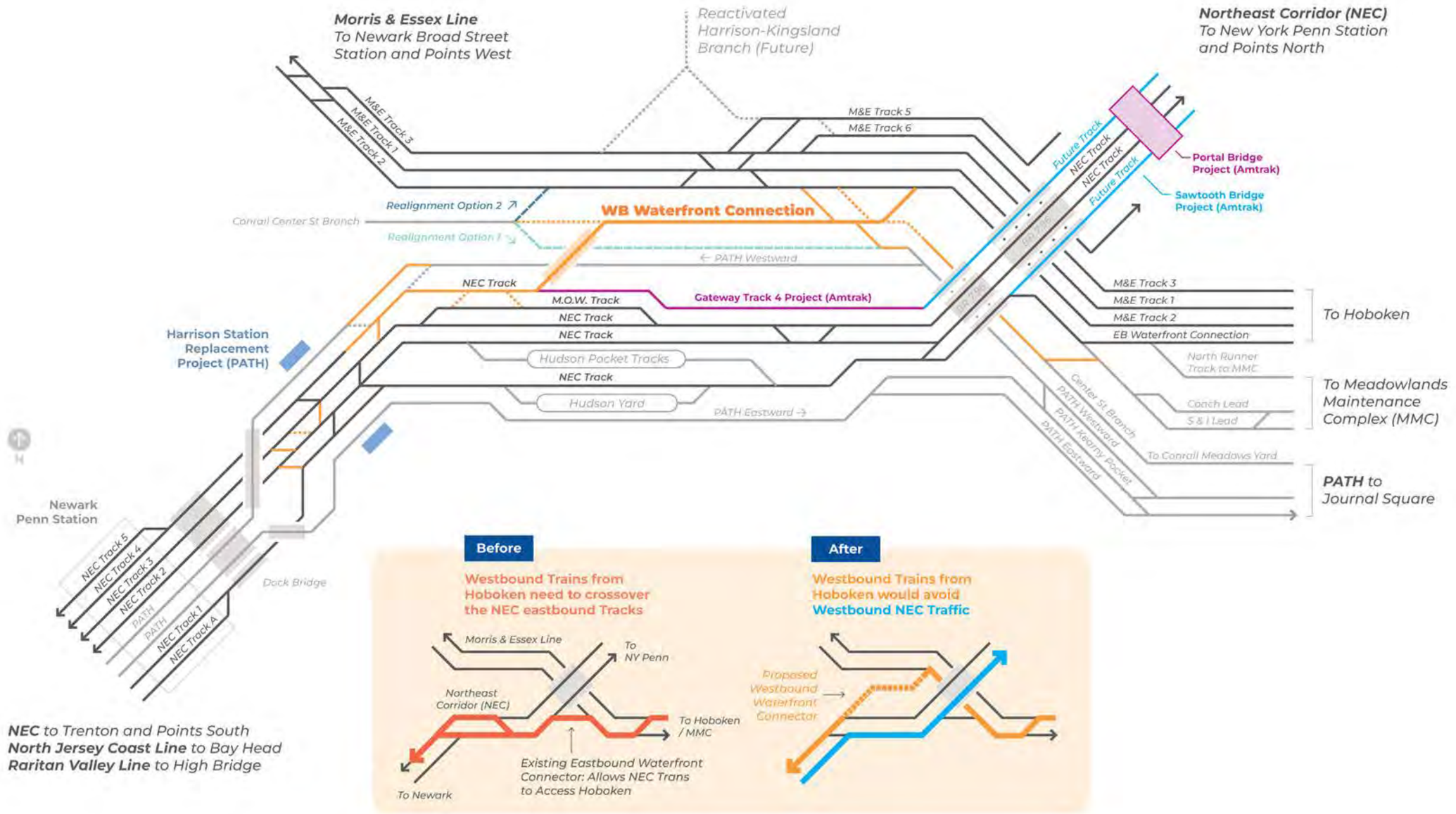
### Value to Customers

- Reduces train delays
- Provides more reliable service and increased on-time performance

### Value to State

- Minimizes revenue loss from service disruptions
- Increases revenue service

# PROJECT SHEET WESTBOUND WATERFRONT CONNECTOR



# PROJECT SHEET WESTBOUND WATERFRONT CONNECTOR

**ESTIMATED TOTAL PROJECT COSTS**

**$497M**

***Business Performance/Financial Sustainability***
Fewer service disruptions and delays would increase revenue service on three different rail lines

***Service Reliability - On-Time Performance***
The flyover track would enable trains to operate with less delays and better on-time performance

***Resiliency***
Rehabilitation features waterproofing and new sealing to mitigate leaks and improve durability

***Regional Effect/Socioeconomic Sustainability***
Adding a flyover track would reduce regional delays between Newark Penn Station and Hoboken

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Eliminating the at-grade movement* ***would mitigate delays and increase capacity****.*

# PROJECT SHEET SECAUCUS TO MEADOWLANDS (BOONTON) TRANSITWAY

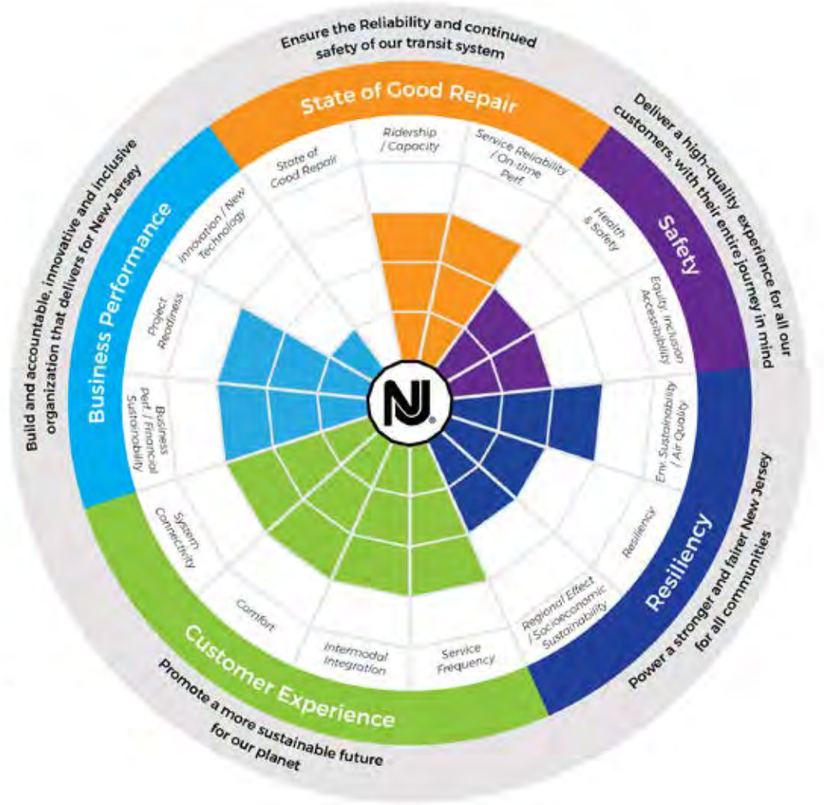
## Description

This project will evaluate alternatives and develop designs for a rapid transit system (aka. “Transitway”) between NJ TRANSIT’s Secaucus Junction Station and the Meadowlands Sports and Entertainment Complex. The system intends to employ a combination of new and existing transportation infrastructure to accelerate the implementation of revenue service. In addition, the project will assess options to enhance local mobility within the project area, define  as the catchment area of the Boonton Line between roughly Montclair and Secaucus, with additional consideration of later stages that could extend to Newark and Jersey City.

The intention of the Secaucus to Meadowlands (Boonton) Transitway is to leverage existing rights-of-way and partner with adjacent transportation infrastructure owners (such as New Jersey Department of Transportation and New Jersey Transit Authority) to quickly and cost effectively implement environmentally friendly transit access between NJ TRANSIT’s existing system and the Meadowlands Sports and Entertainment Complex. This includes evaluating variations on new service west to Newark and/or Montclair as well as east to Jersey City’s Grove Street Path Station.

## POTENTIAL ALTERNATIVE: Rapid Transit System






## ESTIMATED PROJECT COSTS (2022 DOLLARS):

**$535 Million**

## Value to State

- Creates a more economically competitive region with improved local growth opportunities
- Develops a more efficient and environmentally sustainable transit network
- Lessens congestion on local roads and major highways

## Value to Customers

- Expands transit network to provide more convenient options for customers
- Enhances connectivity to major transit hubs, employment centers, educational institutions, medical centers, and other major attractions
- Provides improved and expanded access to the Meadowland Sports and Entertainment Complex

# PROJECT SHEET SECAUCUS TO MEADOWLANDS (BOONTON) TRANSITWAY

**ESTIMATED TOTAL PROJECT COSTS**

**$535M**

***Business Performance/Financial Sustainability***
Increased ridership will results from increased transit connections to big destinations

***Service Quality/Frequency***
Enhanced and quick service will be implemented

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Ridership/Capacity***
Increased capacity and ridership potential will result from this new service

***Intermodal Integration***
This service will provide more opportunities to connect various transit services to and at the Meadowlands

*Quickly and cost effectively*
***implement transit access between NJ TRANSIT's existing system and the Meadowlands Sports/ Entertainment Complex***

# PROJECT SHEET PORTAL BRIDGE REPLACEMENT (PORTAL NORTH)

## Description

The existing Portal Bridge is a ±960-foot long structure which carries the Northeast Corridor (NEC) over the Hackensack River between Newark Penn Station and Secaucus Junction. The existing movable, swing span bridge was constructed in 1910, is 110-years old, and has exceeded its originally intended service life. Due to its age and frequency of use, the movable bridge is costly and difficul to maintain and experiences frequent breakdowns. The two-track bridge creates a bottleneck between the four-track territories to the east and west and requires train speed reductions of 30% which contributes to a decrease in rail service reliability. Given its low vertical clearance to the river, frequent bridge openings are required to accommodate marine traffic Also, mechanical component malfunctions often cause the bridge to be open for extended periods of time, resulting in frequent, lengthy delays of rail service on the NEC. Additionally, the existing bridge does not have enough capacity to accommodate anticipated future demand.

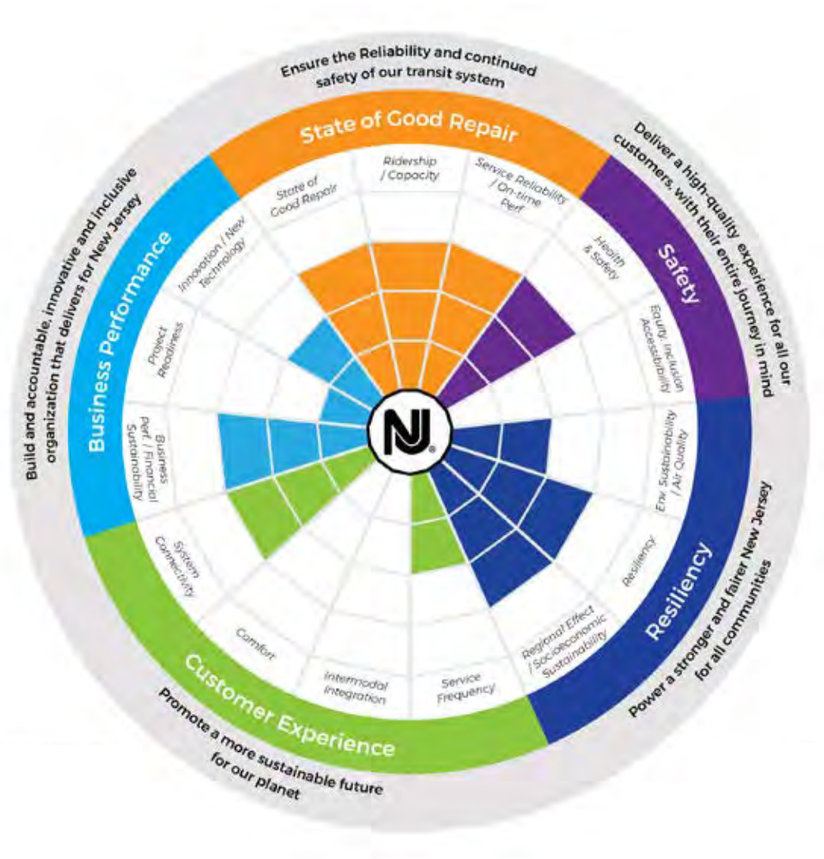
This project would replace the existing bridge with a higher, more reliable, double track fixed bridge on a new alignment to the north of the existing bridge. The increased vertical profile would eliminate interruptions to rail service due to required bridge openings. The new north bridge would also eliminate speed restrictions, thereby improving rail operation and capacity across the span. A second, two-track southern bridge, Portal South, is contemplated separately as part of the overall Gateway Program, which when complete would substantially increase operational capacity along this critical length of the NEC.

**EXISTING:**
**Portal Bridge**



**PROPOSED:**
**New Bridge**






## Value to Customers

- Increases on-time performance, safety, and service reliability
- Accommodates NEC ridership growth 2009-2019

## Value to State

- Lowers operating expenses to enable more efficient use of public funds
- Reduces potential injuries by decreasing on-site maintenance work
- Increases return on investment from increased ridership

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$2.262 Billion**

** Total estimated 2022 project cost does not include financing and Amtrak direct costs*

# PROJECT SHEET PORTAL BRIDGE REPLACEMENT (PORTAL NORTH)

## ESTIMATED TOTAL PROJECT COSTS

***$2.262B**

**TOTAL ESTIMATED 2022 PROJECT COST DOES NOT INCLUDE FINANCING AND AMTRAK DIRECT COSTS*

***Business Performance/Financial Sustainability***
Track outages would be reduced, and costly maintenance and manual bridge openings would no longer be needed

***Service Reliability - On-Time Performance***
The new bridge would vastly improve reliability and allow for further service improvements

***Ridership/Capacity***
A double track fixed bridge would accommodate more trains and ridership growth

***Regional Effect/Socioeconomic Sustainability***
Delays resulting from bridge openings and speed restrictions would be eliminated along a critical portion of the NEC

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*The project would **eliminate interruptions to rail service** due to bridge openings and speed restrictions to **improve rail operation and capacity**.*

# PROJECT SHEET PORTAL BRIDGE CAPACITY ENHANCEMENT (PORTAL SOUTH)

## Description

The existing Portal Bridge carries the Northeast Corridor over the Hackensack River between Newark Penn Station and Secaucus Junction. The existing movable, swing span bridge was constructed in 1910 (109-years old) and has exceeded its originally intended service life. Due to its age and frequency of use given, the movable bridge is costly and difficul to maintain. The existing two-track bridge creates a bottleneck between the four-track territories to the east and west, conflicts with marine traffic and restricts operating speeds by 30% which all contribute to reductions in service reliability. Recurring bridge openings coupled with mechanical component malfunctions cause the bridge to be open for long periods of time, resulting in frequent, lengthy delays on the corridor. The existing double track bridge does not have enough capacity to accommodate current demand on the corridor. While the new two track Portal North bridge will have expanded capacity providing higher allowable trains speeds, future demand must include an additional two tracks of capacity to keep pace with growth trends.

If funded, Portal South Bridge would provide two additional tracks across the Hackensack River, matching the four-track territories to the east and west, substantially increasing operational capacity along this critical length of the Northeast Corridor. Unlike proposed Portal North Bridge, Amtrak Acela service would not need to be supported on the new south crossing. As a result, several structure alternatives could be feasible for a proposed Portal South Bridge, including a movable span along the existing right of way, providing an opportunity for reduced approach work and significant cost savings. This project would be a key component of the Gateway Capacity Enhancement Program.

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$800 Million**

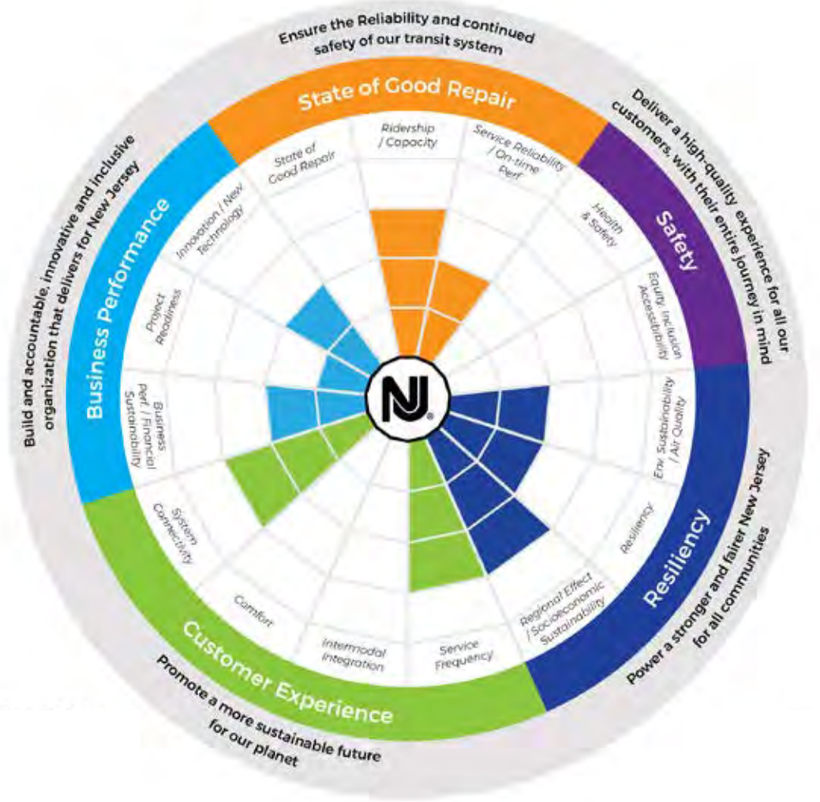
**FUTURE PORTAL NORTH BRIDGE**



**PROPOSED: New Portal South Crossing Adjacent to Portal North Bridge**



** Similar to Raritan River Bridge*




## Value to Customers

- Increased on-time-performance, safety, and service reliability

## Value to State

- Lowers operating expenses and uses public funds efficiently
- Reduces potential injuries associated with increased on-site maintenance work
- Increases return on investment from increased ridership

# PROJECT SHEET PORTAL BRIDGE CAPACITY ENHANCEMENT (PORTAL SOUTH)

**ESTIMATED TOTAL PROJECT COSTS**

**$800 M**

***Business Performance/Financial Sustainability***
Resulting increases in line capacity and redundancy would decrease operating expenses and allow for increased ridership

***Regional Effect/Socioeconomic Sustainability***
The new bridge would improve operations by relieving congestion and increasing capacity along a critically important portion of the NEC

***Ridership/Capacity***
An additional double track bridge would increase line capacity to accommodate more trains and ridership growth

***Service Quality/Frequency***
The new bridge would be operationally redundant to reduce delays and allow for increased levels of service

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Portal South would **increase line capacity and improve operations** along the NEC.*

# PROJECT SHEET PENN STATION NEW YORK - NJ TRANSIT ACCESS IMPROVEMENTS

## Description

New York Penn Station serves as a major rail hub for the Long Island Rail Road, Amtrak and NJ TRANSIT. As the busiest terminal station for NJ TRANSIT rail operations, Penn Station New York services Northeast Corridor, North Jersey Coast, Raritan Valley (limited), Morris and Essex, Gladstone, and Montclair Boonton Lines. During peak periods, NJ TRANSIT typically operates on 12 of the terminal's 21 tracks, sharing platform space with Amtrak.

There are serious vertical access and egress issues between platforms which serve NJ TRANSIT trains and station concourse levels. These issues are exacerbated by limited access points within the station and by current separation between the main East and West End concourses. This project would extend the existing Central Concourse to allow for more vertical access to existing train platforms serving NJ TRANSIT, improve the existing Hilton Corridor so it better connects between vertical access points to platforms, and improve signage and wayfin ing to facilitate the safe and efficien movement of passengers and visitors. A new accessible entrance between the extended concourse and the street level would be created. These enhancements target commuter safety and convenience to increase capacity and improve passenger experience.

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$337 Million**

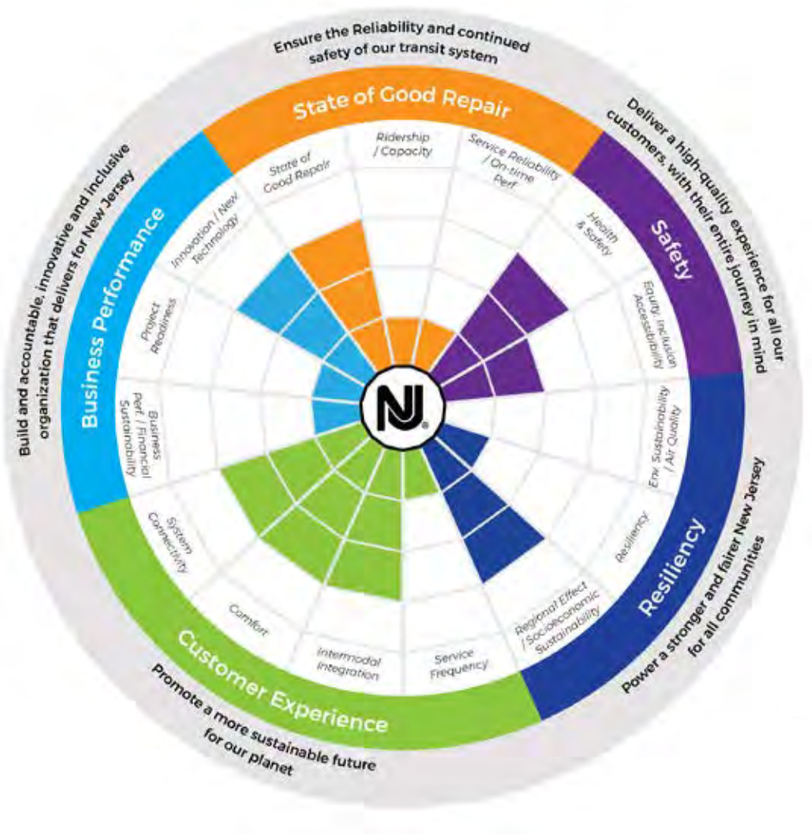
**Estimate based upon concept design*

## EXISTING: Station Corridors










## Value to Customers

- Enhances travel experience with new facilities
- Improves signage and communications to relay station information and rail service status
- Streamlines passenger movement between station and platforms

## Value to State

- Increase safety of passengers by reduction of overcrowding on station platforms
- Reduces delays associated with slower passenger egress

# PROJECT SHEET PENN STATION NEW YORK - NJ TRANSIT ACCESS IMPROVEMENTS

## ESTIMATED TOTAL PROJECT COSTS

**$337M**

**ESTIMATE BASED UPON CONCEPT DESIGN*

***Comfort***
New platform access points, signage, and wayfinding would streamline and enhance customer movements

***Health/Safety***
Platform congestion would be reduced by adding new vertical access and egress points, signage, and wayfinding

***Regional Effect/Socioeconomic Sustainability***
Improving access to platforms at NJ TRANSIT's biggest terminal station would reduce delays

***State of Good Repair***
Building new infrastructure would reduce regular customer access disruptions and increase capacity

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Access improvements at Penn Station New York would **enhance travel experience**, **increase safety**, and **reduce delays**.*

# PROJECT SHEET HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE I

## Description

Hoboken Terminal is one of NJ TRANSIT's major transportation hubs, serving over 17,000 passengers on an average weekday with its rail service alone. The terminal also supports bus and light rail passengers, while providing access to PATH trains and ferries to and from New York City.

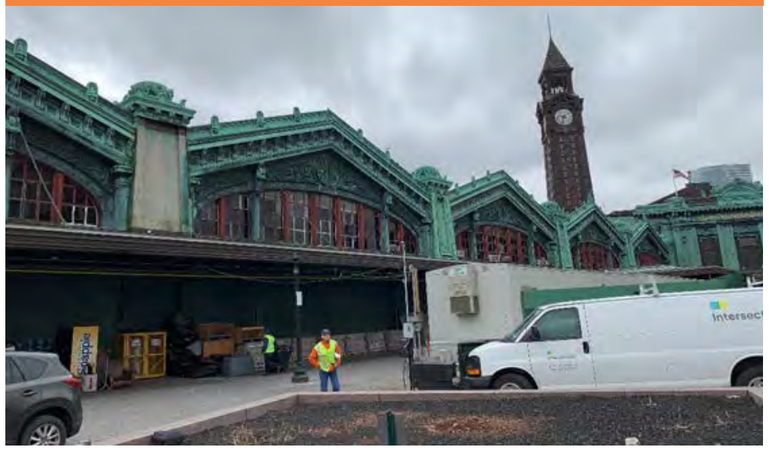
The Hoboken Terminal and Yard Resilient Redevelopment Project would be a three phased approach to address many of the state of good repair and resiliency challenges that the Terminal faces. At the same times, the redevelopment project would provide opportunities for increasing capacity for rail, bus, light rail, and ferry service. In addition, the redevelopment project would provide opportunities for improving overall operation and passenger flow between the various transportation modes. The capacity improvements would provide opportunities for both increased revenues on several modes, as well as provide NJ TRANSIT with the ability to provide vital system redundancy to both its rail and bus network in the event that primary routes to New York City via the Hudson River Tunnels or bridges become unavailable. This redundancy would also prove invaluable during any major renovation to primary routes to New York City or at any of the major New York City Terminal.

Phase I of the Redevelopment Program would address the facilities that require immediate attention to maintain state of good repair of current services at the terminal, while facilitating the future long-term development goals of the project captured in Phase II. The first phase of the project would include rehabilitation of the existing Long Hallway and YMCA buildings at the terminal, which are beyond the end of their service life and are in need of rehabilitation to address several noted deficie cies, including the removal of mold and asbestos. Both Long Hallway and the YMCA buildings recently served as facilities and crew quarters for hundreds of NJ TRANSIT employees, some of which have been relocated due to the condition of the noted facilities. Renovation would provide safer and more reliable facility. Rail infrastructure improvements include track, bridge and structural improvements, including traction power and control systems upgrades to increase commuter capacity, mobility and speed. Also included are plans to consolidate the work locations of the Mechanical Equipment Division staff and provisions for additional equipment inspection capabilities.

**EXISTING:**
**Hoboken Terminal**

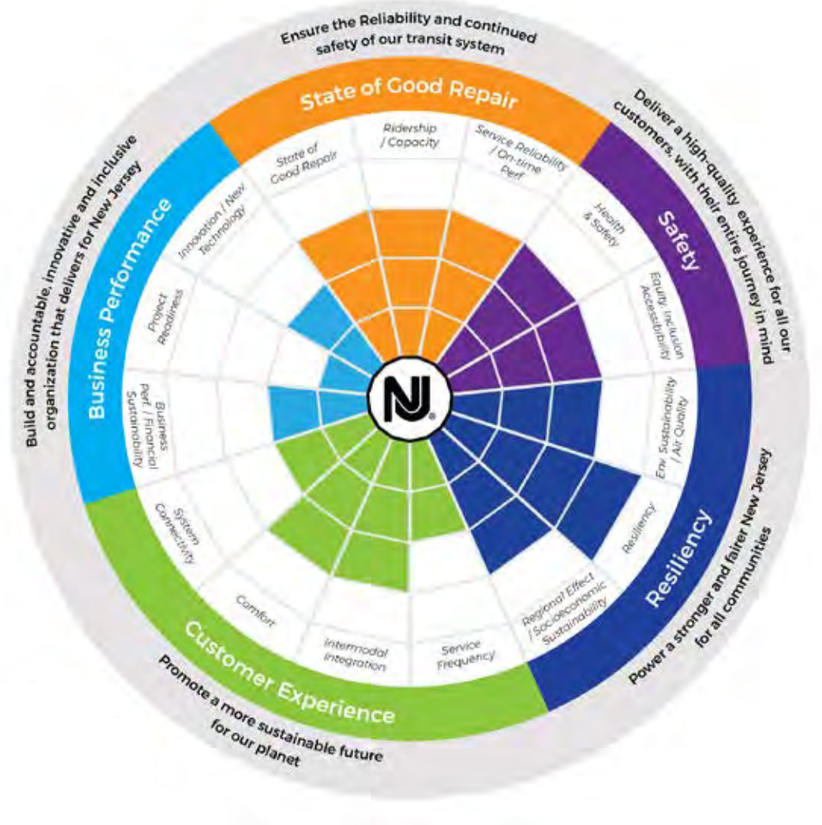



**PROPOSED:**
**Hoboken Terminal**



**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$434 Million**




## Value to Customers

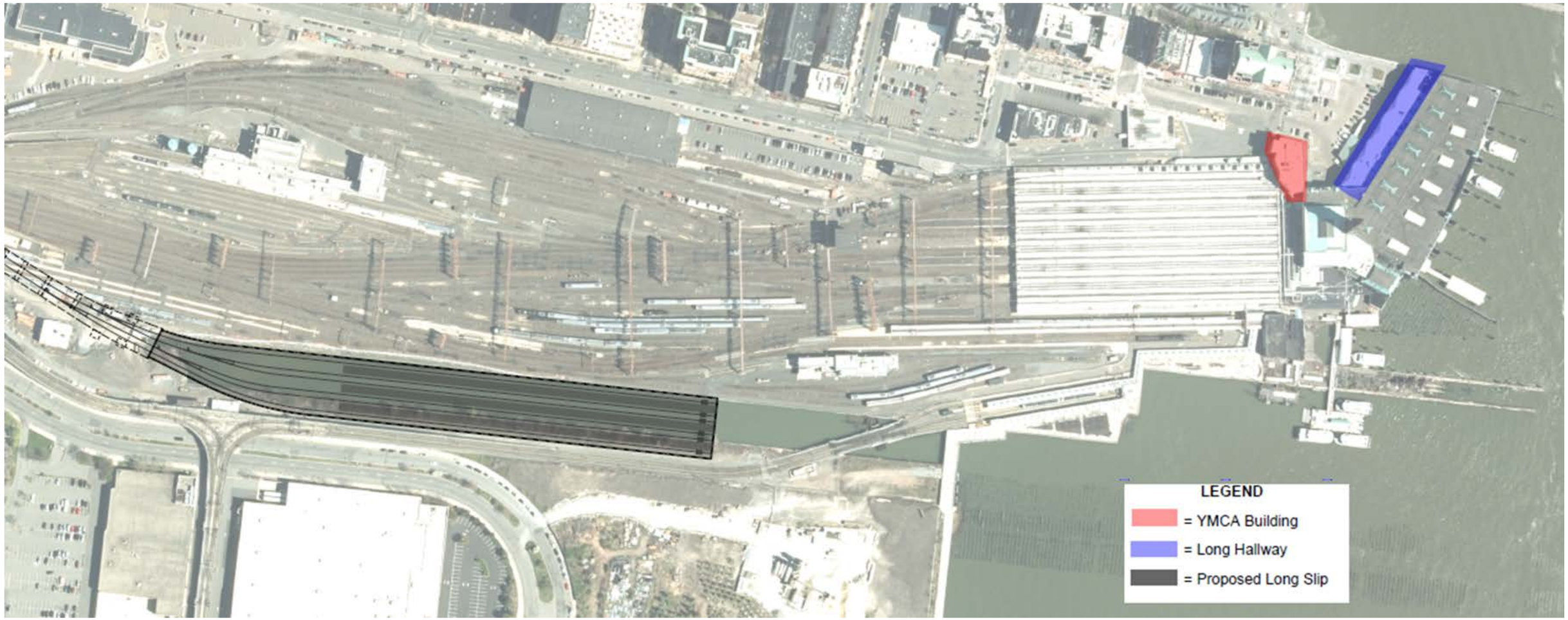
- Improves state of good repair of facilities
- Lays the groundwork for Phase II of Hoboken Terminal Redevelopment, which will include significant improvements for customers

## Value to State

- Eliminates additional expenses with rental of alternative office space
- Enhances safety of working conditions for personnel
- Facilitates Phase II of Hoboken Terminal Redevelopment

PROJECT SHEET

# HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE I



# PROJECT SHEET HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE I

**ESTIMATED TOTAL PROJECT COSTS**

**$434M**

***Resiliency***
Repairing facilities would make them resilient to nuisance flooding and extreme events

***Regional Effect/Socioeconomic Sustainability***
All NJ TRANSIT modes pass through the station and would be positively impacted by the redevelopment

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
Addressing facilities that require immediate attention would bring them to a state of good repair

***Health/Safety***
Fixing facilities that are not safe for customers would make it possible for all facilities to be fully utilized in the future

*Redeveloping Hoboken Terminal and Yard would address* ***state of good repair challenges*** *while* ***improving customer experience and increasing rail, bus, light rail, and ferry capacity***.

# PROJECT SHEET HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE II

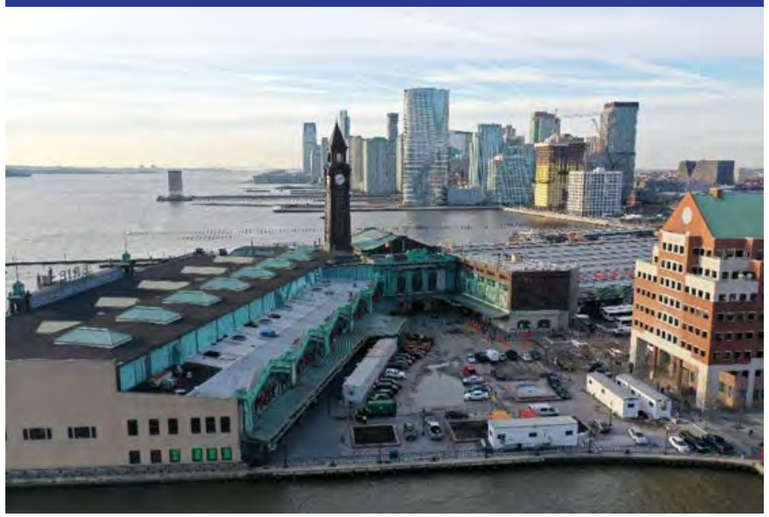
## Description

Hoboken Terminal is critical for NJ TRANSIT's system. The terminal's 17 tracks are the terminus for our Pascack Valley, Main/ Bergen, and Gladstone Branch lines. There is also a variety of rail infrastructure at or near the terminal site that assists with daily operations. A rail yard, a fueling facility, and other similar infrastructure pieces are nearby to help ensure service runs efficientl and smoothly. The terminal also has significant bus service as buses from Hoboken travel throughout Hudson County and into New York City. The Hudson Bergen Light Rail also stops at the terminal, and PATH service is present as well. Superstorm Sandy showed, in stark detail, the vulnerability the terminal faces. The storm surge associated with that storm flood d the terminal. Five feet of stormwater flooded the terminal, and it was closed for more than two months as repairs and restorations were made. The terminal remains vulnerable to similar threats in the future. The Capital Plan would address this threat by making the terminal more resilient.

Hoboken Terminal is currently situated on a low-lying area immediately adjacent to the Hudson River, making it susceptible to both periodic nuisance flooding as well as more intense flooding associated with extreme events. The existing terminal layout and aged conditions make flood prevention measures extremely challenging. In 2012 following Superstorm Sandy, operations at Hoboken Terminal were forced to cease until flood waters in the vicinity receded and emergency repairs were conducted. In addition, Hoboken Terminal's historic waiting room was also inundated with water and remained closed for repairs until January 2013.

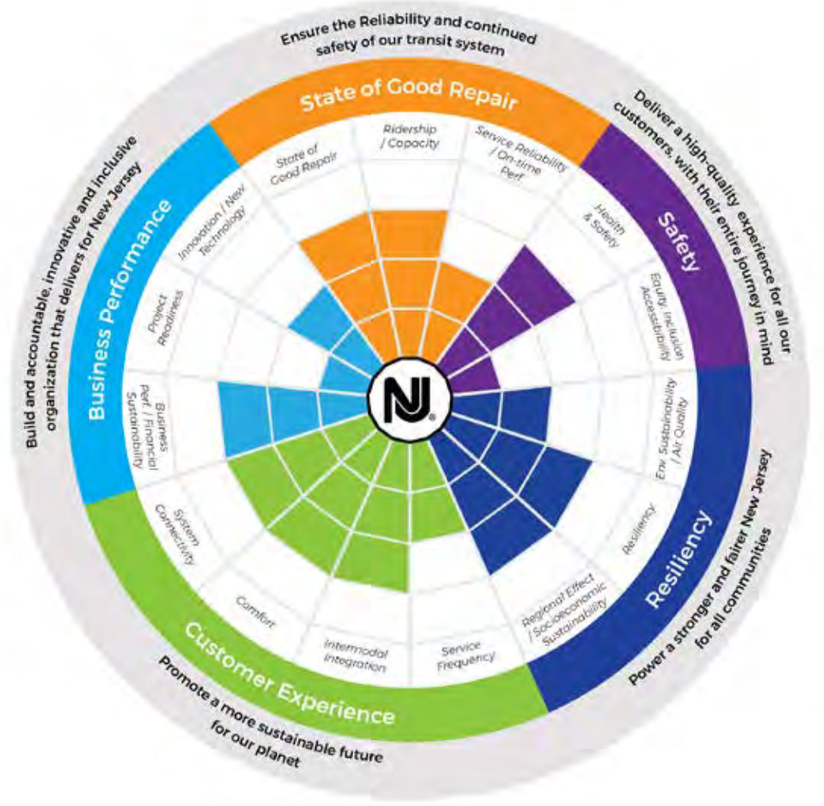
The Hoboken Terminal and Yard Resilient Redevelopment Program – Phase II would address many of the resiliency challenges the terminal currently faces, while providing opportunities for increasing the capacity of rail, bus, light rail, and ferry service. In addition, the redevelopment program would provide opportunities for improving overall operation and passenger flow between the various transportation modes. The capacity improvements would provide opportunities for both increased revenues on several modes, as well as provide NJ TRANSIT with the ability to provide vital system redundancy to both the rail and bus networks in the event that primary routes to New York City via the Hudson River Tunnels or bridges become unavailable. This redundancy would also prove invaluable during any major renovation to primary routes to New York City or at any of the major New York City Terminals.

**EXISTING:**
**Hoboken Terminal**



**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$3.01 Billion**




## Value to Customers

- Increases bus and light rail service
- Improves customer access and flow between alternate modes of transportation
- Enhances overall customer experience through implementation of improved technology
- Improves access to iconic transportation hub, market, and gathering place

## Value to State

- Improves state of good repair
- Enhances resiliency
- Provides auxiliary terminal to New York Penn Station, Port Authority Bus Terminal, and other regional hubs
- Creates potential for additional revenue streams by allowing more opportunities for retail space
- Increases capacity of bus and light rail service
- Provides more resilient terminal that can act as emergency transportation hub during regional catastrophe

# PROJECT SHEET HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE II

## Description

The Phase II Resilient Redevelopment Program has several key features:

**Elevated Rail Shed and Rail Yard**

The rail shed, which houses the train platforms, could be raised approximately 20 feet such that the bottom of structure lies above both FEMA base flood and NJ TRANSIT flood elevations, thereby protecting vital rail infrastructure from both nuisance and extreme event flooding. The raised rail shed could be supported by a framed structure, permitting light rail and/or bus facilities to be housed underneath the shed within the same footprint, along with a new, integrated entrance to the PATH station, providing seamless multimodal access for all customers. The new rail shed would feature high level platforms for improved accessibility to rail service and enhanced safety for both passengers and NJ TRANSIT personnel. Passenger circulation enhancements at the new elevated rail shed would include new stairways, escalators, and elevators to improve customer flow between the various modes of service, PATH Trains and the streets of Hoboken.

The existing yard and approach tracks could also be elevated and supported on a combination of framed structure and structural fill, tying into existing undergrade bridges that cross over Marin Boulevard to the west. Raising of the yard and approach tracks would provide enhanced resiliency for both rail service and train storage. In addition, concurrent reconfiguration of the yards and approaches to Hoboken Terminal during the redevelopment work could provide an opportunity to eliminate some unfavorable track configurations, which were implemented decades ago and have caused operating ineffi encies, speed reductions, and periodic disruptions to rail and yard operations, particularly with some of the newer rail rolling stock. Relocation of service/inspection facilities and other maintenance facilities to a new location nearby could also be included as part of the redevelopment process to augment yard operations, continue maintenance service during construction, and provide opportunities for NJ TRANSIT to reduce noise and pollution in the densely populated city of Hoboken. The elevated and redeveloped yard could be fully electrified

**Restored and Re-purposed Terminal Buildings**

The existing terminal building consists of multiple sections including the historic Hoboken Waiting Room, the Upper Concourse, and Long Hallway. The Hoboken Terminal and Yard Resilient Redevelopment Program could renovate each portion of the facility, as well as restore and repurpose those sections which have limited use in their present-day configuration within the terminal.

Enhanced flood resistance measures could be implemented at the historic waiting room, which includes passenger facilities such as ticket windows and restrooms. Improvements such as restored and enhanced passenger stairwells and ramps, as well as the introduction of new elevators could improve access for passengers to the elevated rail shed and other parts of the terminal. The existing Upper Concourse, which is situated adjacent to and above the waiting room, currently consists of over 28,000 square feet of unused open space. This area could be restored and repurposed into an iconic marketplace to give both customers and visitors alike access to various retail shops and gathering spaces. The existing Long Hallway, which is adjacent to the Upper Concourse and currently functions as the crew quarters and facilities for NJ TRANSIT personnel, is slated for base renovation during Phase I of the Terminal and Yard Resilient Redevelopment Program to address several existing deficiencies. Like the Upper Concourse, this section could also be repurposed and closely coordinated with the City of Hoboken's vision for development in and around the historic Hoboken Terminal.

**Expanded Bus Terminal**

The existing bus terminal, which is currently located north of the existing at-grade rail shed, contains only five bus lanes to facilitate bus routes between Hoboken, NYC, and other NJ communities. Existing site constraints, particularly the at-grade rail shed, provide very little room to expand the existing terminal and its capacity. The redevelopment program could relocate the existing bus terminal underneath the proposed elevated rail shed, just southwest of its current location. The proposed bus terminal could include over 20 bus lanes, vastly enhancing capacity. The proximity of the buses to both rail and light rail service would improve passenger movements between the various modes of transportation. The bus passenger waiting areas and concourse could be vastly improved, with wider passenger walkways for improved customer movement, eliminating the existing narrow and congested passenger walkways which traverse bus entry lanes. Additional space for bus parking and layover could also be provided, facilitating the terminal's use as an auxiliary or overflow facility in the event of disruption of service at other major transportation terminals in New York City or the region.

**Relocated and Expanded Light Rail Station**

The existing light rail station is located at the far south end of the terminal and rail shed. Its current location is nearly a quarter of a mile walk from the both the adjacent city streets and existing bus terminal, making it very inconvenient for customers to access. It is also far away from the ferry slips and PATH stations, which light rail customers primarily use for transfers to service into NYC. The redevelopment program proposes relocating the light rail station underneath the elevated train shed or above the elevated train shed to better align with the other modes of service at the terminal to bring customers closer to their points of transfer or access to the city streets. In addition, an additional track is proposed to increase light rail station capacity at the terminal. The relocation and additional platform would enhance light rail travel capacity and passenger access and egress efficien , making it more convenient to customers.

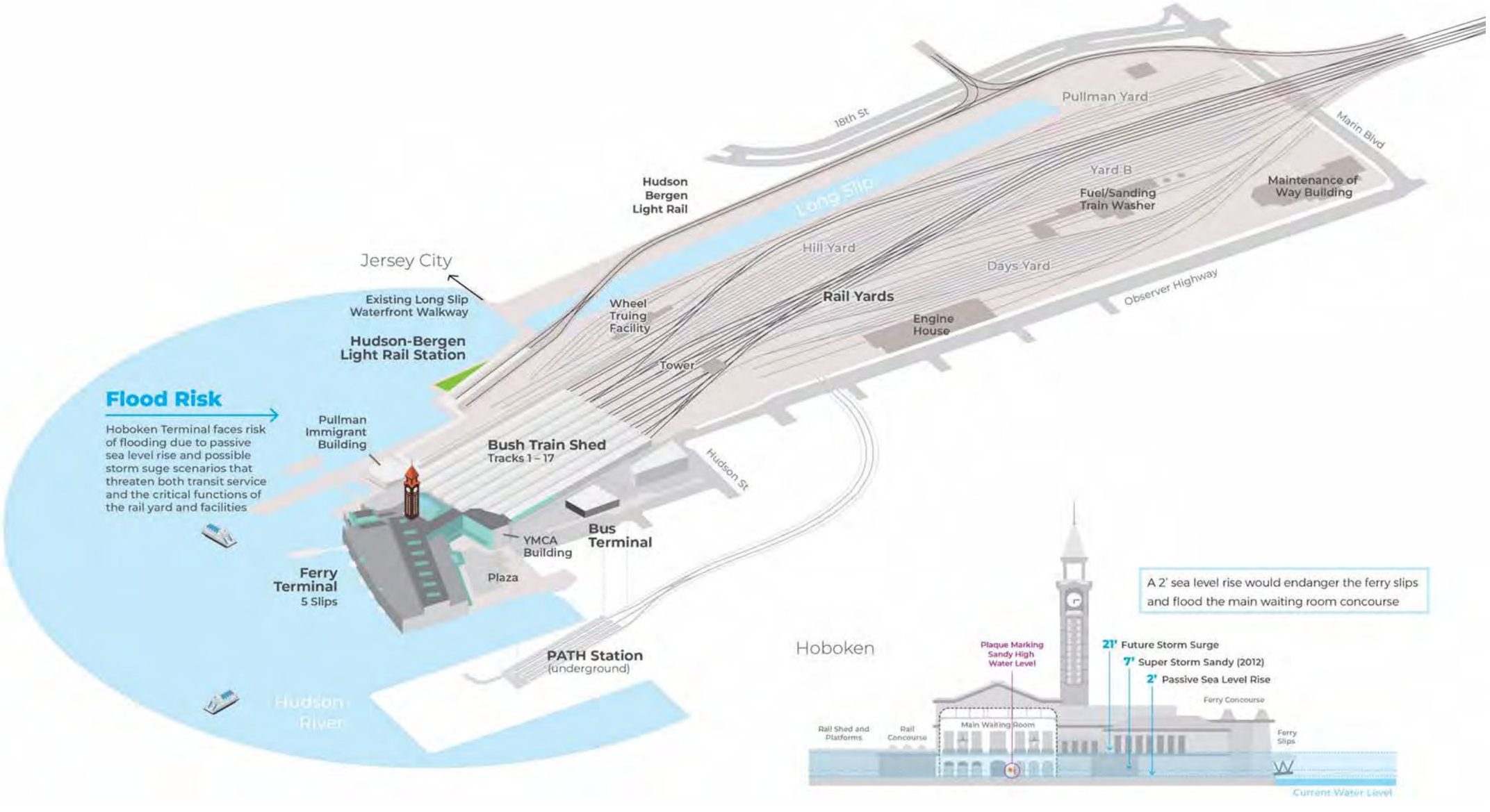
**Expansion of South Ferry Terminal**

As a part of a multi Trans-Hudson strategy, NJ TRANSIT intends to explore purchasing up to 12 additional high-speed ferry vessels with a vessel size of approximately 350 passengers. These ferries would be purchased in conjunction with the funding ferry terminal enhancements in Hoboken and New York City, and port storage improvements to accommodate this expanded service. Initiatives to accommodate a potential ferry fleet include redevelopment of the existing piers adjacent to Track 17 in the southeast corner of the terminal and are included with the New Jersey Ferry Fleet Expansion Project.

**Expansion and Redevelopment of Personnel Facilities**

Hoboken Terminal is home to a substantial number of NJ TRANSIT employees. Initiatives of the proposed redevelopment could include enhanced capacity and upgraded facilities for NJ TRANSIT employees. During Phase I, the YMCA building would be refurbished, creating an upgraded space for NJ TRANSIT employee use. Construction of a new crew quarters is contemplated as part of the Long Slip Canal Phase II work and would be located at the terminal. A new police headquarters could also be constructed on site, along with medical, EAP, and station management. To support all NJ TRANSIT employees, a new parking lot would be proposed on site.

# PROJECT SHEET HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE II



# PROJECT SHEET HOBOKEN TERMINAL AND YARD RESILIENT REDEVELOPMENT PROGRAM - PHASE II

**ESTIMATED TOTAL PROJECT COSTS**

***$3.01B***

***Resiliency***
New facilities would be resilient to nuisance flooding and extreme events and provide redundancy in the event of service disruptions

***Business Performance/Financial Sustainability***
New facilities would reduce maintenance costs and develop retail, as well as increase capacity of bus and light rail and improve rail operation to allow the facility to handle more customers

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***State of Good Repair***
New facilities, including rail, light rail, and bus infrastructure, would replace aging facilities, rehabilitate a historic building, and modernize obsolete equipment

***Intermodal Integration***
Streamlined passenger flow and new modal facilities would improve customer access to all modes of transit

*Redeveloping Hoboken Terminal and Yard would **improve state of good repair**, **address resiliency challenges**, and allow for **more efficient intermodal integration**.*

# PROJECT SHEET HOBOKEN LONG SLIP

## Description

Hoboken Terminal is one of NJ TRANSIT's major transportation hubs, serving over 17,000 passengers on an average weekday with its rail service alone. The terminal also supports bus and light rail passengers, while providing access to PATH trains and ferries to and from New York City.

The Hoboken Redevelopment Project is a three phased approach to address many of the state of good repair and resiliency challenges which the terminal faces, while at the same time provide opportunities for increasing capacity for rail, bus, light rail, and ferry service.

Concurrent to Phase I is the work on Long Slip. Adjacent to the terminal and alongside the existing Hoboken Yard at the Hudson River Waterfront is Long Slip Canal. It is a one-third mile long, one hundred-foot wide canal that was formerly used for marine shipping traffic but has been inactive for more than 40 years. In 2012, the storm surge from Superstorm Sandy caused the Long Slip Canal to overflow its banks resulting in significant flood damage to both passenger and yard facilities at Hoboken Terminal. Weeks of remedial work followed this event. Several tracks at the terminal were also temporarily out of service, significantly reducing the rail capacity at this vital transit hub.

The Long Slip redevelopment would initially address some of the resiliency needs at Hoboken Terminal while providing additional operational flexibilit . The project is broken into two phases: Phase I includes filling of the existing canal with structural fill and surcharging; Phase II includes construction of six new tracks with high level platforms and a small crew quarters facility on the filled in canal. These additional tracks would be constructed above the base flood elevation and provide emergency capacity in the event multiple main track outages are incurred, such as following an extreme weather event. This increased capacity would also allow for implementation of the Hoboken Terminal Redevelopment Plan which includes a comprehensive approach to providing substantial resiliency and redundancy as well as enhanced capacity of both Hoboken Terminal, ensuring its service as an essential hub facility within the NJ TRANSIT transportation network.

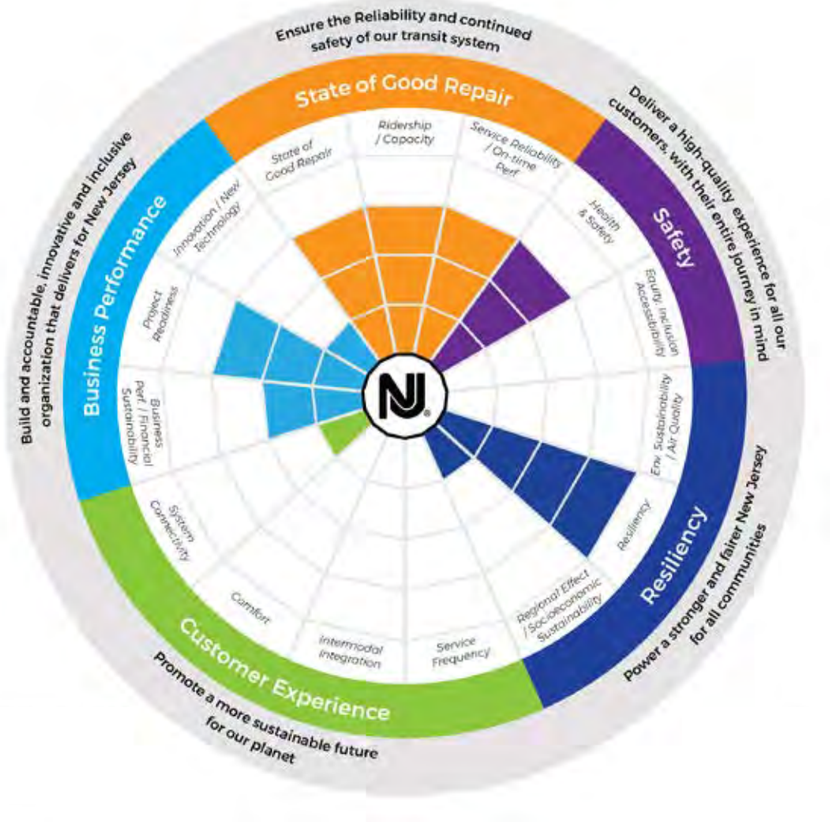
## EXISTING: Long Slip Canal



## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$366 Million**

**Total estimated 2022 project cost indicates total cost over span of the project and includes funds already spent.*




## Value to Customers

- Reduces train delays following extreme weather events
- Increases operational flexibility

## Value to State

- Increases service reliability and mitigates revenue disruptions
- Provides additional rail capacity as needed to accommodate future ridership growth

# PROJECT SHEET HOBOKEN LONG SLIP

## ESTIMATED TOTAL PROJECT COSTS

***$366M**

**TOTAL ESTIMATED 2022 PROJECT COST INDICATES TOTAL COST OVER SPAN OF THE PROJECT AND INCLUDES FUNDS ALREADY SPENT*

***Service Reliability - On-Time Performance***
Additional tracks will reduce train delays following extreme weather events

***Ridership/Capacity***
Increased rail operational capacity at the station would enable more riders to utilize the rail network via Hoboken

***State of Good Repair***
Increasing track operational capacity and raising track beds and platforms would bring these facilities up to a state of good repair

***Resiliency***
Constructing tracks and platforms above base flood elevation, providing emergency capacity, and allowing for the redevelopment of Hoboken Terminal and Yard would improve resiliency

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Redevelopment of Long Slip would **address some resiliency needs** at Hoboken Terminal while **providing operational flexibility** and **improved reliability**.*

# PROJECT SHEET GATEWAY STORAGE YARD AND MAINTENANCE FACILITY

## Description

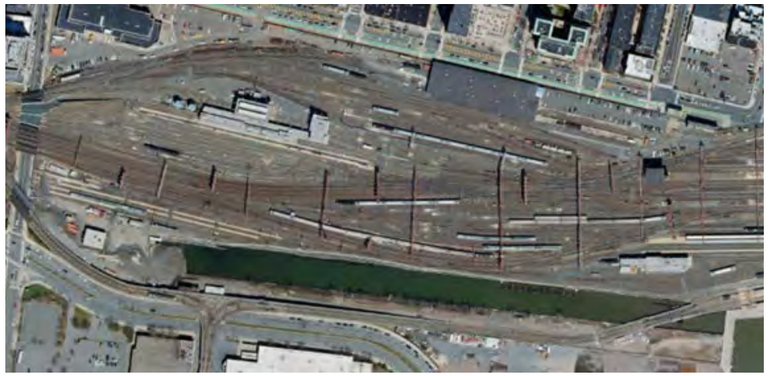
NJ TRANSIT has experienced substantial ridership increases on all of its rail lines. This is due in part to the popularity of the Midtown Direct services to Penn Station New York. The increased service and demand have led to a complex weekday operation for the agency, as there is inadequate yard space close to New York to store trains between morning and evening peak service. As a result, empty trains must make long/empty midday trips back to remote yards throughout New Jersey, some of which are 50 miles or more from New York. This results in unnecessary wear and tear on NJ TRANSIT assets, increased labor costs, and unaffordable congestion on the overall system.

A new storage yard and service facility owned and operated by NJ TRANSIT with local access to and from New York Penn Station and all NJ TRANSIT lines would eliminate unnecessary and costly rail movements and improve overall operational efficienc throughout the system. It is critical that such a yard be proximate to New York and key NJ TRANSIT hubs in order to maximize the value of the investment by minimizing empty train movements throughout the system.

Other rail system improvements described in the Capital Plan are designed to provide opportunities to unlock the potential of the system and increase rail service. However, to realize both the full potential of the system and keep operating costs to a minimum, a larger rail fleet and appropriately placed storage for it will be required. The Gateway Program ultimately proposes to double trans-Hudson capacity, allowing NJ TRANSIT to operate additional peak period trains to an expanded Penn Station New York.

In addition, planned work to restore Hoboken Terminal and expand its flood resiliency and service capacity will require temporary and/or permanent relocation of train storage capacity in low lying areas of the Hoboken Terminal Yard. It will also allow NJ TRANSIT to eliminate certain functions from that yard such as refueling, car wash, and diesel engine service functions, which are undesirable within the floodplain. This new yard would serve that function, as well as allow the agency to better accommodate future growth of the rail fleet and provide the required storage and maintenance capacity to sustain and support NJ TRANSIT's rail service.

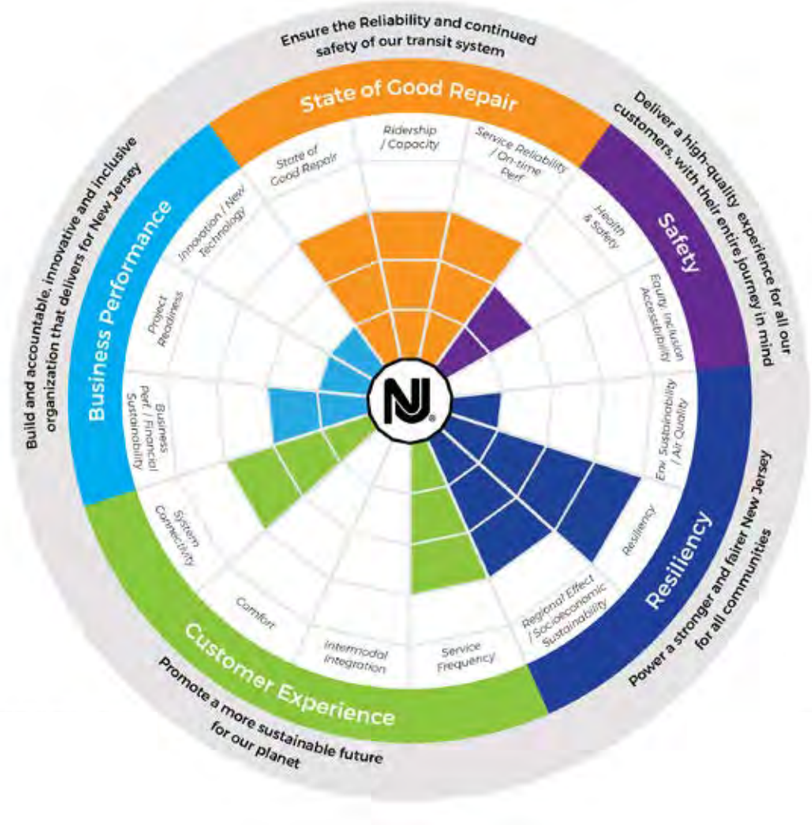
## EXISTING: Hoboken Yard



## ESTIMATED PROJECT COSTS (2022 DOLLARS):

***$2.4 Billion**

**Work and funding made in conjunction with Gateway Portal Partners*




## Value to Customers

- Facilitates improvements to Hoboken Terminal and Yard
- Improves rail reliability and on-time performance

## Value to State

- Expands Trans-Hudson capacity needed to accommodate future economic growth.
- Provides additional train storage and maintenance capacity to accommodate rail fleet growth

# PROJECT SHEET GATEWAY STORAGE YARD AND MAINTENANCE FACILITY

## ESTIMATED TOTAL PROJECT COSTS

***$2.4B**

**WORK AND FUNDING MADE IN CONJUNCTION WITH GATEWAY PORTAL PARTNERS*

***Resiliency***
The yard will support upgrades at Hoboken Terminal and Yard by providing space to relocate storage capacity away from flood-prone low lying areas

***Regional Effect/Socioeconomic Sustainability***
The additional yard would accommodate storage and maintenance of trains across the NJ TRANSIT rail system

***Ridership/Capacity***
A new yard would allow NJ TRANSIT to accommodate future growth of the rail fleet and support increased service levels

***Service Reliability***
The new yard would reduce capacity constraints and increase service reliability for trains

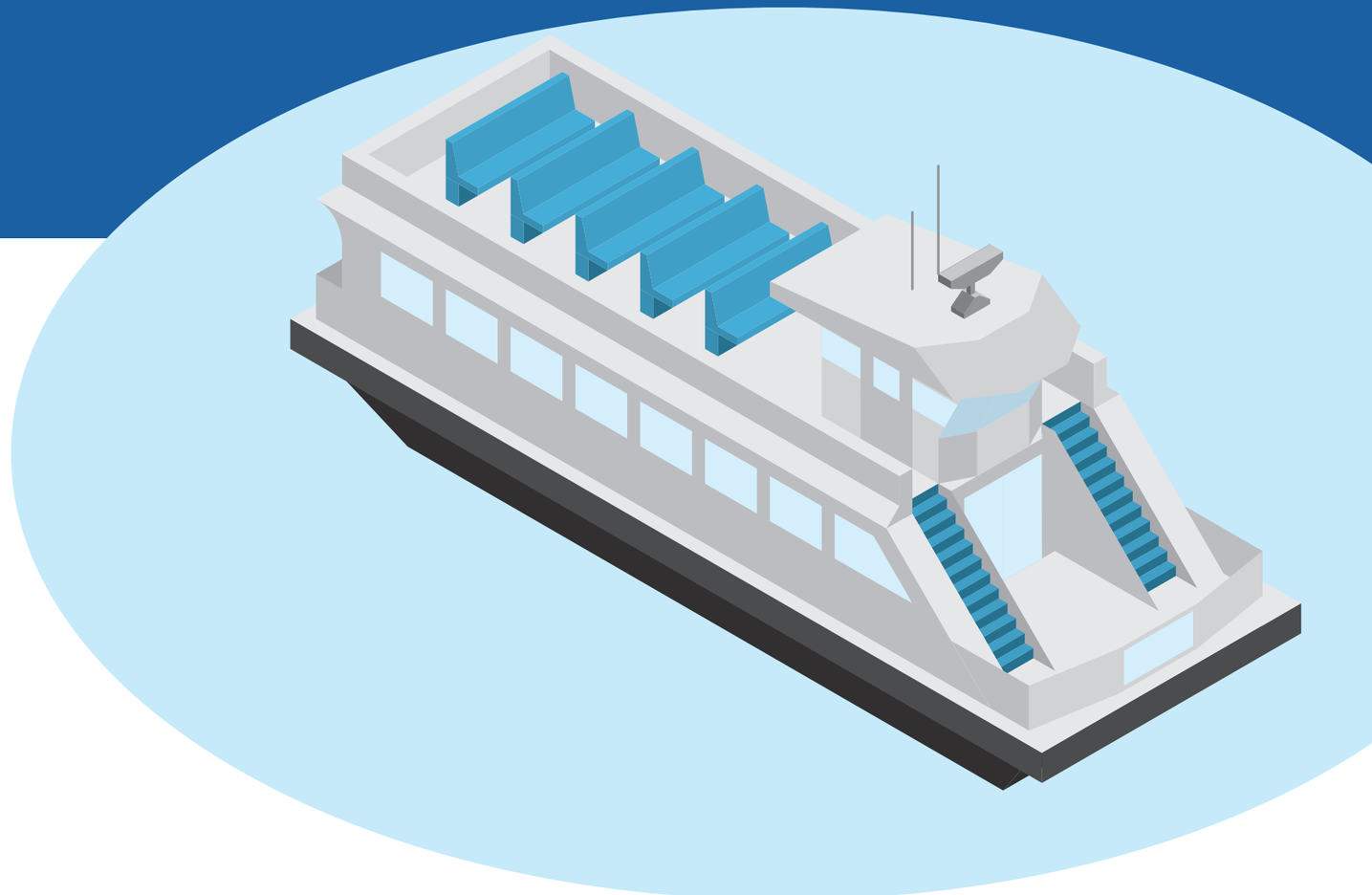
## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*A new storage yard and maintenance facility will* ***accommodate needed growth in the NJ TRANSIT commuter rail system****.*

# Ferry



# PROJECT SHEET NEW JERSEY FERRY FLEET IMPROVEMENTS

## Description

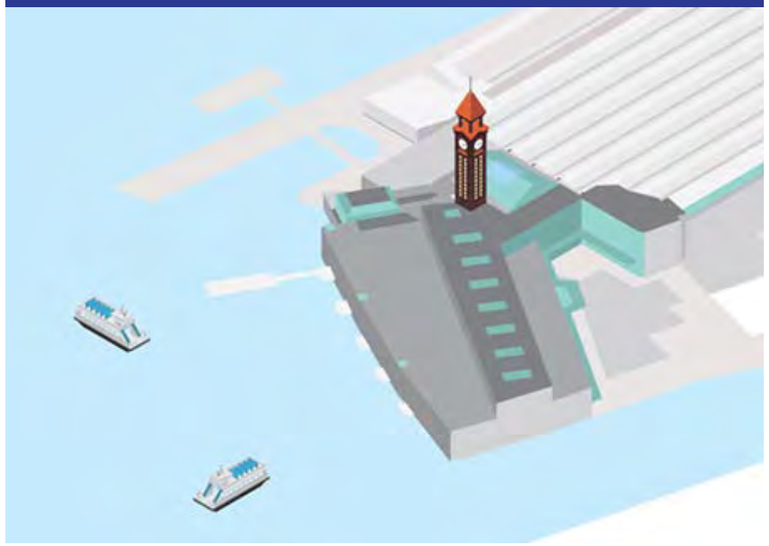
NJ TRANSIT's service to Hoboken Terminal relies heavily on agency partnerships with the Port Authority's PATH system and private ferry carriers to bring customers to New York City. As a part of a multi Trans-Hudson strategy, NJ TRANSIT intends to purchase up to 12 additional high-speed ferry vessels with a vessel size of approximately 350 passengers. These ferries would be purchased in conjunction with the funding of ferry terminal enhancements in Hoboken and New York City, and port storage improvements to accommodate this expanded service.

An expanded high-speed ferry fleet would improve Trans-Hudson capacity, improve customer comfort, and help mitigate future growth strains on the transit systems linking New Jersey residents to New York City. Ferries also play a critical role in emergency situations and give NJ TRANSIT the flexibility to include the fleet as a holistic strategy to mitigate day-to-day or longer-term service disruptions. To accommodate the expanding fleet, the existing piers adjacent to Track 17 in the southeast corner of Hoboken Terminal would be redeveloped to supplement the existing ferry terminal. Additional floating docks would also be installed at Pier 78 in NYC to accommodate growth in service.

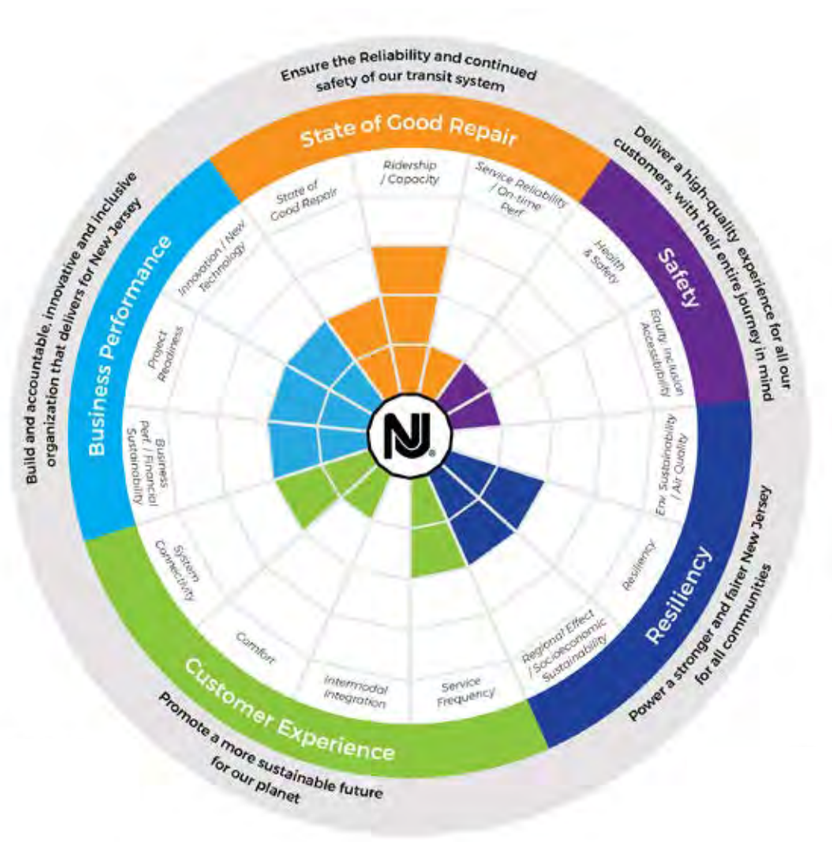
**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$421 Million**

## HOBOKEN TERMINAL



| | Line Item |
|---|---|
| 1 | New Ferries (High Speed Vessels 350 passengers) X 12 |
| 2.1 | Design of walkway connection between 7-train & ferry terminal |
| 2 | 1 pier with 4 floating docks at pier 78 (NYC) |
| 3 | Upgrades to Hoboken Piers and 4 additional floating docks |
| 4 | Fleet storage dock (4 piers) |




## Value to Customers

- Provides faster, more comfortable service to NYC
- Creates greater intermodal opportunities at Hoboken

## Value to State

- Expands Trans-Hudson capacity needed to accommodate future economic growth
- Increases return on investment from increased ridership

# PROJECT SHEET NEW JERSEY FERRY FLEET IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$421M**

***Regional Effect/Socioeconomic Sustainability***
Improved and expanded ferry operations would enhance the transit link between the state of New Jersey and Manhattan

***State of Good Repair***
Expanding and upgrading the ferry fleet would enhance service and improve overall state of good repair

***Ridership/Capacity***
Expanded service and a modernized ferry fleet would accommodate future growth and mitigate strains on existing transit systems

***Service Quality/Frequency***
New ferries would be equipped with modern features to offer high quality, more frequent service

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*An expanded high-speed ferry fleet would **improve Trans-Hudson capacity, improve service quality**, and **mitigate any future strains on transit systems** linking New Jersey to New York City.*

# Health and Safety



# PROJECT SHEET LOCAL POLICE SHELTER IMPLEMENTATION PROGRAM

## Description

The NJ TRANSIT Police Department services the various bus stops, rail, and light rail stations owned by NJ TRANSIT to enhance the security and safety of commuters. NJ TRANSIT Police operates out of seven command centers located at major transportation hubs within the seven NJ Districts: One Penn Plaza HQ (District 1), Newark Penn Station (District 2), Hoboken Terminal (District 3), Secaucus Junction (District 4), Trenton Transit Center (District 5), Walter Rand Bus Terminal (District 6), and the Atlantic City Bus Terminal (District 7). However, there are no local shelters or command posts for police at the stations. This makes it more challenging to efficientl patrol the various stops and stations and requires the police to report back to the respective district command post after each shift.

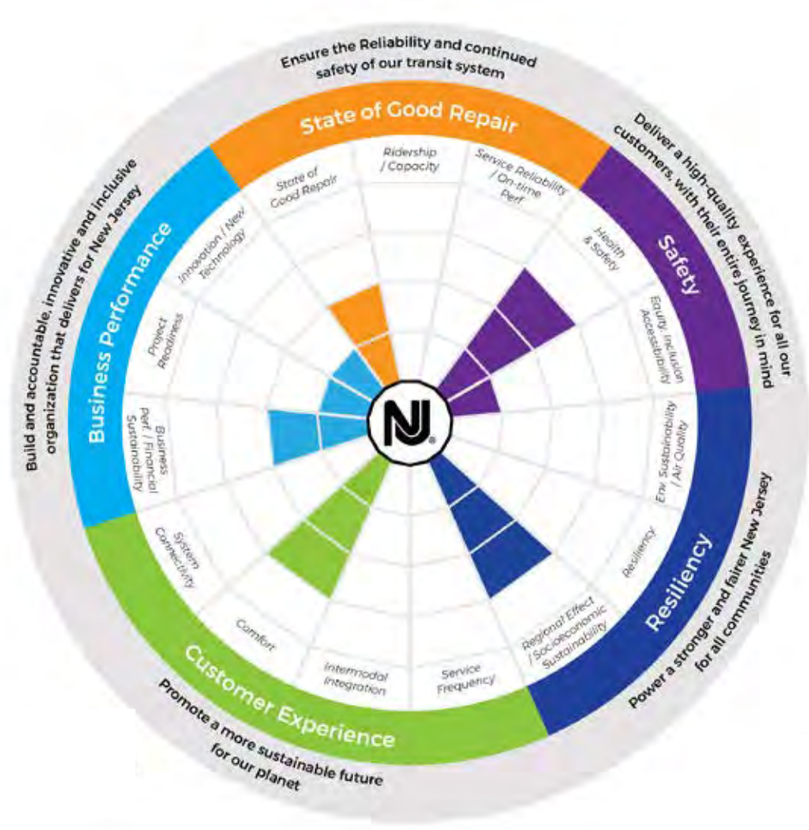
This project would construct police patrol and operations posts at various rail stations and at major bus terminals to facilitate patrol operations. The shelters would act as local command posts and allow police to more efficientl patrol stations and bus terminals. These shelters would also mitigate the need to physically report back to the district command posts after each shift, which would drastically save NJ TRANSIT Police time and money that can be better spent on providing more security at each transportation hub. In addition, police command centers at Atlantic City Bus Terminal and Secaucus Junction would see upgrades on top of the shelter implementation systemwide.

**EXISTING:**
**Long Branch Police Post**




**PROPOSED:**
**Local Police Post**




## ESTIMATED PROJECT COSTS (2022 DOLLARS):

**$12 Million**

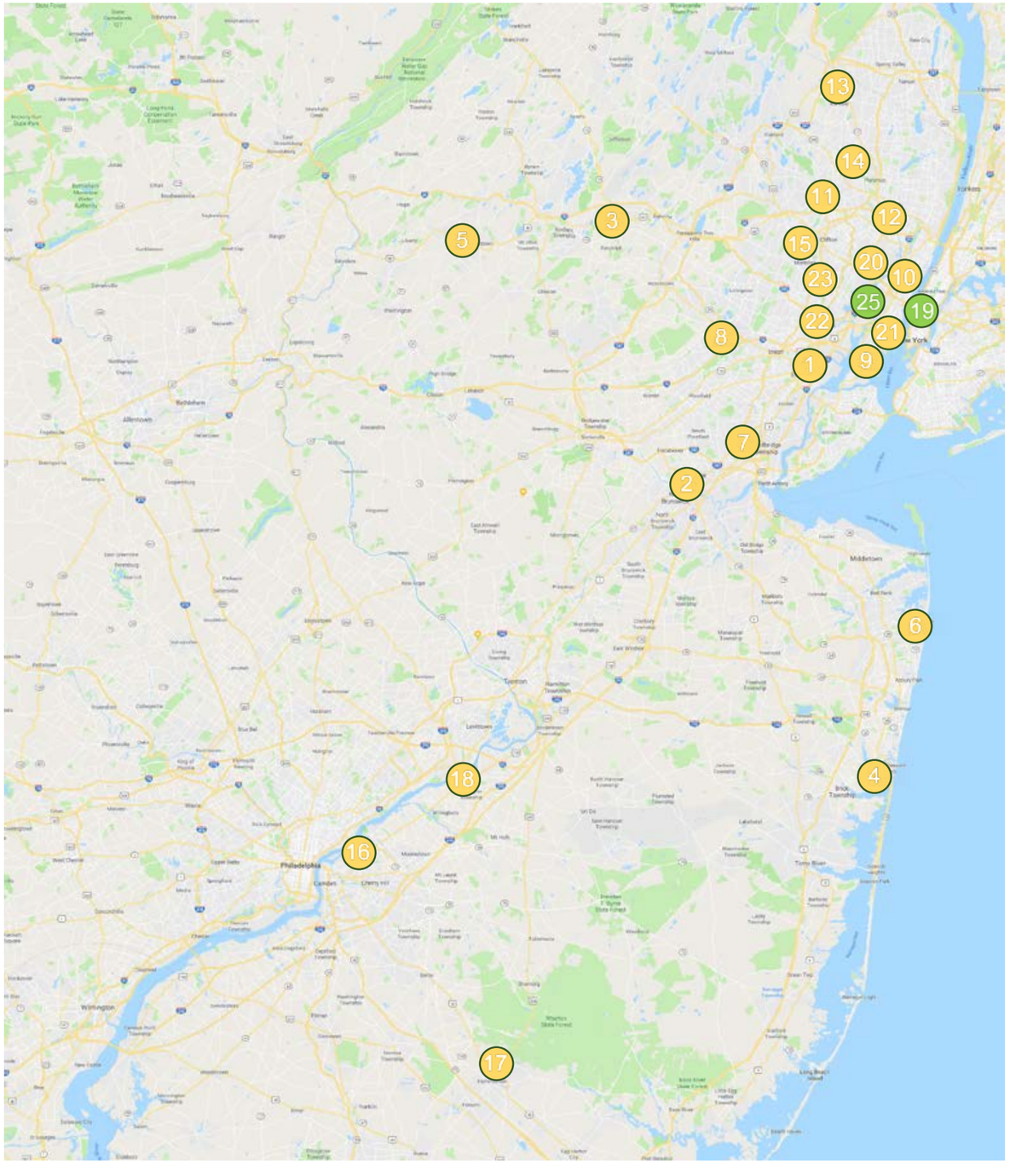
### Value to Customers

› Increases safety and security for customers

### Value to State

› Reduces expenses incurred by requiring police to report back to district command posts

# PROJECT SHEET LOCAL POLICE SHELTER IMPLEMENTATION PROGRAM




| | Shelter | District | Line |
|---|---|---|---|
| 1 | Elizabeth | 2 | NEC |
| 2 | New Brunswick | 2 | NEC |
| 3 | Dover | 2 | M&E |
| 4 | Bay Head | 6 | NJCL |
| 5 | Hackettstown | 2 | M&E |
| 6 | Long Branch | 2 | NJCL |
| 7 | Metro Park | 2 | NEC |
| 8 | Summit | 2 | M&E |
| 9 | 8th Street | 3 | HBLR |
| 10 | Tonnelle Ave. | 3 | HBLR |
| 11 | Paterson | 4 | MLBC |
| 12 | Hackensack | 4 | BUS |
| 13 | Ramsey Rt.17 | 4 | MLBC |
| 14 | Ridgewood | 4 | MLBC |
| 15 | Great Notch Yard | 2 | MOBO |
| 16 | Pennsauken | 6 | AC |
| 17 | Hammonton | 7 | AC |
| 18 | Burlington | 6 | RL |
| 19 | New York Penn | - | NEC |
| 20 | Meadowlands | 3 | PVL |
| 21 | Liberty State Park | 3 | HBLR |
| 22 | Orange Street | 2 | NLR |
| 23 | Grove Street | 2 | NLR |
| 24(1) | Atlantic City | 6 | AC |
| 25 | Secaucus | 3 | ALL |

*(1) Atlantic City not shown on map*

## Legend

| | |
|---|---|
| | Proposed New Shelter |
| | Proposed Shelter Rehab |

# PROJECT SHEET LOCAL POLICE SHELTER IMPLEMENTATION PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$12M**

***Business Performance/Financial Sustainability***
New network of police posts would allow for more efficient use of resources and reduction in expenses by eliminating having to report back to the district command posts after each shift

***Comfort***
Additional police posts would improve NJ TRANSIT police response times

***Health/Safety***
Additional police posts would improve security and response times

***Regional Effect/Socioeconomic Sustainability***
New police posts would be added throughout the rail and bus networks

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*New patrol and operations posts would **improve safety** and **police efficiency** across the bus and rail systems.*

# Technology, Asset Management, and Planning



# PROJECT SHEET IT BUSINESS UNIT IMPROVEMENTS

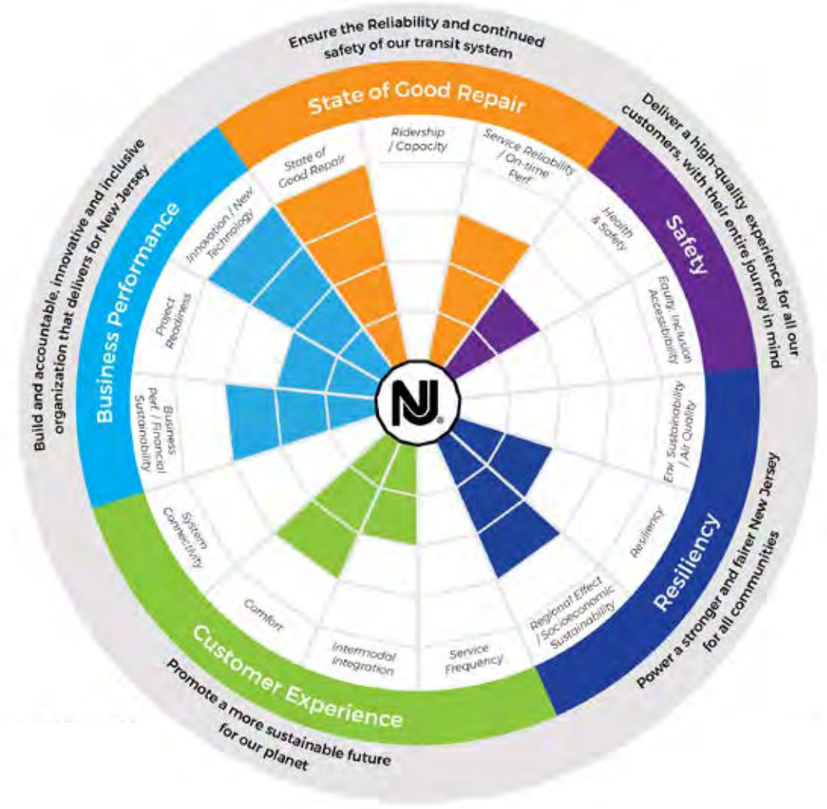
## Description

NJ TRANSIT is investing in internal, business unit, and customer-facing Information Technology (IT) infrastructure to become a leader in the digital revolution in public transportation over the next five years

IT Business Units Improvements would create safer, more secure, more robust, and more dynamic processes to improve overall customer experiences, provide real time information updates, and better support employees in their work. These improvements would streamline processes and invest in the people who keep the NJ TRANSIT system running. Projects would support business units in eradicating manual processes and implementing automation to develop operational efficiencie and increase productivity. Providing staff with the latest tools would improve customer service and deploying enterprise asset management systems would enable staff to ensure critical assets perform at maximum efficien .






**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$160 Million**

### Value to Customers

- Improves the experience and convenience of non-ride infrastructure
- Deploys the tools, technology, and talent to listen and react to customers in real-time
- Uses NJ TRANSIT as a daily touchpoint to create a sense of pride in the state and its economy for our customers by targeting pain points in journeys, payments, and accessibility

### Value to State

- Invests in digital technology and people to improve communications with customers
- Modernizes technology and process to allow NJ TRANSIT to be a leader in transit technology
- Enables NJ TRANSIT to develop insights rapidly by improving capabilities
- Pushes organization towards a culture of automation, business intelligence, and process improvement in HR, Finance, Procurement, Compliance, and Internal Communications

# PROJECT SHEET IT BUSINESS UNIT IMPROVEMENTS

| Program | Project | Strategy |
|---|---|---|
| **Procurement Process Improvement** | Enhanced Vendor Management | Establish industry leading procurement practices |
| | Uplift Procurement Technology | |
| | Procurement integration with Business Intelligence | |
| **HR** | HR Consolidation | Invest in the people who keep our transit system running |
| **Finance** | Finance Enhancements | Invest in the people who keep our transit system running |
| **Customer Oriented Improvements** | Customer Satisfaction Enhancement | Improve information flow to and from customers |
| | NJ Transit Technology uplift | Deliver tech that improves customer experience |
| | Customer Communication Enhancement | Inform: Improve information flow to and from customers |
| | Digitization of Social Communication | Enhance customer comfort throughout their journey |
| | Reform Customer Comfort | Deliver tech that improves customer experience |
| | Loyalty Program | Deliver tech that improves customer experience |
| | Way Finding Location | Improve tracking of Train arrival at stations and help consumers find their points of interests inside large stations |
| | Passenger Counting - Bus and Rail | Install sensors and software on trains and buses to provide additional information to customers |
| | Fare Box and Fare Gate Replacement | Procure and install new fare boxes and gates |
| **Enterprise Applications** | Oracle Upgrades | Deliver tech that improves customer experience |
| | Cashless Payments | Integrate and expedite customer payments |
| | Enterprise Asset Management | Enhance our fleet through replacement and preventative maintenance programs |
| | Economic and Technology Intelligence | Keep improving tech that improves customer experience |
| | Improved Data Strategy | Improve our collection and use of data to drive better decision-making |
| **All BU** | Business Process Re-engineering | Deliver tech that improves customer experience |

# PROJECT SHEET IT BUSINESS UNIT IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$160M**

***Business Performance/Financial Sustainability***
Automating internal processes would decrease paperwork for staff and increase agency efficiency

***Comfort***
Improvements to agency business processes will provide staff with the tools to enhance customer experience and better listen and react to customer needs

***Regional Effect/Socioeconomic Sustainability***
Upgrading business unit processes to better serve customers and staff would positively affect the entire transit network

***State of Good Repair***
Creating efficient enterprise applications to monitor agency assets would increase operational efficiency and improve state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Build an accountable, innovative, and inclusive organization that delivers for New Jersey*

*Agency-wide business unit improvements would* ***help create safe, secure, robust, and dynamic processes to improve customer experience*** *throughout the journey.*

# PROJECT SHEET IT HQ IMPROVEMENTS

## Description

NJ TRANSIT is investing in internal, business unit, and customer-facing Information Technology (IT) infrastructure to become a leader in the digital revolution in public transportation over the next five years

IT improvement projects would uplift and modernize IT Infrastructure, IT security, IT support and monitoring, PMO set up to improve overall technology and related domain for NJ TRANSIT. To reinforce the backbone of NJ TRANSIT operations, IT improvement projects would be focused on revolutionizing infrastructure and network capabilities to improve customer and staff experiences. A portion of projects would focus on disaster recovery to prevent data loss and minimize impacts on the organization and our customers. Providing infrastructure resiliency would ensure that there is no disruption at NJ TRANSIT's offices, rail/light rail stations and maintenance yards, bus terminals, garages and Access Link offices. Additional projects would adapt the best project/program portfolio management methodologies to rollout a PMO that will unite business units and keep everyone on track.

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

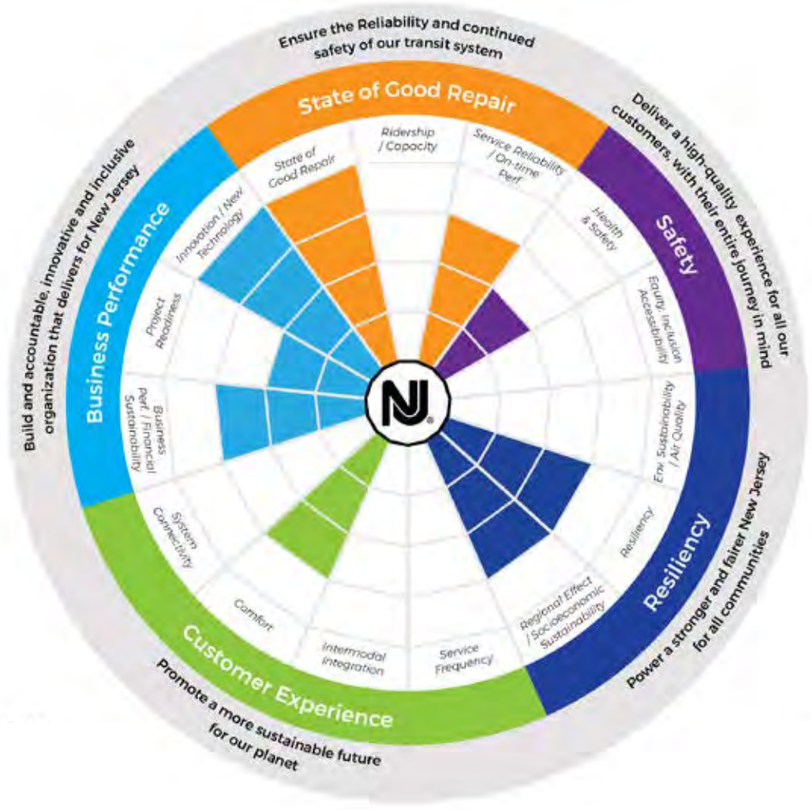
**$87 Million**












### Value to Customers

› Provides a safer, more secure environment for our customers and communities we serve

### Value to State

› Invests in Information Security to keep NJ TRANSIT resilient (e.g., Disaster Recovery, Business Continuity Planning, embedding security into all protocol)

# PROJECT SHEET IT HQ IMPROVEMENTS

| Program | Project | Strategy |
|---|---|---|
| | Disaster Recovery Implementation | Provide a safer, more secure environment for our customers and communities we serve |
| | Service Desk Enhancements | Deliver tech that improves customer experience |
| | Digital Uplifting Data Center | Deliver tech that improves customer experience |
| | Digitization of Manual Processes | Invest in the people who keep our transit system running |
| **IT** | Enhanced App Capabilities | Deliver tech that improves customer experience |
| | Modernization of Workforce | Invest in the people who keep our transit system running |
| | Innovative Technology | Keep improving tech that improves customer experience |
| **PMO** | Business Collaboration | Invest in the people who keep our transit system running |

# PROJECT SHEET IT HQ IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$87M**

***Business Performance/Financial Sustainability***
IT improvements would Increase efficiency of business operation systems and applications

***Resiliency***
IT improvements at agency headquarters would make technology assets more secure and resilient to security threats

***Regional Effect/Socioeconomic Sustainability***
Upgraded systems, servers, and applications at headquarters would positively affect the entire network

***State of Good Repair***
Modernizing applications, servers, and systems would provide staff with the tools to improve the state of good repair of agency IT infrastructure

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Build an accountable, innovative, and inclusive organization that delivers for New Jersey*

*Upgrading and modernizing IT Infrastructure, security, support, and monitoring would improve NJ TRANSIT's overall technology.*

# PROJECT SHEET IT SURFACE TRANSIT IMPROVEMENTS

## Description

NJ TRANSIT operates an approximately 2,300 vehicle bus fleet. Much of the software used on buses, in bus garages, and at bus depots is very old and needs to be upgraded to reflect the latest technologies. If funded, this project would help NJ TRANSIT make these upgrades and improve customer satisfaction with features such as ticket validation and app maps with bus locations and vehicle loads. The projects included would also improve driver aid and customer safety with features that would integrate braking, vehicle breakdown detection, and collision warning.

In addition, projects to improve customer experience on NJ TRANSIT's Access Link paratransit service would also be included.

Upgrades to the light rail PA systems, which include Newark Light Rail, River LINE, and Hudson Bergen Light Rail, would be included to better provide information to customers.



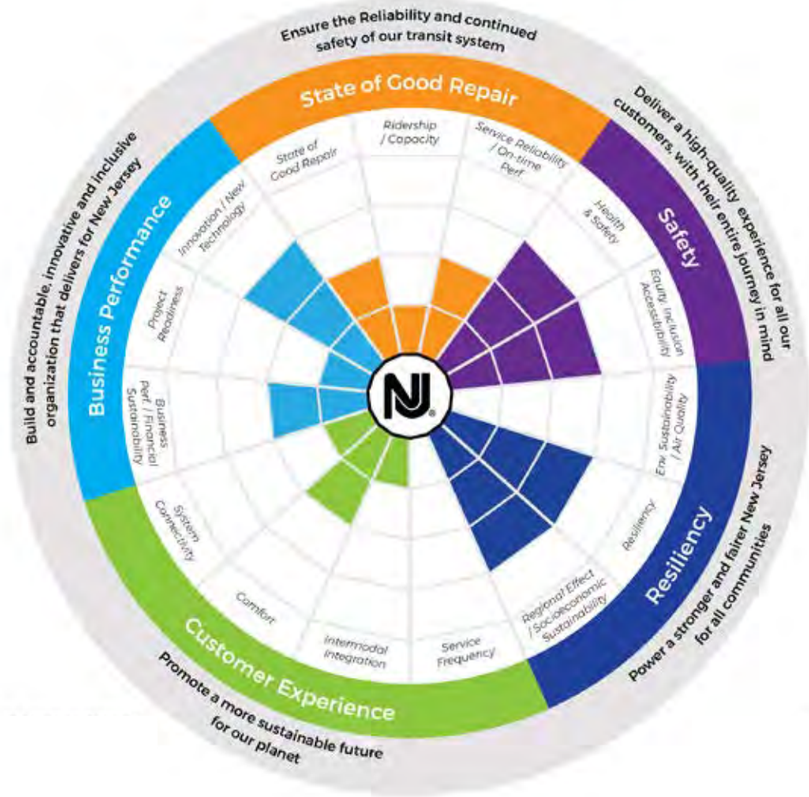













**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$162 Million**

### Value to Customers

› Provides a safer, more secure environment for our customers and communities we serve

### Value to State

› Minimizes revenue loss from disruption of services

# PROJECT SHEET IT SURFACE TRANSIT IMPROVEMENTS

| Project | Project Description | Strategy |
|---|---|---|
| ViriCiti | Electric Bus AVM | Deliver tech that improves customer experience |
| IVN Upgrade | Upgrade to IVN3 & IVN4 | Deliver tech that improves customer experience |
| NeverFail Implementation | Establish a High Availability or Disaster Recovery Environment using NeverFail | Deliver tech that improves customer experience |
| Graphical UI Uplift | Upgrade to Graphical UI | Deliver tech that improves customer experience |
| CleverCAD Upgrade | CleverCAD Upgrade to 9.5 (Current Version) and Enhancements | Deliver tech that improves customer experience |
| Disruption Management | Disruption Management will allow to react to unplanned situations to provide the passengers updated information | Deliver tech that improves customer experience |
| On Board TTS implementation | On-Board Text to Speech (Dispatch Announcements On-Board the Bus) | Deliver tech that improves customer experience |
| Bus Time Upgrade | BusTime Upgrade for Responsive Website that will allow a more modern and intuitive user experience | Deliver tech that improves customer experience |
| Quick Turn Enhancements | Quick Turn Schedule Only Updates (for Exceptions/Holidays/Changes) | Deliver tech that improves customer experience |
| CleverCAD Mobile Enhancement | CleverCAD Mobile Enhancements | Deliver tech that improves customer experience |
| SmartYard Central System | SmartYard Central System | Deliver tech that improves customer experience |
| Upgrade to Bus Depot | Upgrading our Bus Depot with latest technology and tools that will provide accurate real time information on buses and enhance customer comfort at Bus Depot | Provide a safer, more secure environment for our customers and communities we serve |
| Automated Bus Assignment | Technology to improve operations in automating the bus assignments | Deliver tech that improves customer experience |
| CleverVision implementation | CleverVision implementation | Deliver tech that improves customer experience |
| Monitor Operator Behavior | Operator Behavior - Module 3 (EcoDrive) | Deliver tech that improves customer experience |
| AVM OnDemand and Optimization | AVM OnDemand Includes: | Deliver tech that improves customer experience |
| Luminator Destination Sign Upgrade | Luminator Destination Sign Upgrade Includes: | Deliver tech that improves customer experience |
| Celrado | Celrado Implementation | Deliver tech that improves customer experience |
| Customer Safety thru technology | Improve technology assets to ensure customer safety | Provide a safer, more secure environment for our customers and communities we serve |
| Bus Innovation | Bus innovation: Modernize garages and pilot all-door boarding | Deliver tech that improves customer experience |
| Bus hardware/software upgrades | Modernize technology on buses to improve reliability and service | Provide a safer, more secure environment for our customers and communities we serve |
| VMIS Replacement | Vehicle Management Information System replacement | Deliver tech that improves customer experience |

# PROJECT SHEET IT SURFACE TRANSIT IMPROVEMENTS

| Project | Project Description | Strategy |
|---|---|---|
| Access Link Yard Management | The Yard Management module supports the vehicle inventory and parking grid definition | Deliver tech that improves customer experience |
| Access Link Viewpoint Implementation | BI/Dashboard Module for Access Link | Deliver tech that improves customer experience |
| Access Link Merge AL network with Corporate network | Currently Access Link users are on separate network, request to merge it with Corp network | Deliver tech that improves customer experience |
| Access Link ACD upgrades: phone info displays on computer screen | Phone information displayed for customer care for better customer service | Deliver tech that improves customer experience |
| Access Link Workforce Management software | Employee management for Access Link, currently done via email | Deliver tech that improves customer experience |
| Access Link E-learning | Access Link Team members eLearning - to host video, guides, currently done via email | Deliver tech that improves customer experience |
| Access Link Alexa Type solution for AL customers using IVR | Voice enabled features for customers (Like Alexa) | Deliver tech that improves customer experience |
| Access Link Continuously recording video cameras on AL buses (Apollo?) | Upgrade recording capabilities for 24*7 (replace SmartDrive with Apollo). Eight cameras instead of two on buses and four cameras in car. | Deliver tech that improves customer experience |
| Access Link Off-site Ops Center | Need back-up location for AL to support any disruption at Newark | Deliver tech that improves customer experience |
| Access Link Customer ID Cards (images captured at Cert and stored on Trapeze) | Customer ID cards to identify customers | Deliver tech that improves customer experience |
| Access Link Tap and Go payment onboard vehicles | Some customers don't travel frequently and request this facility | Deliver tech that improves customer experience |
| Light Rail PA | PA System for Light Rail (River line, Newark, HBLR) | Deliver tech that improves customer experience |
| Connected Bus – Digital Connectivity | Address inequity in broadband access via a private cellular network, Wi-Fi, and 5G with connected vehicle micro positioning, real-time tracking, edge processing, and garage management. Passengers will enjoy high-speed Wi-Fi free with an activated ticket onboard the buses and will have access to job training and health related content onboard as well to make their trip more productive. | Deliver tech that improves customer experience |

# PROJECT SHEET IT SURFACE TRANSIT IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$162M**

***Resiliency***
Technology upgrades that improve safety and communication would make all surface transit more resilient to environmental and human induced threats

***Health/Safety***
The addition of new technologies such as driver assist, integrated breaking, and collision warning would improve driver and passenger safety

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Regional Effect/Socioeconomic Sustainability***
Upgraded software and integration of new technologies will positively affect the operation of all surface transit

***Equity, Inclusion & Accessibility***
Improvements to surface transit IT systems will make it easier for Access Link customers to use transit and improve experiences for all surface transit customers

*Upgrades to surface transit technologies would* ***improve driver and customer safety, make transit easier to use for all customers, and enhance the system's resiliency****.*

# PROJECT SHEET IT RAIL IMPROVEMENTS

## Description

NJ TRANSIT is investing in internal, business unit, and customer-facing Information Technology (IT) infrastructure to become a leader in the digital revolution in public transportation over the next five years

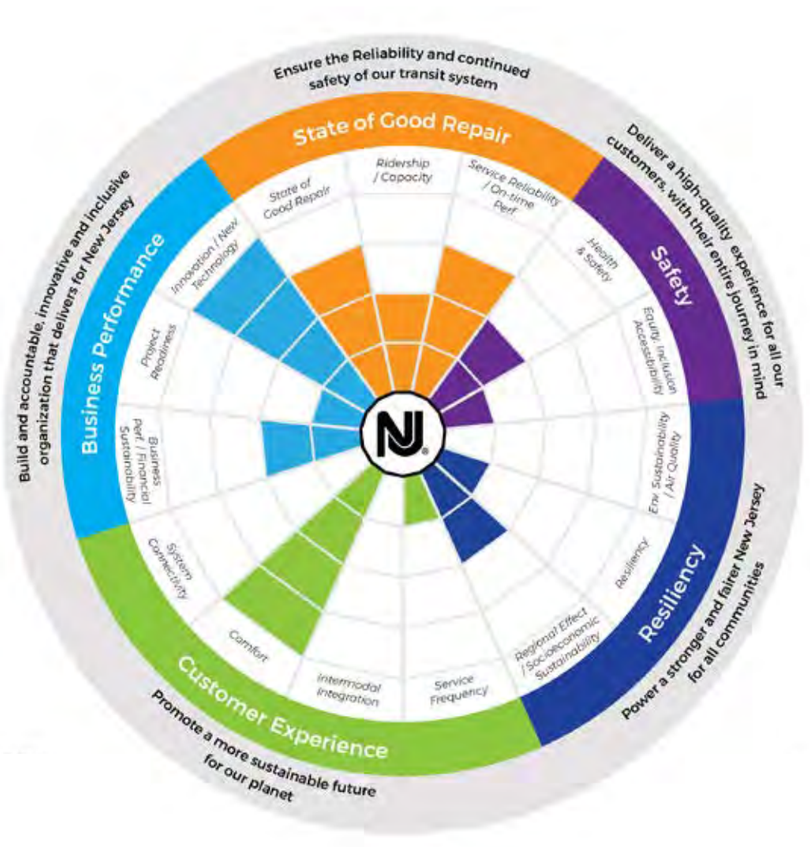
IT projects addressing rail improvements would create safer, more secure, more robust, and more dynamic processes to improve customer experiences and provide real time information updates. If funded, these projects would help process improvement, invest in people who keep our transit system running, and invest in targeted rail infrastructure programs to reduce delays and alleviate capacity constraints.

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$232 Million**








### Value to Customers

- Improves the experience of customer journey, provide more safe, secure, reliable service
- Deploys the tools, technology, and talent to listen and react to customers in real-time
- Invests in digital technology and people to keep NJ TRANSIT safe, secure, reliable to communicate with customers and keep them informed

### Value to State

- Enables NJ TRANSIT to get to a single source of truth and develop insights rapidly by improving emerging capabilities in data & analytics, lean methodologies, and API repositories
- Uses NJ TRANSIT as a daily touchpoint to create a sense of pride in the state and its economy for our customers by targeting pain points in journeys, payments, and accessibility

# PROJECT SHEET IT RAIL IMPROVEMENTS

| Program | Project | Strategy |
|---|---|---|
| Rail | Rail Asset Management | Invest in targeted rail infrastructure programs to reduce delays and alleviate capacity constraints |
| | Smart Train | Smart train with Wi-FI and additional features |
| | TIMS- Track Information Management System | Deliver tech that improves customer experience |
| | RTVL- The Real Time Vehicle Locator - capability of locating our trains and equipment in real time | Deliver tech that improves customer experience |
| | Telematics / ORBITA- predictive asset management | Deliver tech that improves customer experience |
| | TRS Replacement- Rail's On-Time Performance reporting | Invest in targeted rail infrastructure programs to reduce delays and alleviate capacity constraints |
| | TQS Replacement- Rail's train and engine various qualifications | Invest in targeted rail infrastructure programs to reduce delays and alleviate capacity constraints |
| | Electronic/Mobile Inspections- Periodic Inspections and Preventive Maintenance | Deliver tech that improves customer experience |
| | Wi-Fi MMC/ROC | Deliver tech that improves customer experience |
| | Electronic Wheel Set Forms | Deliver tech that improves customer experience |
| | Infrastructure Engineering Asset Management System | Deliver tech that improves customer experience |
| | Connected Train | Deliver tech that improves customer experience |
| | Rail Platform Infrastructure Upgrade | Deliver tech that improves customer experience |
| | Duty Manager - Yearly enhancements | Invest in the people who keep our transit system running |
| | PA System – Replacement Funds | Deliver tech that improves customer experience |

# PROJECT SHEET IT RAIL IMPROVEMENTS

**ESTIMATED TOTAL PROJECT COSTS**

**$232M**

***Comfort***
Improved customer experience and real-time information updates would increase comfort for customers

***Regional Effect/Socioeconomic Sustainability***
Rail improvements would target all rail lines across the NJ TRANSIT system

***Service Reliability - On-Time Performance***
Targeted rail infrastructure programs would be designed to reduce delays and alleviate capacity constraints

***State of Good Repair***
Technology improvements to rail infrastructure would enhance the agency's ability to improve and maintain state of good repair

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*Implementing IT rail improvements would create* ***safe, secure, and robust processes to improve customer experience and state of good repair****.*

# PROJECT SHEET TRIP PLANNER & MOBILE APP

## Description

The NJ TRANSIT Mobile App serves over 3.1 million customers, providing the tools to plan a trip, pay the fare, and be informed with real time travel information for Rail. Over the next five years, continuous investment in the app is required to keep pace with rapidly improving mobile technology and rising customer expectations, new technology which will allow NJ TRANSIT to support every aspect of our customers commute or trip.

This project would develop a comprehensive transit trip planner database and allow additional investment in the Mobile App. NJ TRANSIT will capitalize on geotargeting in trip planning, service and station alerts, and onboard notifications; cooperate with neighboring transit agencies to develop support for regional travel; and integrate with third party vendors to provide first and last mile travel options into the app. During the next five years both the customer facing design and functionality of the app and back-end systems supporting it will require ongoing development, including cloud integration, blockchain transactional database design and a mobile test lab.

In addition to providing a better Mobile App user experience, this project would enhance visibility of community transit options and connections to fixed route services. The database and app would form the foundations of a future Mobility as a Service initiative by adding additional modes as searchable services. The project would help community transit providers develop new General Transit Feed Specification (GTFS)-flex databases of their on-demand and curb-hail services that currently cannot be processed by Google and other conventional trip planning apps. A website and app would be developed for customers to create personal trip itineraries across all transit services “visible” to the GTFS-flex enabled search engine. This would allow trips to be

## ESTIMATED PROJECT COSTS (2022 DOLLARS):

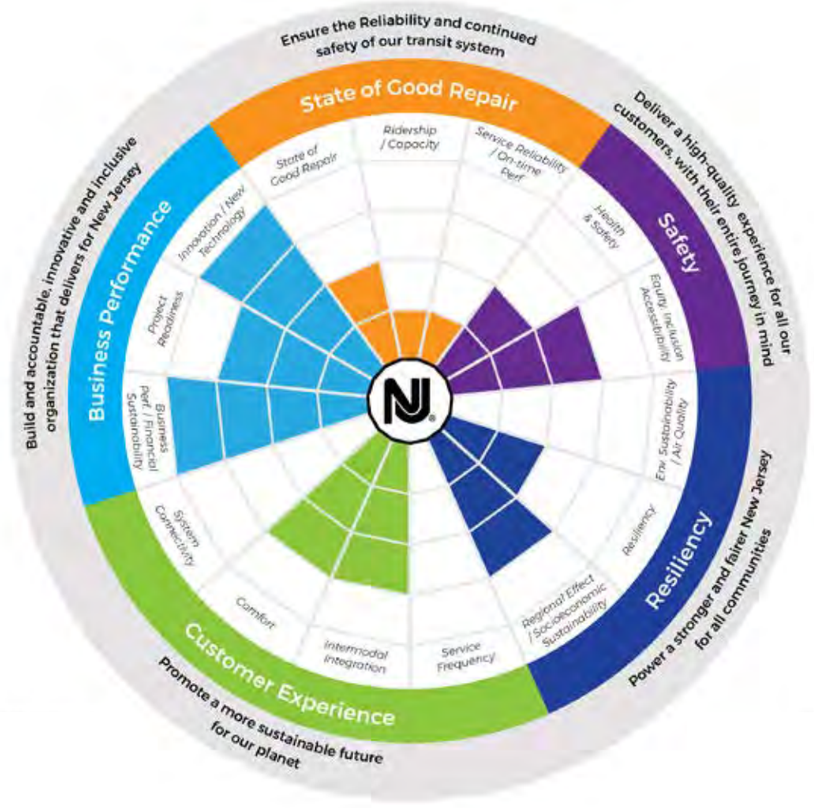
**$12 Million**

## EXISTING: NJ TRANSIT App



## PROPOSED: NJ TRANSIT App




## Value to Customers

- Provides better connectivity for customers across the state to plan trips and simplify travel
- Develops new and innovative technologies to improve transportation options

## Value to State

- Continue to migrate riders to NJ TRANSIT’s most efficient sales channel
- Increase customer satisfaction by improving communication from NJ TRANSIT and offering real time information across all modes

# PROJECT SHEET TRIP PLANNER & MOBILE APP

**ESTIMATED TOTAL PROJECT COSTS**

**$12M**

***Regional Effect/Socioeconomic Sustainability***
A new trip planner app that pairs users with the best trip plan would enable customers to use transit more effectively across the state

***Comfort***
By using the trip planner app, customers can plan their trip more effectively and decrease trip times

***Intermodal Integration***
Trip planning tools that offer customers multiple options would allow for more efficient integration of modes during trips

***Equity, Inclusion & Accessibility***
The trip planner app will integrate community and traditional transit networks to provide customers with more convenient travel choices and better connectivity

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Power a stronger and fairer New Jersey for all communities*

*The trip planner app would **allow trips to be easily planned by customers using community transit and traditional transit** all around New Jersey.*

# PROJECT SHEET SURFACE TRANSPORTATION TECHNOLOGY INNOVATION PROGRAM

## Description

A number of vehicle assist and fleet automation technologies are emerging in the transportation industry. NJ TRANSIT views these technologies as opportunities to improve the safety, reliability, and management of operations in crowded garages, improve driver safety, and realize future enhancements to surface transportation services. If funded, five automation technology pilot projects are proposed.

**Automated vehicle (AV) bus pilot project operating in dedicated right-of-way (ROW)**

- Test the operations of a fully autonomous 45’ coach bus on a test track at Fort Monmouth that offers different types of intersections to mimic real world traffic condition
- Road segments would vary from straight to curved to make pilot testing conditions as realistic as possible
- On-site testing would be fully separated from all other traffic and bus
- Include vehicle procurement services, pilot setup, operations testing, monitoring, and report evaluations

**Driver assist bus pilot project operating in mixed traffic**

- Assist drivers in increasing spatial and object awareness, limit driver distraction, and ultimately, increase safety on transit lines
- Test the operations of a 45’ bus with driver assist capabilities at normal speeds in mixed traffi on normal revenue passenger routes
- Driver assist technology would be incorporated into a planned bus procurement
- Include vehicle procurement or contract modific tion with driver assist technologies, pilot setup, operations testing, and report evaluations

**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$21 Million**

**Automated bus project to pilot the automation of bus navigation through a bus garage facility**

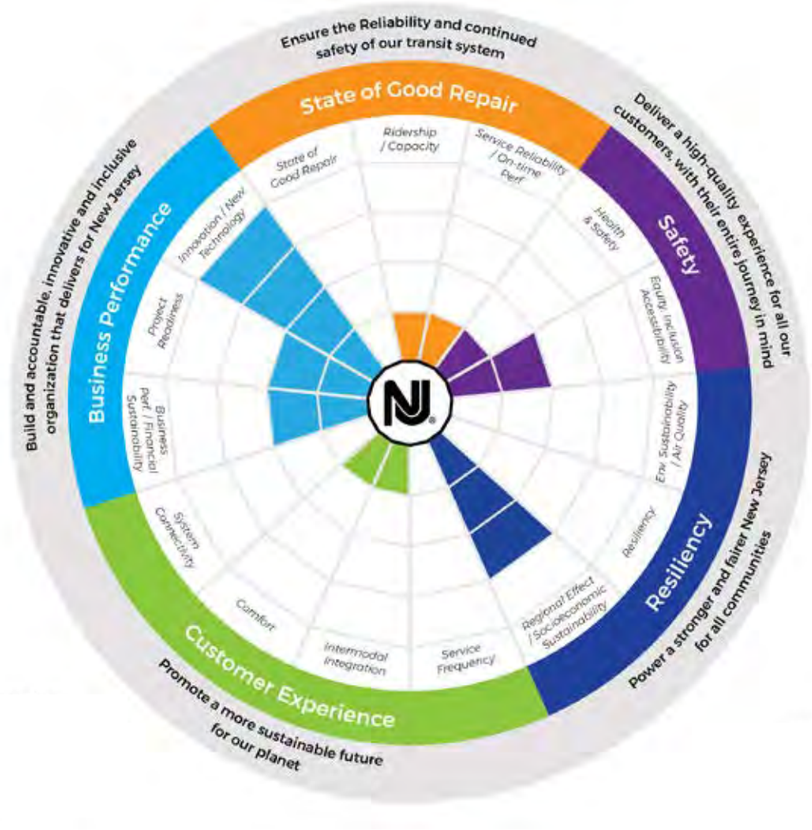
- Make bus movements at the garage facility faster and safer, decrease bus operator error in choosing the wrong bus, and increase operational efficien
- Retrofit 40’, 45’, and 60’ articulated buses with automated driver assistance systems software
- Software would connect to steering, braking, acceleration, and power switch systems, allowing the bus to autonomously navigate the test site
- Use Meadowlands garage as test facility as it already services these three bus types
- Three phases of testing are recommended with phase one addressing parking and recall, phase two covering wash and fuel, and phase three addressing charging simulation
- Include vehicle procurement services, deployment setup, operations testing, and report evaluations

**Driverless automated light rail vehicle (LRV) to evaluate and test use of automated vehicle (AVS) technologies in LRV portion of one NJ TRANSIT Light Rail systems**

- Use similar to the infrastructure being tested in buses and autos on segments of light rail systems that could be designated as a test area during hours when the line is not in operation
- Integrate AVS technologies into the LRV, and operate along a ROW that has multiple at-grade crossings and open platform passenger boarding areas
- Work with the vehicle manufacturer to integrate the systems, identify a rail segment for testing, develop a testing plan and operating parameters, and report results from observations and evaluations

**Mobility on Demand (MOD) demonstration project**

- Pilot for “first mile/last mile” service in three zones along the U.S. Route 9 corridor in central New Jersey
- Partner with transportation network companies (TNC) and taxi operators for on-demand service connecting area residents to mainline U.S. Route 9 commuter buses
- Goal to engage TNCs or taxi operators to serve as feeders to/from regional bus park and rides that allow transit trunk routes to be more frequent and TNCs to serve as more convenient connectors for customer’s first/last mile ride home from the park and ride hubs




## Value to Customers

- Lessens disruption to service associated with operational issues and/or maintenance work
- Creates opportunities for improvement in services and safety

## Value to State

- More efficient operations and use of limited garage space
- Improvements to vehicular safety
- Develops new and innovative technologies to improve surface transportation services

# PROJECT SHEET SURFACE TRANSPORTATION TECHNOLOGY INNOVATION PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

**$21M**

***Business Performance/Financial Sustainability***
The piloted technologies would ease operations, make more efficient use of crowded facilities, and improve agency capacity to deploy emerging technology

***Equity, Inclusion & Accessibility***
New vehicle assist and fleet automation technologies would improve transit accessibility for all customers

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

***Regional Effect/Socioeconomic Sustainability***
The technologies piloted as part of this program have the potential to affect the entire NJ TRANSIT bus and light rail systems

***Project Readiness***
The pilot program can be completed within five years and begin quickly

*Piloting vehicle assist and fleet automation technologies would* ***improve reliability and operations****, as well as* ***enhance surface transit services for all customers****.*

# PROJECT SHEET ENTERPRISE ASSET MANAGEMENT: FACILITY INSPECTIONS FY21 - FY23

## Description

Moving Ahead for Progress in the 21st Century (MAP-21) requires NJ TRANSIT to report annually on the State of Good Repair (SOGR) of capital assets, to the FTA National Transit Database (NTD). The FTA uses NTD data to apportion funding to transit agencies across the country. To receive funding from the FTA, NJ TRANSIT must report to the NTD in a compliant manner.

NJ TRANSIT has established a program for Facility Inspections that involves the physical inspections, the assessment of facility conditions, achieving and maintaining a State of Good Repair (SGR), and complying with the Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule, issued July 26, 2016 for inspection of approximately 285 locations, that would enable more efficien and effective management of our facilities across all modes.

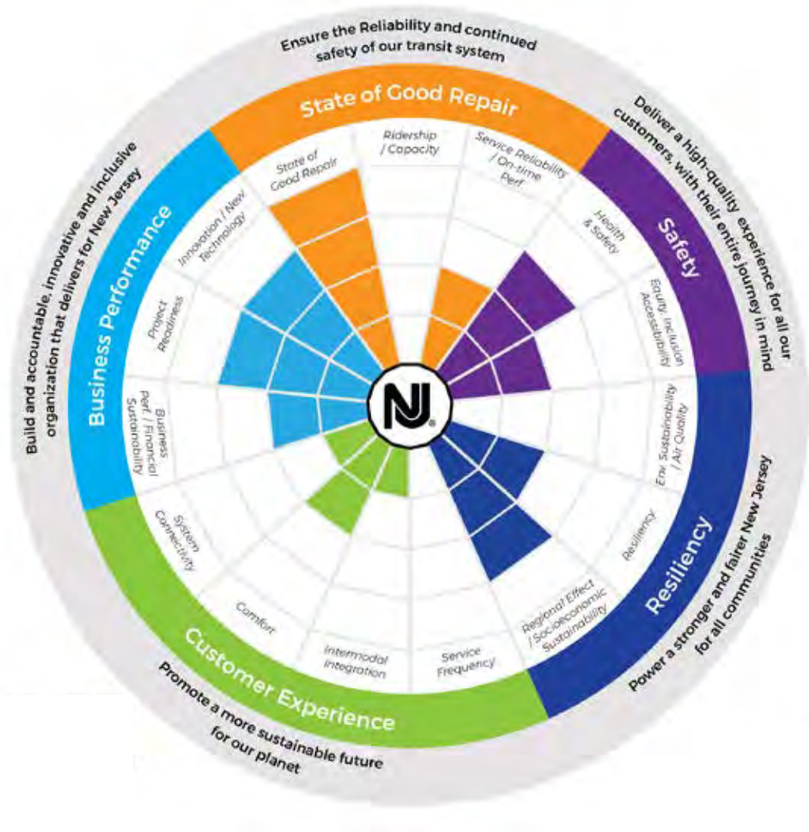
The NJ TRANSIT Facility Database Management System (FDMS) would support NJ TRANSIT enterprise asset management for the NTD reporting for the facilities asset category.












**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$7 Million**

### Value to State

- Improves knowledge of assets and accurate reporting
- Provides better justification of funding requests
- Enhances understanding of short and long-term funding needs

# PROJECT SHEET ENTERPRISE ASSET MANAGEMENT: FACILITY INSPECTIONS FY21 - FY23

**ESTIMATED TOTAL PROJECT COSTS**

**$7M**

***Health/Safety***
The resulting state of good repair improvements would make NJ TRANSIT's entire networks safer for customers and employees

***Service Reliability - On-Time Performance***
Regular inspection and assessment of facilities would improve service reliability

***State of Good Repair***
Facility inspections and assessments would improve understanding of asset conditions and maintenance and capital needs

***Regional Effect/Socioeconomic Sustainability***
Facility inspections and assessments would provide NJ TRANSIT with the information to make facility improvements across the network

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Build an accountable, innovative, and inclusive organization that delivers for New Jersey*

*Supporting the facility inspection program would **enhance state of good repair**, **support business performance**, and **improve customer experience and safety**.*

# PROJECT SHEET ENTERPRISE ASSET MANAGEMENT (EAM) PROJECT MANAGEMENT OFFICE (PMO)

## Description

Moving Ahead for Progress in the 21st Century (MAP-21) requires transit agencies to develop an enterprise strategy for managing assets. Asset Management is fundamental for effectively maintaining NJ TRANSIT's $5.3 billion in assets, ensuring the system is in a State of Good Repair and providing the level of service that our customers demand.

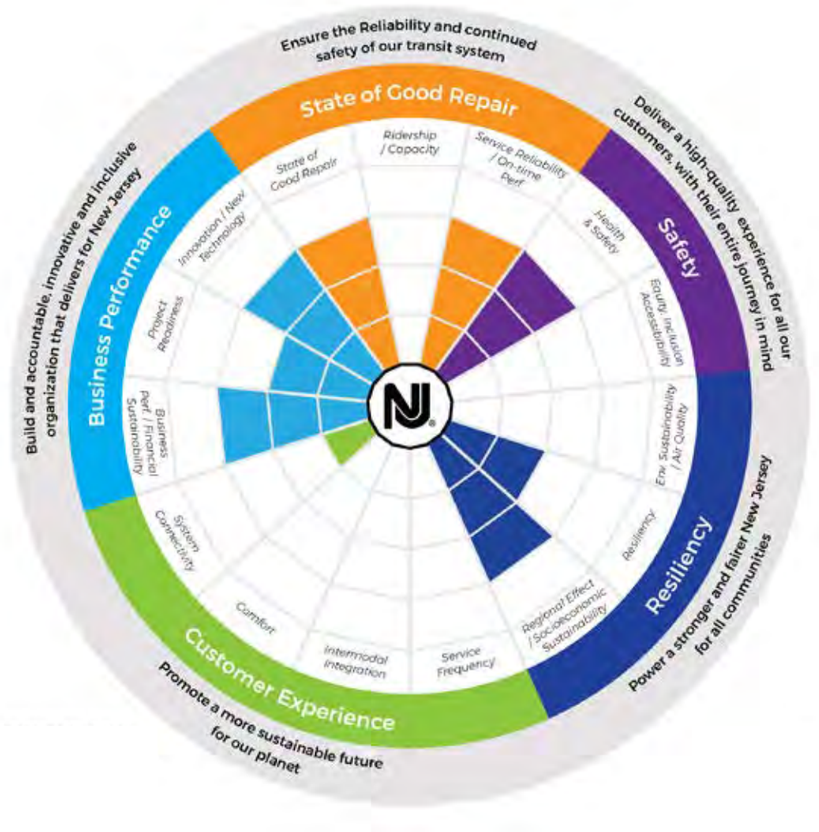
NJ TRANSIT established the Enterprise Asset Management (EAM) Program Management Offic (PMO) to lead and manage a program of change through the delivery of a range of projects that establish the vision and future state for asset management at NJ TRANSIT. The PMO's initial work involves establishing new processes and practices, establishing data standards, identifying the preferred approach for an Enterprise Asset Management System, and developing the analytical tools and investment prioritization procedures that would enable more efficien and effective management of our assets across all modes












**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$10 Million**

### Value to Customers

- Improves customer experience due to improved SOGR
- Allows better use of fare revenue toward customer-facing improvements

### Value to State

- Improves knowledge of assets and accurate reporting
- Provides better justification of funding requests
- Enhances understanding of short and long-term funding needs

# PROJECT SHEET ENTERPRISE ASSET MANAGEMENT (EAM) PROJECT MANAGEMENT OFFICE (PMO)

**ESTIMATED TOTAL PROJECT COSTS**

**$10M**

***Health/Safety***
The resulting state of good repair improvements would make NJ TRANSIT's entire networks safer for customers and employees

***Service Reliability - On-Time Performance***
Improved management of transit assets and better understanding of maintenance and capital needs would enhance service reliability

***State of Good Repair***
EAM PMO would enhance state of good repair by improving understanding of asset conditions and processes for identifying maintenance and capital needs

***Business Performance/Financial Sustainability***
EAM PMO would provide data and information to improve NJ TRANSIT's decision making process and understanding of future investment needs

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Build an accountable, innovative, and inclusive organization that delivers for New Jersey*

*Supporting the work of the EAM PMO would **enhance state of good repair**, **support business performance**, and **improve customer experience and safety**.*

# PROJECT SHEET STATE OF GOOD REPAIR (SOGR) PROGRAM

## Description

NJ TRANSIT operates over 200 commuter rail and light rail stations, bus park and rides and other facilities that our customers touch and use every day. In addition, there are dozens of facilities that service the infrastructure and fleet that our customers use every day that must be kept in a good state of repair to provide clean, reliable, on time service. Continuous improvements to keep and restore these facilities to a state of good repair are a critical part of ensuring these assets are preserved, and that customers enjoy a safe and comfortable interaction with the NJ TRANSIT system. NJ TRANSIT constantly performs conditions inspections for all NJ TRANSIT assets to assess their state of good repair across the entire facility inventory. This is done to both comply with Federal Transit Asset Management System (TAMS) requirements, but also to systematically inspect, categorize, and prioritize necessary work across the largest state-wide transportation system in the country. This ongoing process would be constantly updated as a standard business practice so that every asset in the system inventory would be re-inspected on a maximum three-year cycle.

To manage this geographically and numerically expansive number of facilities, the State of Good Repair Program has been created to rapidly address critical needs as they are identified by NJ TRANSIT's TAMS inspections, Operations group alerts, and customer complaints at the wide variety of NJ TRANSIT facilities. The program is intended to leverage an innovative Job Order Contracting (JOC) delivery tool to allow for rapidly deployed repair teams to effect treatments and repairs in days or hours instead of weeks or months to quickly make near term improvements to the state of good repair to public facing facilities.

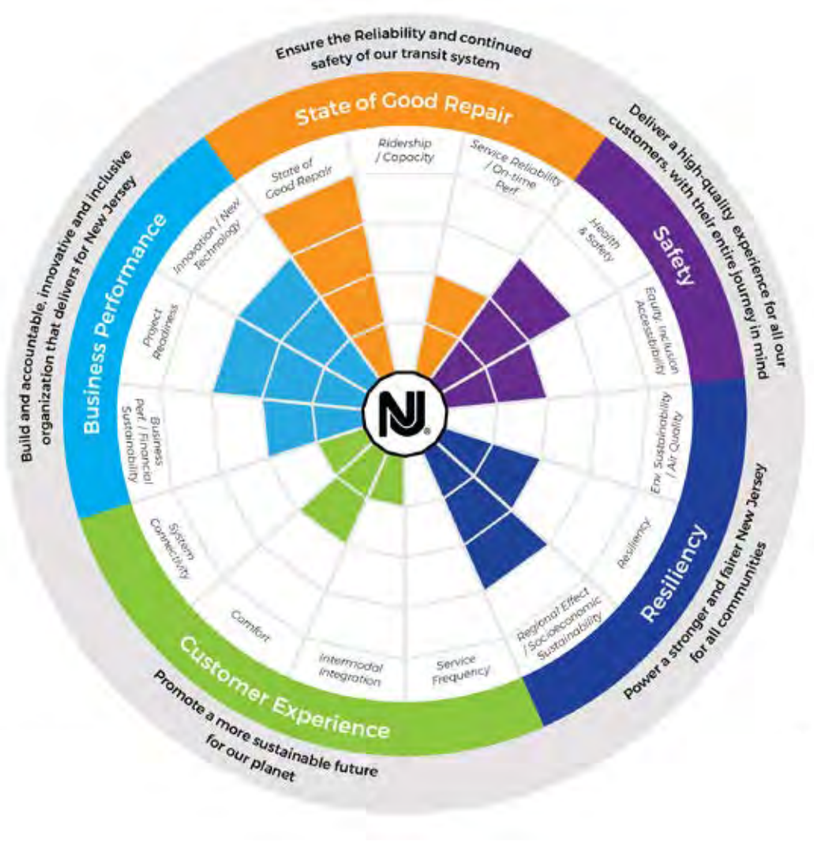
In the State of Good Repair program, deficient conditions are prioritized and dispatched for prompt repair based on priority of need, as follows our strategic and capital needs where the safety of our customers and employees comes first, but also to be able to demonstrate a responsive and nimble organization that can quickly repair deficient facility assets that ensure continued and efficient operation of NJ TRANSIT service, and create a mechanism that offers rapid and constant improvement to the facilities our customers use every day. This effort is being treated as an ongoing Program and funding shown reflects a yearly investment that can be adjusted up or down dynamically to meet the needs of the system





**ESTIMATED PROJECT COSTS (2022 DOLLARS):**

**$148 Million**




### Value to Customers

› Enhances comfort for customers at improved facilities.

### Value to State

› Extends service life of facilities while improving state of good repair systemwide.

# PROJECT SHEET STATE OF GOOD REPAIR (SOGR) PROGRAM

**ESTIMATED TOTAL PROJECT COSTS**

***$148M***

***Health/Safety***
Public facing facilities would be safer for customers as three types of inspections are done to review for any critical needs

***Regional Effect/Socioeconomic Sustainability***
NJ TRANSIT facilities across the transit system would benefit from this program

***Service Reliability - On-Time Performance***
Facilities that are maintained regularly would support expedited boarding and alightings which would allow for continued reliable service

***State of Good Repair***
This program would ensure that NJ TRANSIT public facing facilities would be in good condition and would rapidly address any critical needs

## STRATEGIC GOALS MET

*Deliver a high-quality experience for all our customers, with their entire journey in mind*

*Ensure the reliability and continued safety of our transit system*

*This program would **rapidly address critical needs** identified by inspections, operations group alerts, and customer complaints **at NJ TRANSIT public facing facilities**.*

**ITEM 2207-48: NJ TRANSIT FISCAL YEAR 2023 GRANT PROGRAMS: LOCAL TRANSPORTATION FOR SENIOR CITIZENS, PERSONS WITH DISABILITIES, RURAL AND LOW-INCOME RESIDENTS**

**WHEREAS,** NJ TRANSIT administers a variety of Federal and State grant programs dedicated to maintenance and development of coordinated community-based transportation services that benefit senior citizens, persons with disabilities, rural and small urban area residents; and

**WHEREAS,** the services funded through these grants provide non-emergency medical, employment, food shopping, education, and other life-enhancing transportation that include, but are not limited to, demand-responsive, route deviation services, and community shuttles; and

**WHEREAS,** NJ TRANSIT requires that grant subrecipients make every effort to coordinate services in order to maximize efficiency, and feed existing bus and rail services when possible; and

**WHEREAS,** NJ TRANSIT also monitors subrecipients for compliance with relevant Federal and State laws and regulations; and

**WHEREAS,** these programs assist a variety of private non-profit organizations, counties, municipalities, county improvement authorities, and NJ TRANSIT in meeting the mobility needs of New Jersey's senior citizens, persons with disabilities, low income, and rural residents; and

**WHEREAS,** the New Jersey Senior Citizen and Disabled Resident Transportation Assistance Act provides funding based on state Casino Revenue Fund collections for the counties or their designees to provide community-based transportation services, as well as for NJ TRANSIT to administer the program, to provide technical assistance to the counties, and accessible enhancement services or accessible improvements to fixed route systems; and

**WHEREAS,** the Federal Transit Administration (FTA) makes available, under the Section 5311 Rural and Small Urban Areas program, 80 percent of the non-operating assistance and 50 percent of the operating assistance to improve public transit services in rural areas, with NJ TRANSIT providing one-half of the local match; and

**WHEREAS,** the FTA requires 15 percent of a State's allocation of Section 5311 Rural Program to be spent for the development and support of rural intercity bus transportation unless the State certifies that such intercity bus needs of the State are adequately met; and

**WHEREAS,** the FTA makes available, under Section 5311(b)(3) Rural Transit Assistance Program (RTAP), funding without a matching fund requirement, for training and technical assistance to FTA Section 5311, FTA Section 5310, and Casino Revenue sub-recipients; and

**WHEREAS,** the FTA makes available, under Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, 80 percent of funding for capital purchases for private non-profit organizations and/or designated public bodies to transport seniors and individuals with disabilities which includes vehicles and/ or mobility management projects, with NJ TRANSIT providing the 20 percent match, for vehicles and/or equipment; and

**WHEREAS,** up to 35 percent of the funds FTA makes available under Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program may be used for operating assistance, with 50 percent local match to be provided by the sub-recipient; and

**WHEREAS,** the New Jersey Department of Human Services has provided funding to address the needs of low-income customers transitioning from welfare and/or seeking employment, and this funding supplements NJ TRANSIT's New Jersey Job Access and Reverse Commute (NJ-JARC) program that has succeeded the Federal JARC program; and

**WHEREAS,** the FTA makes funds available under specially-dedicated Congressional appropriations, Congestion Mitigation Air Quality (CMAQ), Section 5307 Small Urban Cities, and Section 5309 Major Capital Investments, for the provision of operating, planning assistance and/or capital assistance with various matches provided by state, local agencies or toll credit for capital projects or equipment and/or local transit services that address the needs of community transit services; and

**WHEREAS**, the Senior Citizen and Disabled Resident Transportation Assistance Program Funding Distribution for the year 2023 is shown in Exhibit A; and

**WHEREAS,** the Grant Program totals for the year 2023 is shown in Exhibit B; and

**WHEREAS,** the Funding Sources for the year 2023 is shown in Exhibit C;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is hereby authorized to execute, extend, or modify contracts to implement the FY2023 Senior Citizen and Disabled Resident Transportation Assistance Program as set forth in Exhibit A for a total program amount of $30,902,000, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2023 FTA Section 5311 Rural and Small Urban Areas program, as set forth in Exhibit B, in the amount of $6,094,166 which includes $4,094,166 in Federal funds and $2,000,000 as the NJ TRANSIT share of the local match, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to execute all appropriate agreements and contracts and to take all other steps necessary to implement the FY2023 Section 5311 Rural Intercity Program for a total program amount of $818,833, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2023 FTA Section 5311(b)(3) Rural Transit Assistance Program in an amount up to $173,743 Federal funds at no cost to NJ TRANSIT, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and leases to implement the FY2023 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for $13,898,585 which includes $11,118,868 in Federal funds and $2,779,717 as the NJ TRANSIT share of the local match, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement the FY2023 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for $4,500,000 in NJ TRANSIT funds, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take other steps to implement the FY2023 New Jersey Jobs Access and Reverse Commute (NJ-JARC) program for up to $1,000,000 in additional funds from the State of New Jersey for a total NJ-JARC program cost of $5,500,000, subject to the availability of funds; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is hereby authorized to execute all appropriate agreements and contracts and to take all other steps to implement any specially-dedicated Congressional appropriations, FTA Section 5307 Small Urban Cities, FTA Section 5309 Major Capital Investments, Congestion Mitigation Air Quality (CMAQ), and other local projects including funds which will be flexed into ongoing FTA programs under the FY2023 budget for $6,000,000, subject to the availability of funds.

**Exhibit A**
**SENIOR CITIZEN AND DISABLED RESIDENT TRANSPORTATION ASSISTANCE PROGRAM FUNDING DISTRIBUTION, 2023**

| COUNTY | 2022 BUDGET | 2023 BUDGET |
|---|---|---|
| Atlantic | $612,729.00 | $848,703.00 |
| Bergen | $1,657,504.00 | $2,295,839.00 |
| Burlington | $986,417.00 | $1,366,304.00 |
| Camden | $1,048,013.00 | $1,451,623.00 |
| Cape May | $414,649.00 | $574,338.00 |
| Cumberland | $414,649.00 | $574,338.00 |
| Essex | $1,447,237.00 | $2,004,595.00 |
| Gloucester | $576,221.00 | $798,135.00 |
| Hudson | $1,054,216.00 | $1,460,214.00 |
| Hunterdon | $414,649.00 | $574,338.00 |
| Mercer | $734,825.00 | $1,017,820.00 |
| Middlesex | $1,569,602.00 | $2,174,085.00 |
| Monmouth | $1,386,078.00 | $1,919,882.00 |
| Morris | $1,082,125.00 | $1,498,872.00 |
| Ocean | $1,657,504.00 | $2,295,839.00 |
| Passaic | $959,671.00 | $1,329,259.00 |
| Salem | $414,649.00 | $574,339.00 |
| Somerset | $638,714.00 | $884,694.00 |
| Sussex | $414,649.00 | $574,338.00 |
| Union | $1,064,750.00 | $1,474,806.00 |
| Warren | $414,649.00 | $574,339.00 |
| **NJ TRANSIT** | $3,346,500 | $4,635,300.00 |
| **TOTAL** | $22,310,000.00 | $30,902,000.00 |

100% State funds from the Casino Revenue Fund collections.

## Exhibit B
## 2023 GRANT PROGRAM TOTALS

| | FY2021 AUTHORIZATION | FY2022 AUTHORIZATION | FY2023 REQUESTED AUTHORIZATION |
|---|---|---|---|
| SCDRTAP | $ 22,630,000 | $ 22,310,000 | $ 30,902,000 |
| Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program | $ 9,500,000 | $ 9,600,000 | $ 13,898,585 |
| Section 5311 Rural and Small Urban Area Program | $ 5,541,261 | $ 5,534,844 | $ 6,094,166 |
| Section 5311 Intercity Program | $ 668,252 | $ 666,969 | $ 818,833 |
| Section 5311(b)(3) Rural Transit Assistance Program | $ 132,157 | $ 132,157 | $ 173,743 |
| NJ-JARC | $ 5,500,000 | $ 5,500,000 | $ 5,500,000 |
| Other (Small Urban, CMAQ) [1] | $ 6,000,000 | $ 6,000,000 | $ 6,000,000 |
| **TOTAL** | **$ 49,971,670** | **$ 49,743,970** | **$ 63,387,327** |

[1] Other includes CMAQ funding for both operating and capital expenditures, which is allocated by MPOs. For example, NJTPA has allocated funding for a “last mile shuttle” program that provides local entities with three years of operating assistance for shuttle service that connects with main line transit. Also included in this category is Section 5307 funding for on-going services in Cumberland County, and operating match for continuation of WHEELS route by Somerset County and East Windsor train shuttle.

# Exhibit C
## FY2023 FUNDING SOURCES

| PROGRAM | FEDERAL | NJ TRANSIT MATCH – CAPITAL | NJ TRANSIT MATCH – OPERATING | OTHER FUNDING | CASINO REVENUE | TOTAL |
|---|---|---|---|---|---|---|
| Senior Citizen and Disabled Resident Transportation Assistance. | | | | | $ 30,902,000 | **$ 30,902,000** |
| Section 5310 | $ 11,118,868 | $ 2,779,717 | | | | **$ 13,898,585** |
| Section 5311 Counties | $ 4,094,166 | $ 100,000 | $ 1,900,000 | | | **$ 6,094,166** |
| Section 5311 Intercity | $ 818,833 | | | | | **$ 818,833** |
| Section 5311(b) | $ 173,743 | | | | | **$ 173,743** |
| NJ JARC | | | $ 4,500,000 | $ 1,000,000 | | **$ 5,500,000** |
| Other | $ 5,350,000 | | $ 650,000 | | | **$ 6,000,000** |
| **TOTAL** | **$ 21,555,610** | **$ 2,879,717** | **$ 7,050,000** | **$ 1,000,000** | **$ 30,902,000** | **$ 63,387,327** |

**ITEM 2207-49: NORTHERN BRANCH RAIL CORRIDOR ENVIRONMENTAL IMPACT STATEMENT: CONSULTANT CONTRACT AMENDMENT**

**WHEREAS**, NJ TRANSIT is working to improve the quality of transit services and expand the availability of the public transit system to make it the preferred choice for travel in New Jersey; and

**WHEREAS**, the Northern Branch Rail Corridor project will introduce rail service in eastern Bergen County to improve regional mobility, mitigate traffic congestion, and foster economic investment; and

**WHEREAS**, NJ TRANSIT previously contracted with Jacobs Engineering Group, Inc. (formerly Edwards and Kelcey, Inc.) under NJ TRANSIT contract number 95CR062 to undertake the preparation of Environmental Impact Statement (EIS) for the Northern Branch as part of the West Shore Region environmental studies; and

**WHEREAS,** NJ TRANSIT submitted a draft final EIS to the Federal Transit Administration (FTA), and the FTA has provided comments on the draft Final EIS requiring additional effort to address the comments and amend the sections of the EIS document; and

**WHEREAS**, the current consultant service contract contains an option for the completion of the Final Environmental Impact Statement for the Northern Branch Rail Corridor; and

**WHEREAS,** staff requested a technical and cost proposal from Jacobs Engineering to provide continual professional services to respond to FTA's comments, conduct supplemental studies, update the sections of Final EIS document, and provide support services until the issuance of the Record of Decision by FTA;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to amend NJ TRANSIT Contract No. 95CR062 with Jacobs Engineering, Inc. of Morristown, New Jersey, for additional work to provide professional services to complete the Final Environmental Impact Statement and provide support services for the Northern Branch Rail Service project until the receipt of the Record of Decision at a cost not to exceed $2,500,000, for a total contract authorization of $15,611,383.60, subject to the availability of funds.

**ITEM 2207-50: NJ TRANSIT RESILIENCE PROGRAM: FINAL DESIGN, ENGINEERING AND OTHER TECHNICAL SERVICES ASSOCIATED WITH NEWARK PENN STATION BACKUP GENERATION PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD**

**WHEREAS,** for several weeks, Superstorm Sandy disabled much of northern New Jersey's regional electric power system, such that rail services were inoperable, either for lack of electric traction power to drive locomotives and rail cars, or to energize key signal and communications systems that allow centralized control of trains; and

**WHEREAS**, in the aftermath of the storm, NJ TRANSIT made immediate repairs to restore service, and began identifying opportunities to increase the rail system's resilience against future extreme weather events; and

**WHEREAS**, among the concepts considered was the implementation of resilient power generation in select critical passenger transportation facilities such as train stations, bus maintenance facilities, and a ferry terminal; and

**WHEREAS**, this Distributed Generation solution would extend passenger mobility during a commercial grid outage; and

**WHEREAS**, the Distributed Generation Project will provide distributed energy resources located at key rail, bus, light rail, and select ferry terminal locations; and

**WHEREAS,** this project was identified as a capital need in the *NJ TRANSIT A 5-Year Capital Plan: An Unconstrained Vision for NJ TRANSIT* (as approved by the NJ TRANSIT Board of Directors in July 2021); and

**WHEREAS**, on December 21, 2021, a Request for Proposal (RFP) was advertised on NJ TRANSIT's website, *The Star-Ledger*, *The Trenton Times,* and *Minority Commerce Weekly*, from qualified professional consultants to provide the Final Design, Engineering, other Technical Services for the Newark Penn Station Distributed Generation Project; and

**WHEREAS**, proposals were received from two pre-qualified firms on March 3, 2022 at NJ TRANSIT Headquarters in Newark; and

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) assigned a 22 percent Race Conscious Disadvantaged Business Enterprise (DBE) goal for the project, reviewed, and approved the 27.51 percent DBE utilization commitment identified by WSP USA, Inc.; and

**WHEREAS**, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 21-059 with WSP USA, Inc. of Newark, New Jersey, for the Preliminary and Final Design, Engineering, and other Technical Services associated with the Newark Penn Station Distributed Generation Project; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to engage WSP USA, Inc. under NJ TRANSIT Contract No. 21-059 to perform Phase 1 services that include Project Management, Preliminary and Final Design Services and Bid Phase Services in the amount not to exceed $1,636,813.17, plus five percent for contingencies, subject to the availability of funds.

# ITEM 2207-51: DESIGN, ENGINEERING, BID PHASE SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE MAPLEWOOD BUS OPERATOR FACILITY AND PARKING PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD

The main parking deck and parking expansion area over the Hilton Garage at the Maplewood GOB were built in 1987. Over the past 25 years, the parking expansion area has deteriorated to the point it cannot be used and has been out-of-service since 2010. The upper levels of the main parking deck have been closed since 2016. Because of this, NJ TRANSIT plans on demolishing the deck and replacing it with a new surface lot.

- Seeking authorizations to enter into NJ TRANSIT Contract No. 22-021 with **SYSTRA Consulting** of Bloomfield, New Jersey, for Design, Engineering, and Bid Phase Services for the Maplewood Bus Operator Facility and Parking project;

  and

  Engage Systra Consulting to perform Phase 1 only work in the amount not to exceed **$1,340,891.24,** plus five percent for contingencies, subject to the availability of funds.

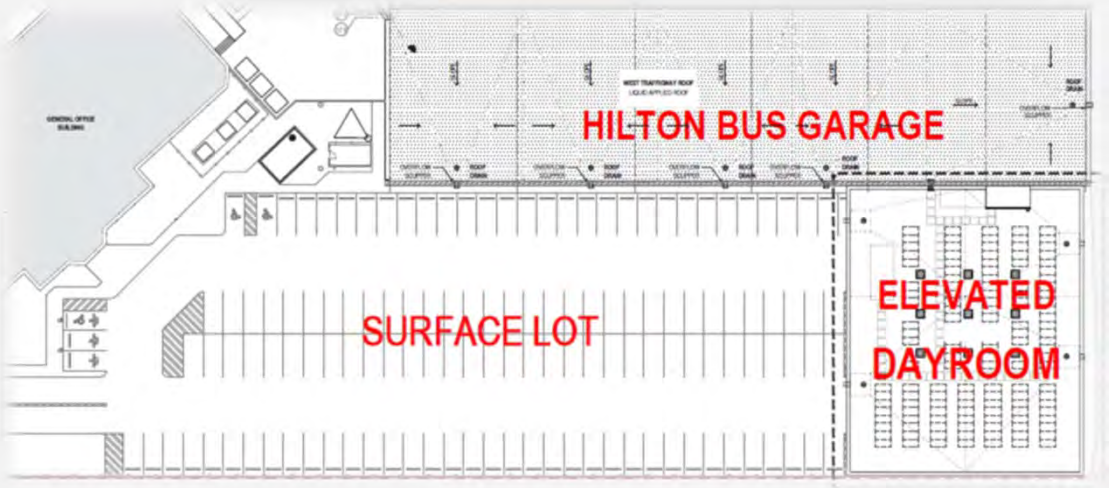


# ITEM 2207-51: DESIGN, ENGINEERING, BID PHASE SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE MAPLEWOOD BUS OPERATOR FACILITY AND PARKING PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD

**The Maplewood Bus Operator Facility and Parking Project includes the following:**

- Demolition of the existing parking deck
- Structural modification to an existing shared wall currently supporting the Hilton Bus Garage and the existing parking deck
- Reconstruction of a roof over the Hilton Bus Garage that will allow for the future installation of solar panels
- Construction of an elevated Bus Operator's facility (Day Room)
- Construction of a surface parking lot that includes EV charging stations, security cameras, perimeter fencing, and complementary landscaping



**ITEM 2207-51: DESIGN, ENGINEERING, BID PHASE SERVICES, AND CONSTRUCTION ASSISTANCE SERVICES FOR THE MAPLEWOOD BUS OPERATOR FACILITY AND PARKING PROJECT – PROFESSIONAL SERVICES CONTRACT AWARD**

**WHEREAS,** NJ TRANSIT operates a facility in Maplewood, New Jersey which consists of three structures: a bus maintenance facility (Hilton Garage), an administrative General Office Building (GOB), and a parking deck which services the employees of the other two structures; and

**WHEREAS,** over the past 25 years, the parking expansion area has deteriorated to the point it cannot be used and has been out-of- service since 2010. The upper levels of the main parking deck have been closed since 2016; and

**WHEREAS**, the Hilton Garage and the GOB will remain occupied and fully functional for a long period of time. Construction phasing will permit the continued and uninterrupted use of the facility by NJ TRANSIT; and

**WHEREAS**, the Maplewood Bus Operator Facility and Parking project will involve the demolition of the existing parking deck, construction of an elevated Bus Operator Facility (Day Room), construction of a surface parking lot that includes EV charging stations, reconstruction of a partial roof over the Hilton Bus Garage, structural modification to an existing shared wall currently supporting the Hilton Bus Garage and the existing parking deck, and coordination with T-Mobile for the installation of new equipment; and

**WHEREAS**, a Request for Proposals (RFP) for the Design, Engineering, Bid Phase Services, and Construction Assistance Services for the Maplewood Bus Operator Facility and parking project was advertised on NJ TRANSIT web site, and in *The Star-Ledger* and *The Times of Trenton* on Wednesday, January 19, 2022, and *Minority Commerce Weekly* on Thursday, January 20, 2022; and

**WHEREAS**, a Pre-Proposal Conference was held on February 2, 2022; and

**WHEREAS,** technical proposals were received electronically from five firms on the due date of March 17, 2022; and

**WHEREAS,** upon conclusion of the evaluation by the Technical Evaluation Committee, SYSTRA Consulting, Inc (SYSTRA) was identified as the highest and best qualified firm to provide the Design, Bid Phase and Construction Assistance Services for the project; and

**WHEREAS,** a request for cost proposal for Phase 1 services – Design, Engineering, and Bid Phase services was issued to SYSTRA on April 8, 2022; and

**WHEREAS**, NJ TRANSIT received a cost proposal from SYSTRA on April 13, 2022 and negotiated a final cost of $1,340,891.24 for the Phase 1 – Design, Engineering, and Bid Phase services only, which is reflected in the final proposal dated April 29, 2022 submitted by Systra; and

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) established a 25 percent Disadvantage Business Enterprise (DBE) goal for NJ TRANSIT Contract No. 22-021 with SYSTRA, and SYSTRA has identified the 28.77 percent DBE commitment in its proposal, which was reviewed and approved by OBD; and

**WHEREAS**, the Federal Transit Administration and Transportation Trust Fund are the anticipated source of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 22-021 with SYSTRA Consulting, Inc of Bloomfield, New Jersey, for the Design, Engineering, Bid Phase Services and Construction Assistance Services for the Maplewood Bus Operator Facility and Parking Project; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized to engage SYSTRA Consulting INC., under NJ TRANSIT Contract No. 22-021 for Phase 1 services – Design, Engineering, and Bid Phase Services in the amount not to exceed $1,340,891.24, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2207-52: HUDSON-BERGEN LIGHT RAIL: GENERAL DESIGN CONSULTANT CONTRACT AMENDMENT FOR ADDITIONAL SERVICES**

**WHEREAS**, the City of Jersey City is planning for substantial redevelopment and growth at its western edge, along the Hackensack River, with a mix of new residential, commercial, and institutional uses on former industrial sites; and

**WHEREAS**, this redevelopment will be supported by improved transit service to this area and connectivity with the eastern portions of Jersey City; and

**WHEREAS**, prior planning efforts by Jersey City identified extending the Hudson-Bergen Light Rail (HBLR) West Side Avenue Branch to serve western Jersey City as the best way to improve transit connectivity; and

**WHEREAS**, NJ TRANSIT investigated the benefits of extending the HBLR system as part of the HBLR Route 440 Extension Alternatives Analysis and the NJ TRANSIT Board of Directors adopted the HBLR Route 440 Extension Locally Preferred Alternative in May 2011; and

**WHEREAS**, NJ TRANSIT conducted the HBLR Route 440 Extension Environmental Assessment and the Federal Transit Administration issued a Finding of No Significant Impact for the project on June 27, 2014, a prerequisite for the commencement of preliminary engineering; and

**WHEREAS**, following a competitive procurement process, NJ TRANSIT contracted with Parsons Brinckerhoff Quade & Douglas, Inc., (now WSP USA, Inc.) to provide general design services for the HBLR system; and

**WHEREAS**, the NJ TRANSIT Board of Directors authorized subsequent contract amendments to the general design consultant be issued periodically throughout the duration of the project for various services related to the HBLR system; and

**WHEREAS**, in December 2018, the NJ TRANSIT Board of Directors further authorized an amendment to NJ TRANSIT Contract No. 93CJ001 with WSP USA, Inc., (formerly Parsons Brinckerhoff Quade & Douglas, Inc.) of Newark, New Jersey, in the amount of $3,900,000 plus five percent for contingencies, to provide professional services related to the initiation of preliminary engineering for the HBLR Route 440 Extension project through December 31, 2018; and

**WHEREAS,** NJ TRANSIT has completed an early action work at Westside Avenue Station to install bridge piers and associated work related to the Route 440 HBLR extension; and

**WHEREAS**, NJ TRANSIT seeks to further advance the design of critical project risk areas to ensure that the project is ready to proceed to construction; and

**WHEREAS**, this scope will include the design of the relocation of overhead utilities and support relative to property acquisitions, and grant and financing strategy development; and

**WHEREAS**, the NJ TRANSIT Office of Business Development previously assigned a 25 percent Disadvantaged Business Enterprise (DBE) goal for the original contract, and the consultant is obligated to meet that requirement for this amendment; and

**WHEREAS,** NJ TRANSIT staff requested technical and cost proposals from WSP USA, Inc. for the services related to the Route 440 HBLR Extension; and

**WHEREAS**, the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for the HBLR Route 440 Extension project; and

**WHEREAS**, the existing Operations and Maintenance (O&M) Contract for the HBLR with Twenty First Century, Inc. is set to expire on April 30, 2025, and NJ TRANSIT is pursuing the rebidding of the O&M contract for the entire HBLR system, which may include the components of Route 440 Extension as well as the Northern Branch Extension; and

**WHEREAS**, NJ TRANSIT requested a separate technical and cost proposals from WSP USA, Inc. to provide support services related to the HBLR O&M contract rebid efforts;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President and CEO is authorized to amend NJ TRANSIT Contract No. 93CJ001 with WSP USA, Inc., of Newark, New Jersey, in the amount not to exceed $7,000,000 to provide design for utility relocation, support for property acquisition, grant and financing strategy development to support the HBLR Route 440 Extension, and other support services as the Owner’s Representative for the Hudson-Bergen Light Rail O&M contract rebid effort, for a total contract authorization of $167,180,785, subject to the availability of funds.

**ITEM 2207-53: UNION CITY BUS GARAGE DEMOLITION PROJECT – CONSTRUCTION SERVICES CONTRACT AWARD**

**WHEREAS**, the Union City Bus Garage is located between 27th Street and 29th Street, in Union City, New Jersey; and

**WHEREAS**, the defunct garage facility is in a dense urban community with various adjacent surrounding public services, local businesses, and private residences; and

**WHEREAS**, NJ TRANSIT ceased its operations at the Union City Bus Garage in 1993 and a portion of the facility's open storage barn/yard, located at the north end of the property, has been leased to the Union City Department of Public works for storage of various DPW vehicles, equipment and road salt stockpiling; and

**WHEREAS,** the remaining unused main facility is in a state of severe distress from disuse and age; and

**WHEREAS**, a recent inspection of the facility by the structural engineers have found the building to be unsafe; and

**WHEREAS**, continued deterioration of the building cannot be permitted without risking the overall structural stability of the facility up to and including the potential for a partial or complete collapse; and

**WHEREAS**, as the structure is both functionally obsolete and far too deteriorated to attempt its salvage, the only practicable recourse is to immediately demolish it in its entirety; and

**WHEREAS**, according to NJ TRANSIT By-laws Article VI, Section 3.a.3, Contracting Powers, "For any amount, if the Executive Director determines that an emergency exists which will seriously interrupt public transportation service or create a serious risk to health or safety or cause NJ TRANSIT or the State to lose a significant amount of money or significantly jeopardize the assets of NJ TRANSIT and actions need to be taken in advance of the next Board meeting; providing, however, that when the expenditure exceeds $500,000 the President & CEO may act only after consulting with the Chair or in her absence, the Vice Chairperson; and

**WHEREAS**, this action is made pursuant to Executive Order No. 37 and pursuant to N.J.S.A. 27:25-11(g)(3)(c), N.J.S.A. 52:34-10(b), N.J.A.C. 16:72-1.5(e)(7); and

**WHEREAS**, an Invitation to Bid was issued to six qualified contractors on May 26, 2022; and

**WHEREAS**, a field site visit was held on June 6, 2022; and

**WHEREAS**, bids were received electronically from two contractors and opened on June 20, 2922, at NJ TRANSIT Headquarters in Newark, New Jersey; and

**WHEREAS**, a 100% Small Business Enterprise (SBE) Category 6 set aside goal was established for the Union Bus Garage Demolition – Construction Contract 22-062X; and

**WHEREAS,** upon completion of a competitive procurement process, DMR Construction Services, Inc., was determined to be the lowest responsive and responsible bidder; and

**WHEREAS**, DMR Construction Services, Inc., is a certified SBE firm; and

**WHEREAS**, Transportation Trust Fund is the anticipated source of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED,** that the Chair or President & CEO is authorized to enter into NJ TRANSIT Contract No. 22-062X with DMR Construction Services, Inc., to provide construction services for the demolition of the Union City Bus Garage in Union City, New Jersey, in the amount of $6,015,763.40, plus twenty-five percent for contingencies, subject to the availability of funds.

**ITEM 2207-54: CONSULTING SERVICES FOR UNDERGRADE BRIDGE INSPECTION – FIXED BRIDGES**

**WHEREAS**, NJ TRANSIT is responsible for maintaining 661 rail-carrying (undergrade) bridges; and

**WHEREAS**, periodic evaluation of all undergrade bridges is necessary to ensure service reliability and safe train operations; and

**WHEREAS,** the in-depth bridge inspections are part of NJ TRANSIT's asset management strategy which emphasizes capital investments to restore critical aging infrastructure to a state of good repair; and

**WHEREAS,** these in-depth bridge inspections and ratings are main elements of NJ TRANSIT's Bridge Management Program as mandated by Federal Railroad Administration Regulation 49 CFR Part 237 – Bridge Safety Standards; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that KS Engineers, Michael Baker, HNTB, HDR, H&H, and TranSystems submitted the most advantageous proposals that provided the best value and were in the best interest of NJ TRANSIT;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to award separate contracts to KS Engineers of Newark, New Jersey (22-016A); Michael Baker of Hamilton, New Jersey (22-016B); HNTB of Parsippany, New Jersey (22-016C); HDR of Newark, New Jersey (22-016D); H&H of Trenton, New Jersey (22-016E), and TranSystems of Morristown, New Jersey (22-016F), to perform in-depth structural inspections, evaluations, and load ratings of 298 undergrade fixed bridges, at costs not to exceed $1,077,343.43, $1,131,256.07, $967,994.55, $1,160,261.07, $1,023,077.40, and $1,000,257.22, respectively, for a total cost of $6,360,189.74, plus five percent for contingencies, subject to the availability of funds.

# ITEM 2207-55
# NON-REVENUE VEHICLE ELECTRIC CHARGING STATIONS

**This is a purchase plan for charging stations in support of Administration, Police, Bus, and Rail Operations. This purchase assists Organizational Services with supplying charging stations and infrastructure to charge future Non-Revenue electric vehicle purchases.**

- Seeking authorization to use cooperative Educational Services Commission of New Jersey (ESCNJ) for the purchase of ChargePoint Charging Stations and infrastructure, not to exceed $1,787,283, plus five percent contingency, subject to the availability of funds. An additional $1,661,998 will be requested in a future Board Item that will be federally funded. The total value of this project is $3,449,281.



# ITEM 2207-55
# NON-REVENUE VEHICLE ELECTRIC CHARGING STATIONS

- Authorization of this Board Item will install 62 charging stations at nine facilities to coincide with Non-Revenue Vehicle purchases approved in May's Board Item 2205-30.

- Funding for this Board Item is through TTF & Federal funding.



**ITEM 2207-55: NON-REVENUE VEHICLE ELECTRIC CHARGING STATIONS**

**WHEREAS**, NJ TRANSIT Organizational Services (OS) is presenting the purchase of 62 charging stations and infrastructure to support Administration, Police, Rail, and Bus Operations Non-Revenue vehicle fleet at a value of $1,787,283, plus five percent contingency. An additional $1,661,998 will be requested in a future federally funded Board item to complete Phase I for a total project value of $3,449,281; and

**WHEREAS**, this purchase supports previously approved Board Item 2205-30 Non-Revenue electric vehicle purchases; and

**WHEREAS**, Organizational Services will be using the Educational Services Commission of New Jersey (ESCNJ) Cooperative Agreement for Electric Vehicle Charging Stations #ESCNJ 18/19-40; and

**WHEREAS**, Procurement will provide the Board with quarterly updates on the 62 charging stations and the actual bid award; and

**WHEREAS**, the NJ TRANSIT Office of Business Development (OBD) has reviewed the item and assigned a 0% SBE goal as the contract to be used is a COOP; and

**WHEREAS**, staff seeks authorization to use current State contracts, cooperative, or an IFB for the purchase of 62 charging stations and infrastructure;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to approve the use of State contracts, cooperative, or an IFB for the purchase of 126 charging stations, plus infrastructure, for NJ TRANSIT's Organizational Services in the amount not to exceed $1,787,283, plus five percent for contingencies, subject to the availability of funds.

# ITEM 2207-56
# NABI MID-LIFE REHABILITATION CAMPAIGN

**The NABI Mid-Life Rehabilitation campaign will enhance the appearance, reliability, and passenger comfort of the NABI Transit bus fleet and extend the life of the aging fleet, enabling major components and subsystems to be remanufactured or upgraded to latest industry standards to ensure continued safe and reliable service delivery for customers.**

- Seeking authorization to enter into sole source, procurement by exception, and competitively bid contracts with the original equipment manufacturers and other sources of supply for the procurement of various bus components and materials required to complete the Mid-Life Rehabilitation Campaign on 200 NABI Transit buses model years 2012-2013. Additionally, all labor costs incurred by NJTBO's internal workforce are factored in, at a cost not to exceed $26,049,526.00, plus five percent for contingencies, for a total project cost of $27,352,002.30, subject to the availability of funds.



# ITEM 2207-56
# NABI MID-LIFE REHABILITATION CAMPAIGN

- The scope of work will include a complete equipment evaluation and a component safety point inspection, as well as 100 percent replacement of the following items:
  - Power module (Engine and Transmission)
  - Interior seating
  - Repair of body exterior panels
  - Paint
  - Exterior Decals

- It will also include a 100 percent inspection and evaluation to determine all necessary repairs required of the following systems:
  - Underbody structures
  - Air system
  - HVAC system
  - Electrical system
  - Cooling System

# ITEM 2207-56
# NABI MID-LIFE REHABILITATION CAMPAIGN

- Samples of the components required include the following:
  - Installation of remanufactured engine and transmission assemblies
  - Complete systems check of the entire HVAC system
  - Replace and remanufacture all soft seat upholstery and foam
  - Replace operator seat covers and foam
  - Replace or repair defroster motors
  - Replace or repair door motors/controllers
  - Replace or repair damaged window panels
  - Replace damaged front and rear bumpers
  - Replace damaged radiator and transmission doors
  - Replace damaged rear engine door
  - Replace damaged wheelhouse panels
  - Replace damaged skirt panels
  - Rebuilt wheelchair lift
  - Repair flooring (if necessary)
  - Repair operator workstations
  - Repaint buses, install all new NJ TRANSIT logos and required decals

**ITEM 2207-56: NABI BUS MID-LIFE REHABILITATION: OVERALL COST**

**WHEREAS,** NJ TRANSIT Bus Operations (NJTBO's) fleet of 992 North American Bus Industries (NABI) buses has an average age of 12 years; and

**WHEREAS,** while the process is currently underway to begin the replacement of most of these buses, NJTBO will need to retain a percentage of the fleet to cover the delivery time frame of the pending new bus purchase; and

**WHEREAS,** as part of the continued maintenance of the bus fleet, NJTBO will perform a Mid-Life Rehabilitation Campaign on 200 of its model years 2012-2013 NABI Transit buses at its Central Maintenance Facility (CMF), located at 601 Doremus Avenue in Newark, New Jersey, utilizing NJTBO's internal workforce; and

**WHEREAS,** the scope of work will include a 100 percent replacement of the power modules (engine and transmission), interior seating, paint, and all exterior decals; and

**WHEREAS**, the scope of work will also include a 100 percent inspection and evaluation to determine all necessary repairs required of the underbody structures, air, HVAC, electrical and cooling systems; and

**WHEREAS**, the estimated cost to purchase a new transit bus is $575,000.00 per bus, whereas the Mid-Life Rehabilitation Campaign will average approximately $130,000.00, factoring in both labor and material costs; and

**WHEREAS**, NJTBO plans to utilize the $18,500,000.00 Federal Transit Administration (FTA) Grant (FY2019, Section 5339, Bus and Bus Facilities) to purchase parts and materials; and

**WHEREAS,** the Mid-Life Rehabilitation campaign will enhance the appearance, reliability, and passenger comfort of the NABI Transit bus fleet by following the Original Equipment Manufacturers (OEM) recommended rehabilitation procedures and specifications to extend the life of the aging fleet, and enable major components and subsystems to be remanufactured or upgraded to latest industry standards to ensure continued safe and reliable service delivery for customers; and

**WHEREAS,** pursuant to N.J.S.A. 27:25-11 g(3)(c), N.J.S.A. 52:34-1 O(g), and N.J.A.C. 16:72-1.5(e)12, NJ TRANSIT is authorized to enter into contracts without advertising when the equipment to be purchased is of a technical nature and the procurement thereof without advertising is necessary in order to assure standardization of equipment and interchangeability of parts in the public interest; and additionally, under N.J.A.C. 16:72-1.5(e) 14, NJ TRANSIT has the authority to enter into contracts without advertising to overhaul motorbuses;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into sole source, procurement by exception, and competitively bid contracts with the original equipment manufacturers and other sources of supply for the procurement of various bus components and materials, required to complete the Mid-Life Rehabilitation Campaign on 200 NABI Transit buses model years 2012-2013. Additionally, all labor costs incurred by NJTBO's internal workforce are factored in, at a cost not to exceed $26,049,526.00, plus five percent contingencies, for a total project cost of $27,352,002.30, subject to the availability of funds.

**ITEM 2207-57: HUMAN RESOURCES TASK ORDER PROGRAM**

**WHEREAS,** Human Resources at NJ TRANSIT regularly requires the support of specialists and external services to provide world-class service to its customers across the agency; and

**WHEREAS,** this Task Order Program is designed to provide broad support to the Human Resources team in the administration of appropriate resources across the agency as needed in three separate areas; and

**WHEREAS**, NJ TRANSIT has designed a Task Order Consultant Contracts program and determined that three disciplines—Recruitment Services, General Professional Services, and Professional Employer Organization (PEO) Services—are required to address NJ TRANSIT's needs; and

**WHEREAS,** Task Order Consultant Contracts are needed to support Human Resources functions throughout NJ TRANSIT to recruit for critical vacancies, build candidate pipelines, address pressing organizational issues, and ensure compliance with State and Federal regulations; and

**WHEREAS,** Task Order Consultant Contracts will be used on an as-needed basis to supplement in-house staff; and

**WHEREAS,** Task Order Consultant Contracts will provide flexible, specialized expertise which is rarely cost-effective to maintain in-house; and

**WHEREAS,** NJ TRANSIT advertised a Request for Proposals on August 9, 2021, and received 23 competitive proposals from 14 firms; and

**WHEREAS,** NJ TRANSIT's Office of Business Development assigned a 22 percent Disadvantaged Business Enterprise goal for RFP 21-062: Recruitment Services; and

**WHEREAS,** NJ TRANSIT's Office of Business Development assigned a 20 percent Disadvantaged Business Enterprise goal for RFP 21-064: General Professional Services; and

**WHEREAS,** NJ TRANSIT's Office of Business Development assigned a 10 percent Disadvantaged Business Enterprise goal for RFP 21-065: PEO Services; and

**WHEREAS**, upon completion of a competitive procurement process, it was determined that six firms were deemed the most qualified responsive, responsible proposers for the three Human Resources Task Order Contract disciplines;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is hereby authorized to enter into NJ TRANSIT Contract Nos. 21-062, 21-064, and 21-065 with the firms shown in Exhibit A. The total value of the 2022 Human Resources Task Order Consultant Contracts Program will be $11,000,000. Each contract will extend for five years. The maximum task and contract limits are shown in Exhibit B.

**EXHIBIT A**

**SELECTED FIRMS**

**Contract No. 21-062: Recruitment Services**

**21-062A** **Altech Services, Inc., (Fairfield, NJ)**

**21-062B** **Micro-Data Systems (Holmdel, NJ)**

**21-062C** **Christlie G Consulting, LLC (Brooklyn, NY)**
With subconsultants: **Embrace Consulting Services, LLC, LMG Technology Services, LLC, Love Them and Lead Them, LLC, William W. Professional Staffing, LLC**

**Contract No. 21-064: General Professional Services**

**21-064A** **Sage Group Technologies, Inc. (Hazlet, NJ)**

**21-064B** **Christlie G Consulting, LLC (Brooklyn, NY)**
With subconsultants: **Black Fox Group, LLC, Embrace Consulting Services, LLC, LMG Technology Services, LLC, Love Them and Lead Them, LLC, Vestigia Organizational Services, LLC**

**21-064C** **Guidehouse Inc. (New York City, NY)**
With subconsultants: **MFR Consultants Inc.**

**Contract No. 21-065: Professional Employer Organization Services**

**21-065A** **Sage Group Technologies, Inc. (Hazlet, NJ)**

**21-065B** **US Tech Solutions, Inc. (Jersey City, NJ)**
With subconsultants: **One Abusua Staffing, LLC**

**21-065C** **Christlie G Consulting, LLC (Brooklyn, NY)**
With subconsultants: **Black Fox Group, LLC, Embrace Consulting Services, LLC, LMG Technology Services, LLC, Love Them and Lead Them, LLC, Vestigia Organizational Services, LLC, William W. Professional Staffing, LLC**

## EXHIBIT B

## CONTRACT AND TASK LIMITS
## (By Discipline)

| Contract No. | Discipline | Task Order Limit | Contract Limit |
|---|---|---|---|
| | | | |
| 21-062 | **1. Recruitment Services** | $150,000 | $2,000,000 |
| 21-064 | **2. General Professional Services** | $500,000 | $3,000,000 |
| 21-065 | **3. Professional Employer Organization Services** | $2,000,000 | $6,000,000 |

**ITEM 2207-58: NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2022**

**WHEREAS,** Public Law 2018, Chapter 135 requires the Board of Directors to approve and the corporation to transmit to the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee a report regarding real property owned by the NJ TRANSIT Corporation by October 1st of each year; and

**WHEREAS**, Public Law 2018, Chapter 135 requires the report contain: a list of each parcel of real property owned by the corporation; the most recent appraised value of that real property interest only if the corporation has obtained an appraisal during the three years immediately preceding the report; the purpose for which the corporation holds the real property interest; any revenue the corporation receives that arises out of the real property; and any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one-year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and any real property acquired for more than market value;

**NOW, THEREFORE, BE IT RESOLVED** that the NJ TRANSIT Board of Directors approves the report annexed hereto as Exhibit A and authorizes the transmission of the report to the Governor, the Commissioner of Transportation, the President of the Senate, the Speaker of the General Assembly, the Assembly Transportation and Independent Authorities Committee, and the Senate Transportation Committee.

**Philip D. Murphy,** Governor
**Sheila Y. Oliver,** Lieutenant Governor
**Diane Gutierrez-Scaccetti,** Commissioner
**Kevin S. Corbett,** President & CEO

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

# NJ TRANSIT REAL ESTATE REPORT: FISCAL YEAR 2022

**P.L. 2018, c. 135**
**October 1, 2022**

## Executive Summary

New Jersey Transit Corporation's Office of Real Estate, Economic Development and Transit-Oriented Development ensures efficient management of NJ TRANSIT's real estate assets to support safe, reliable mass transit service and maximize non-farebox revenue opportunities. The office assesses and develops recommendations for economic development and transit-oriented development opportunities for parcels of real property in which the corporation holds a property interest in order to increase the corporation's non-fare revenue sources.

Effective November 1, 2018, P.L. 2018, c. 135 amended N.J.S.A. 27:25-20 requires NJ TRANSIT to issue an annual report containing: (1.) a list of each parcel of real property owned by the corporation; (2.) the most recent appraised value of that real property obtained during the three years immediately preceding the report; the purpose for which the corporation holds the real property; (3.) any revenue the corporation receives that arises out of the real property; (4.) any real property sold or otherwise disposed of, including the amount of money received by the corporation for that sale or disposition, during the one year period immediately preceding the report and including an accompanying explanation for any real property disposed of for less than market value and (5.) any real property acquired for more than market value. Pursuant to those reporting requirements, NJ TRANSIT is pleased to provide this report.

### Schedule 1. Real Property Owned:

The attached represents a list of real property owned by the corporation and its underlying property purpose. Additions to the real property list, as compared to last year's submission, have been highlighted.

### Schedule 2. Appraised Valuations:

NJ TRANSIT obtains appraisals for real property it owns if a property is no longer needed for transportation purposes and NJ TRANSIT receives a request for disposition. The appraised provided in the Real Property list

represent values obtained during the three-year period immediately preceding this report. (Please note that the list omits any property where the corporation is currently negotiating a disposition or anticipates negotiating a sale or lease in the near future, because disclosing the appraised values would provide potential buyers/lessees with an unfair competitive advantage.)

1. **Revenue Generated:**
   NJ TRANSIT recorded $35.5 million of non-farebox revenue in FY22, comprised of $6.5 million from Property Leases; $3.8 million from Utility Permits and Cell Tower Licenses; $8.2 million in Parking Fees; $4.9 million in Billboard Advertising; and $12.1 million in Rail, Bus and Light Rail Advertising. The Revenue for the fiscal year, unaudited, includes estimates for the month of June 2022.

2. **Property Sales and Dispositions:**

   NJ TRANSIT executed no property sale in the Fiscal Year 2022.

3. **Real Property Acquired**:

   During the period July 1, 2021, through June 30, 2022, NJ TRANSIT acquired 2.53 acres on Block 286, Lot 40; 1.85 acres on Block a portion of Block 286, Lot 33; 12.64 acres on Block 287, Lots, 35, 36, 37, 38.01, 38.02 & 39; and 2.01 acres on Block 287, Lots 33 & 33.01; in Kearny for the Portal North Bridge Project,

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| MAIN LINE | N/A | JERSEY CITY - RIDGEWOOD | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| MAIN LINE | N/A | JERSEY CITY & SECAUCUS | 1200/42.A & 2/3, 13/1 & 14/1&3 | 28.13 | SECAUCUS TRANSFER (FRANK R. LAUGTENBERG RAIL STATION) |
| MAIN LINE | N/A | SECAUCUS | N/A | 13.14 | SECAUCUS TRANSFER (FRANK R. LAUGTENBERG RAIL STATION) - WETLANDS MITIGATION |
| MAIN LINE | N/A | SECAUCUS | BLOCK 5, LOT 3 | 0.22 | SECAUCUS TRANSFER (FRANK R. LAUGTENBERG RAIL STATION) |
| MAIN LINE | 179 | SECAUCUS | N/A | 0 .40 | PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE |
| MAIN LINE | N/A | LYNDHURST | 73/1 | 4.66 | LYNDHURST TRAIN STATION PARKING LOT |
| MAIN LINE | N/A | RAMSEY | 3609/1 & 2 | 2.78 | RAMSEY STATION PARK & RIDE (DECK) |
| HARRISON-KINGLAND | NA | LYNDHURST - HARRISON | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| HOBOKEN TERMINAL | N/A | JERSEY CITY & HOBOKEN | 7302/1 & 139/1.01, 1.02, 1.03, 2, 3, 4 & 5 | 69.78 | HOBOKEN RAIL TERMINAL |
| READING COMMUTER LINE | 121A | EWING TWP | 342/4 | 1.74 | PORTION OF WEST TRENTON TRAIN STATION |
| READING COMMUTER LINE | 119A & 119B | MONTGOMERY | 5002/2 & 6 | 4.45 | BELLE MEAD TRAIN STATION (INACTIVE) |
| MONTCLAIR BRANCH | N/A | NEWARK - MONTCLAIR | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| MONTCLAIR BRANCH | N/A | MONTCLAIR | 4201/6.02 & 6.04 | 3.42 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 26 | MONTCLAIR | 4202/1 | 0.01 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R238 | MONTCLAIR | 4201/23 | 0.01 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 4 | MONTCLAIR | 4210/19 | 0.09 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R8 | MONTCLAIR | 4210/9 &10 | 0.18 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 6 | MONTCLAIR | 4210/12 | 0.06 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R7 | MONTCLAIR | 4210/11 | 0.07 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 9 | MONTCLAIR | 4209/22 | 0.09 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 10 | MONTCLAIR | 4209/13 | 0.09 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 11 | MONTCLAIR | 4209/24 | 0.06 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R13 | MONTCLAIR | 4209/26 | 0.09 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R15 | MONTCLAIR | 4209/16 | 0.15 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 12 | MONTCLAIR | 4209/25 | 0.06 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 16 | MONTCLAIR | 4209/14 & 15 | 0 22 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R18 | MONTCLAIR | 4209/12 | 0.12 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R19 | MONTCLAIR | 4209/10 & 11 | 0.22 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 17 | MONTCLAIR | 4209/13 | 0.14 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | 2R20 | MONTCLAIR | 4207/P/O 8 | 0.03 | MONTCLAIR CONNECTION |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| MONTCLAIR BRANCH | R22 | MONTCLAIR | 4207/P/O 10 & 11 | 0.03 | MONTCLAIR CONNECTION |
| MONTCLAIR BRANCH | R21 | MONTCLAIR | 4207/9 | 0.05 | MONTCLAIR CONNECTION |
| GLADSTONE BRANCH | N/A | MILLINGTON - GLADSTONE | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| GLADSTONE BRANCH | N/A | SUMMIT - MILLINGTON | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| GLADSTONE BRANCH | N/A | BERNARDS | 112/1 | 2.43 | COMMUTER PARKING LOT - LYONS TRAIN STATION |
| GLADSTONE BRANCH | 151 | PEAPACK/GLADSTONE | 10/4 | 0.55 | AUTOTRANSFORMER NO.11 |
| LEHIGH VALLEY | N/A | UION TWP. | 105/15 | 0.39 | UNION TOWNSHIP TRAIN STATION BUILDING |
| NEWARK CITY SUBWAY | 2 | NEWARK | 1974/ 56.02 | 0.09 | PART OF NEWARK CITY SUBWAY ROW |
| NEWARK CITY SUBWAY | N/A | NEWARK | 791/41 | 0.50 | PART OF NEWARK CITY SUBWAY ROW |
| NEWARK CITY SUBWAY | N/A | NEWARK | 751/ 40 | 0.08 | BRANCH BROOK LIGHT RAIL STATION |
| NEWARK CITY SUBWAY | E2A & E2B | NEWARK | 142/1 | 0.12 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 3A,3B,E3C & E3D | NEWARK | 138/1.02 & 1.03 | 0.03 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 9 | NEWARK | 14/26 & 28 | 0.07 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 10 | NEWARK | 14/21 - 25 & 60 | O.58 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 15 | NEWARK | 27/1 & 9/9 | 0.06 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 4A,4B & E4C | NEWARK | 137/25 | 0.15 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 5A & E5B | NEWARK | 126.01/9, 39, 41 & 42 | 0.15 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 6A & E6B | NEWARK | 126.01 & 137/21 & 50, 54 & 56 | 0.14 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 7A & E7B | NEWARK | 137/50, 54, & 56 | 0.13 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 8 | NEWARK | 14/28,33,35 - 37, 39, 42, 54 & 55 | 0.29 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 11 | NEWARK | 12/1,2,14,16,20,44,46 ,53 | 0.03 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 12A & E12B | NEWARK | 25/1,7,8,10 - 17, 23, 24 & 76 | 0.44 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 13A, 13B & 13C | NEWARK | 25/27 & 64, 26/P/0 3 & 8 | 0.25 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 14 | NEWARK | 25/18, 25.01/1.02 & 26/1 & 7 | 0.34 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 17A & 17B | NEWARK | 26/1, 7, 10 & 42 | 0.20 | NEWARK ELIZABETH RAIL LINK (NERL) PARCELS |
| NEWARK CITY SUBWAY | 1 & 2 | BLOOMFIELD & BELLEVILLE | 392/1 & 53, & P/O 768/25 | 18.84 | NEWARK CITY SUBWAY VEHICLE BASE |
| FREEHOLD BRANCH | N/A | MATAWAN - FREEHOLD | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| FREEHOLD BRANCH | N/A | MATAWAN | N/A | N/A | WYE AT MATAWAN JUNCTION |
| FREEHOLD SECONDARY | N/A | FARMINGDALE - HOWELL | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| FREEHOLD SECONDARY | N/A | HOWELL - FREEHOLD | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| PRINCETON BRANCH | N/A | WEST WINDSOR - PRINCETON | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW (DINKY) |
| RARITAN VALLEY | 1 | ROSELLE PARK | 3000/17 & 18 | 1.60 | ROSELLE PARK TRAIN STATION PARKING LOT |
| RARITAN VALLEY | N/A | SOMERVILLE | 120.01 P/O1 | 0.04 | SOMERVILLE STATION ACCESS |
| RARITAN VALLEY | N/A | ROSELLE PARK | 3000/1-16,19 | 1.58 | ACTIVE PASSENGERS RAILROAD ROW (ALDENE CONNECTION) |
| RARITAN VALLEY | N/A | ROSELLE PARK - PHILLIPSBURG | N/A | N/A | ACTIVE & INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| RARITAN VALLEY | N/A | LEBANON | 100/3 | 0.65 | LEBANON TRAIN STATION COMMUTER PARKING LOT |
| NJCL (N OF RARITAN RIVER) | N/A | RAHWAY - PERTH AMBOY | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| NJCL (N OF RARITAN RIVER) | N/A | WOODBRIDGE JUNCTION - RARITAN RIVER | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| NJCL (N OF RARITAN RIVER) | 6 | PERTH AMBOY | 12/1.03 | 1.22 | ACTIVE PASSENGERS RAILRAOD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT) |
| NJCL (S OF THE RARITAN RIVER) | N/A | PERTH AMBOY - BRADLEY BEACH | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| NJCL (S OF THE RARITAN RIVER) | R3 | SOUTH AMBOY | 160/ P/O 1.03 | 0.09 | ACTIVE PASSENGERS RAILRAOD ROW/FREIGHT SERVICE (RARITAN BRIDGE PROJECT) |
| NJCL (S OF THE RARITAN RIVER) | N/A | SOUTH AMBOY | 164/1,8 & 9 | 0.98 | SUBSTATION |
| NJCL (S OF THE RARITAN RIVER) | 2R215 | SOUTH AMBOY | 162/91 | 0.58 | MICROWAVE TOWER |
| NJCL (S OF THE RARITAN RIVER) | N/A | SOUTH AMBOY | 164.2-7 | 4.30 | SOUTH AMBOY TRAIN STATION COMMUTER PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | N/A | SOUTH AMBOY | 47/6 & 7 | 0.16 | SOUTH AMBOY TRANSIT VILLAGE |
| NJCL (S OF THE RARITAN RIVER) | 5 | MATAWAN | 11/8 | 0.21 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 2 | MATAWAN | 11/10 | 0.22 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 3 & 4 | MATAWAN | 11/5,6 & 7 | 1.36 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 1 | MATAWAN | 11/11 | 1.07 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 7 | MATAWAN | 11/3 | 0.15 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 173 | ABERDEEN | 259/8 | 1.94 | ABERDEEN-MATAWAN TRAIN STATION PARK & RIDE |
| NJCL (S OF THE RARITAN RIVER) | 174 | ABERDEEN | N/A | 1.60 | MU STORAGE TRACK - ELECTRIFICATION PROJECT |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| NJCL (S OF THE RARITAN RIVER) | 199 | ABERDEEN | 260/1 | 5.13 | SUBSTATION |
| NJCL (S OF THE RARITAN RIVER) | 6 | MATAWAN | 11/4 | 0.42 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 8 | MATAWAN | 11/2 | 0.18 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 9 | MATAWAN | 11/1 | 0.49 | ABERDEEN-MATAWAN TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 201 | MIDDLETOWN | 39 PART 16 | 0.40 | SUBSTATION |
| NJCL (S OF THE RARITAN RIVER) | 200 | HOLMDEL/MIDDLETOWN | 51 /PART 7 | O.01 | SUBSTATION |
| NJCL (S OF THE RARITAN RIVER) | 1A & 1B | LITTLE SILVER | 75/6.01 | 5.29 | LITTLE SILVER TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 197 | LONG BRANCH | 188/1B | 0.54 | LONG BRANCH TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 195 | LONG BRANCH | 492/19.04 | 0.25 | LONG BRANCH TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | R194 | LONG BRANCH | 157/5 PORT.4 | 0.75 | LONG BRANCH TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 196 | LONG BRANCH | 188/1 | 0.38 | LONG BRANCH TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | 193 | LONG BRANCH | 492/PART 19.01 & 19.02 | 0.03 | LONG BRANCH TRAIN STATION PARKING LOT |
| NJCL (S OF THE RARITAN RIVER) | N/A | BRADLEY BEACH - BAY HEAD | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| NORTHEAST CORRIDOR | 113 | KEARNY | 286/40 | 2.53 | PORTAL NORTH BRIDGE PROJECT [2] |
| NORTHEAST CORRIDOR | 115 | KEARNY | 286/PART 33 | 1.85 | PORTAL NORTH BRIDGE PROJECT [2] |
| NORTHEAST CORRIDOR | 118 | KEARNY | 287/35, 36, 37, 38.01, 38.02 & 39 | 12.64 | PORTAL NORTH BRIDGE PROJECT [2] |
| NORTHEAST CORRIDOR | 119 | KEARNY | 287/33 & 33.01 | 2.01 | PORTAL NORTH BRIDGE PROJECT [2] |
| NORTHEAST CORRIDOR | N/A | NEWARK | 150/140&141, 151/80&81, 152/1&10, 157/1&21, 169/58 | 6.23 | NEWARK PENN STATION |
| NORTHEAST CORRIDOR | N/A | NEWARK | 2755/P/0 62 | 0.12 | EWR - MONORAIL NEC CONNECTION |
| NORTHEAST CORRIDOR | 3A & 3B | NEWARK | 5090/1.01 & 5088/126.01 | 2.48 | EWR - MONORAIL NEC CONNECTION |
| NORTHEAST CORRIDOR | 1&2 | WOODBRIDGE | 434/1.02 (1.B) | 12.40 | METROPARK TRAIN STATION PARKING LOT (DECK/SURFACE PARKING) |
| NORTHEAST CORRIDOR | 6C2 | METUCHEN | 35/P/O6 | 0.49 | METUCHEN TRAIN STATION (SHELTER WESTBOUND) |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| NORTHEAST CORRIDOR | 6D2 | METUCHEN | 164/51 | 0.95 | METUCHEN TRAIN STATION/PARKING LOT (EASTBOUND) |
| NORTHEAST CORRIDOR | D | EDISON | 3.C/1.05 (1.A3) | 2.11 | VACANT LAND |
| NORTHEAST CORRIDOR | N/A | EDISON | 3-C/4.02 | 5.44 | EDISON TRAIN STATION COMMUTER PARKING LOT |
| NORTHEAST CORRIDOR | B | EDISON | 3-C/ 1.03 (P/O 1.A2) | 1.55 | ACCESS TO EDISON TRAIN STATION COMMUTER PARKING LOT |
| NORTHEAST CORRIDOR | C | EDISON | 3.C/ 1.07 (P/O 1.B4) | 0.73 | EDISON TRAIN STATION COMMUTER PARKING LOT |
| NORTHEAST CORRIDOR | 7C2 | EDISON | 100/30 | 0.65 | VACANT LAND |
| NORTHEAST CORRIDOR | 7B2 | EDISON | 97A/2 | 0.42 | EDISON TRAIN STATION/PARKING LOT (EASTBOUND) |
| NORTHEAST CORRIDOR | 8B2 | NEW BRUNSWICK | 44.02/27 | 0.06 | NEW BRUNSWICK TRAIN STATION (STAIRWAY & ELEVATOR) |
| NORTHEAST CORRIDOR | 8C2 | NEW BRUNSWICK | 800/P/O 10 | 0.28 | NEW BRUNSWICK TRAIN STATION (EASTBOUND) |
| NORTHEAST CORRIDOR | 9A2 & 9C2A | NEW BRUNSWICK | 598/8.01 | 7.84 | JERSEY AVENUE TRAIN STATION COMMUTER PARKING LOT (SURFACE PARKING) |
| NORTHEAST CORRIDOR | 5A | NEW BRUNSWICK | 242/p/05.06 | 0.40 | COUNTY YARD |
| NORTHEAST CORRIDOR | 3A | NEW BRUNSWICK | 242/p/03.02 | 0.19 | COUNTY YARD |
| NORTHEAST CORRIDOR | 8A | NEW BRUNSWICK | 242/P/O/10.03 | 0.37 | COUNTY YARD |
| NORTHEAST CORRIDOR | N/A | NEW BRUNSWICK - NORTH BRUNSWICK | 90/1 & 11.01, 142/6.01, 6.05, 6.06 & 7.02 | N/A | DELCO LEAD TRACK |
| NORTHEAST CORRIDOR | 10A2A | NORTH BRUNSWICK | 148/P/O 38.06 | 2.55 | VACANT LAND - ADAMS INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 10B2 | NORTH BRUNSWICK | 148/P/O 40.04 | 6.09 | VACANT LAND - ADAMS INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 10A1B | NORTH BRUNSWICK | 148/P/O 38.05 | 0.67 | VACANT LAND - ADAMS INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 11A2 | SOUTH BRUNSWICK | 259/P/O 2.01 | 1.46 | VACANT LAND - DEANS INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 11D1B | SOUTH BRUNSWICK | 259/P/O 2.01 | 2.18 | VACANT LAND - DEANS INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 12B2 | SOUTH BRUNSWICK | 259/P/O 4 & 4.01, 262/P/O 1.01 | 2.03 | VACANT LAND - MONMOUNTH JUNCTION INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 14A2B | PLAINSBORO | 1801/P/O 72 | 1.00 | VACANT LAND - PLAINSBORO INACTIVE TRAIN STATION |
| NORTHEAST CORRIDOR | 1B1 | ELIZABETH | 12/1255.A | 0.99 | STATION BUILDING - NORTH ELIZABETH TRAIN STATION |
| NORTHEAST CORRIDOR | 1A1 | ELIZABETH | 11/1247.B, 1248.A & 1250 | 0.61 | PARKING - NORTH ELIZABETH - NORTH ELIZABETH TRAIN STATION |
| NORTHEAST CORRIDOR | R2F1 | ELIZABETH | N/A | 0.09 | ELIZABETH TRAIN STATION BUILDING (EASTBOUND) |
| NORTHEAST CORRIDOR | 2E1 | ELIZABETH | 6/1581 | 0.65 | ELIZABETH TRAIN STATION - PARKING LOT |
| NORTHEAST CORRIDOR | 2D1 | ELIZABETH | 6/1632 | 0.37 | ELIZABETH TRAIN STATION - VACANT LAND |
| NORTHEAST CORRIDOR | 2C1 | ELIZABETH | 6/1418, 1420, 1421, 1422 & 1568 | 0.76 | ELIZABETH TRAIN STATION PARKING DECK |
| NORTHEAST CORRIDOR | 2A | ELIZABETH | 6/1599 | 1.04 | ELIZABETH TRAIN STATION - PARKING LOT |
| NORTHEAST CORRIDOR | N/A | ELIZABETH | 6/74 | 0.04 | ELIZABETH TRAIN STATION |
| NORTHEAST CORRIDOR | 211 | ELIZABETH | 6/76 | 0.07 | ELIZABETH TRAIN STATION |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| NORTHEAST CORRIDOR | N/A | LINDEN | 254/10 | 2.05 | LINDEN TRAIN STATION PARKING LOT (SURFACE PARKING) |
| NORTHEAST CORRIDOR | 3A1B | LINDEN | 254/P/O 14 | 0.89 | LINDEN TRAIN STATION - DRIVEWAY/PARKING LOT |
| NORTHEAST CORRIDOR | 3B2 | LINDEN | 457/38, 254/P/O 14 & 15 | 1.85 | LINDEN TRAIN STATION STATION BUILDING/ SURFACE PARKING LOT |
| NORTHEAST CORRIDOR | 5D2 | RAHWAY | 500/P/O 10 | 0.33 | RAHWAY TRAIN STATION STATION BUILDING (EASETBOUND) |
| NORTHEAST CORRIDOR | 4B & 4C | WEST WINDSOR | 6/33 & 18 & 57/1 | 11.67 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | N/A | WEST WINDSOR | 6/44 | 0.12 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | 13D | WEST WINDSOR | 6/66. | 5.63 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | 13A3 | WEST WINDSOR | 6/P/O 88 | 0.38 | PRINCETON JUNCTION TRAIN STATION BULIDING (WESTBOUND) |
| NORTHEAST CORRIDOR | 13C | WEST WINDSOR | 6/14 | 12.21 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | 13B2 | WEST WINDSOR | 6/67 & 68 | 6.23 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | 13A2 | WEST WINDSOR | 6/P/O 88 | 0.90 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | 3 | WEST WINDSOR | 6/P/O 88 | 4.89 | PRINCETON JUNCTION TRAIN STATION PARKING LOT |
| NORTHEAST CORRIDOR | 2 | WEST WINDSOR | N/A | 0.85 | VAUGHN DRIVE |
| NORTHEAST CORRIDOR | 1 | WEST WINDSOR | N/A | 0.88 | VAUGHN DRIVE |
| NORTHEAST CORRIDOR | N/A | HAMILTON | 1518/5 & 6 | 49.18 | SITE RAIL STATION/PARKING LOT |
| NORTHEAST CORRIDOR | N/A | HAMILTON | 1518/7 | 6.89 | SITE RAIL STATION/PARKING LOT |
| NORTHEAST CORRIDOR | N/A | HAMILTON | 1518/8 | 2.04 | SITE RAIL STATION/PARKING LOT |
| NORTHEAST CORRIDOR | N/A | HAMILTON | 1518/9 | 4.58 | SITE RAIL STATION/PARKING LOT |
| NORTHEAST CORRIDOR | N/A | HAMILTON | 1508/ 13, 14 & 15 & 1505/11 | 9.70 | HAMILTON TRANSIT COMPLEX |
| NORTHEAST CORRIDOR | 25 | HAMILTON | 5/10 PO | 0.22 | ACCESS ROAD - KLOCKNER AVENUE |
| NORTHEAST CORRIDOR | N/A | TRENTON | 13302/P/O 1 | 1.83 | TRENTON TRAIN STATION PARKING LOT (DECK) |
| NORTHEAST CORRIDOR | N/A | HAMILTON & TRENTON | 1508/27 (HAM) & 12501/3, 25101/3, 25201/3 ETC. (TRE) | 25.00 | VANCANT LAND (WEST BARRACKS YARD) |
| NORTHEAST CORRIDOR | 226 | TRENTON | 13302/P/O 1 | 0.32 | TRENTON TRAIN STATION PARKING LOT (DECK) |
| NORTHEAST CORRIDOR | 158A | TRENTON | 802/2 & 3 | 1.42 | TRENTON TRAIN STATION BUILDING & PARKING LOT (SURFACE) |
| NORTHEAST CORRIDOR | 158D | TRENTON | 13203/3 & 4, 13301/3, 4, 10, 19-20 | 2.73 | TRENTON TRAIN STATION PARKING LOT (SURFACE - THE PIT) |
| NORTHEAST CORRIDOR | 158E | TRENTON | 13302/P/O 1 | 1.71 | TRENTON TRAIN STATION PARKING LOT (DECK) |
| NORTHEAST CORRIDOR | N/A | NEW YORK CITY | 781/10 | 0.09 | NEW YORK PENN STATION EAST END CONCOURCE ENTRANCE |
| NORTHEAST CORRIDOR | N/A | FALL (BUCKS COUNTY, PA) | 28/75 | 30.78 | MORRISVILLE TRAIN YARD |
| BOONTON EAST OF DENVILLE | N/A | NEWARK | 837/1 | 0.04 | RADIO BASE STATION ADJACENT TO FORMER NORTH NEWARK STATION |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| BOONTON EAST OF DENVILLE | 70A, 70B, 70C & 70D | GLEN RIDGE | 82/9 | 1.76 | GLEN RIDGE TRAIN STATION |
| BOONTON EAST OF DENVILLE | N/A | MONTCLAIR - DENVILLE | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| BOONTON EAST OF DENVILLE | N/A | MONTCLAIR | 803/39 | 0.54 | VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW |
| BOONTON EAST OF DENVILLE | N/A | MONTCLAIR | 803/38 | 0.58 | VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW |
| BOONTON EAST OF DENVILLE | N/A | MONTCLAIR | 905/25.01 | 1.03 | VACANT LAND - ADJACENT TO ACTIVE RAILROAD ROW |
| BOONTON EAST OF DENVILLE | 200A & X200D | KEARNY | 284/35.02 | 7.16 | MEADOWS SUPPLY STATION |
| BOONTON EAST OF DENVILLE | 15 | KEARNY | 178/P/O 32 | 0.19 | ARLINGTON INACTIVE TRAIN STATION |
| BOONTON EAST OF DENVILLE | N/A | DENVILLE | 30608/1 | 1.00 | DENVILLE TRAIN STATION PARKING LOT (SURFACE) |
| BOONTON EAST OF DENVILLE | N/A | LITTLE FALLS | 234/P/O 3, 4, 5 & 6 AND 250/P/O1 | 3.60 | MSU TRAIN STATION PARKING LOT (DECK & SURFACE) |
| BOONTON EAST OF DENVILLE | VX7C2 | WAYNE | 301/2 | 7.22 | WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE |
| BOONTON EAST OF DENVILLE | VX7C2 | WAYNE | 301/1 | 2.86 | WAYNE ROUTE 23 TRANSIT CENTER PARK & RIDE |
| BOONTON EAST OF DENVILLE | VX150C | WAYNE | 748/1 | 1.80 | MOUNTAIN VIEW TRAIN STATION PARKING LOT EXPANSION |
| BOONTON EAST OF DENVILLE | VX151B & VX154B | WAYNE | 713/5 & 714/2 | 0.48 | MOUNTAIN VIEW TRAIN STATION PARKING LOT |
| BOONTON EAST OF DENVILLE | N/A | MONTVILLE | 97/1 | 1.01 | TOWACO TRAIN STATION PARKING LOT (SURFACE) |
| BOONTON WEST OF DENVILLE | 3 | DOVER | 1901/10 (PORTION) | 1.95 | DOVER YARD FACILITY |
| BOONTON WEST OF DENVILLE | 1 | DOVER | 1901/9 (portion) | 0.39 | DOVER YARD FACILITY |
| BOONTON WEST OF DENVILLE | N/A | DOVER - PORT MORRIS | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| BOONTON WEST OF DENVILLE | R169 | ROXBURY | 258/P/O 6 & 7 | 1.36 | WEST WHARTON SUPPLY STATION NO. 16 |
| BOONTON WEST OF DENVILLE | N/A | PORT MORRIS - NETCONG-STANHOPE | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| BOONTON WEST OF DENVILLE | 1 | ROXBURY TWP | 10503/42 | 0.38 | PORT MORRIS TRAIN STORAGE YARD |
| BOONTON WEST OF DENVILLE | N/A | SUSSEX BR. JCT. - NETCONG-STANHOPE | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| BOONTON WEST OF DENVILLE | N/A | HACKETTSTOWN | 92/4 | 1.03 | HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE) |
| BOONTON WEST OF DENVILLE | N/A | HACKETTSTOWN | 92/6 | 0.25 | HACKETTSTOWN TRAIN STATION PARKING LOT (SURFACE) |
| MORRISTOWN LINE | N/A | JERSEY CITY (WEST END) - DOVER | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| MORRISTOWN LINE | N/A | EAST ORANGE | 531/6.02 | 2.56 | BRICK CHURCH TRAIN STATION COMMUTER PARKING LOT (SURFACE) |
| MORRISTOWN LINE | N/A | SOUTH ORANGE | 1902/13-15, 27, 28, 30 & 31 | 1.48 | SOUTH ORANGE TRAIN STATION COMMUTER PARKING LOT (SURFACE) |
| MORRISTOWN LINE | 2R160 | MILLBURN | 701/P/O 7 | 0.40 | MILLBURN AUTOTRANSFORMER NO. 7 |
| MORRISTOWN LINE | N/A | HOBOKEN - JERSEY CITY (WEST END) | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| MORRISTOWN LINE | N/A | JERSEY CITY | 7202/3 | 0.36 | HOBOKEN YARD STORAGE TANK AREA |
| MORRISTOWN LINE | 124, 143 & 143 | JERSEY CITY | 6005/7, 8 & 9 | 3.01 | HOBOKEN YARD CONNECTING TRACK |
| MORRISTOWN LINE | N/A | JERSEY CITY | 5304/28,6401/10, 6502/3, 8203/8, 8204/2, 8401/5 & 6902/7 | 10.93 | BERGEN ARCHES (0.92 MILES BELOW GRADE INACTIVE RAILROAD ROW) |
| MORRISTOWN LINE | N/A | KEARNY | 287/54-56, 60. 61.02,62, 62.01, 63, 70.01, 71, 71.01 &80 | 26.70 | HUDSON COUNTY IMPROVEMENT AUTHORITY (HCIA) KOPPERS KOKE SITE |
| MORRISTOWN LINE | 200A X200D | KEARNY | 284/35.02 | 7.16 | MEADOWS SUPPLY STATION |
| MORRISTOWN LINE | R184A, 184C & 184B | KEARNY | 284/21.01 | 76.25 | MEADOWLANDS MAINTENACE COMPLEX (MMC) RAIL EQUIPMENT & MAINTENANCE FACILITY [3] |
| MORRISTOWN LINE | 2R155 & 156 | MORRIS TOWNSHIP | 8401/4 | 0.63 | CONVENT TIE STATION NO. 12 |
| MORRISTOWN LINE | 153 | MORRISTOWN | 301/7 | 0.31 | MORRISTOWN AUTOTRANSFORMER NO. 13 |
| MORRISTOWN LINE | R161A | DOVER | 1901/8 | 1.65 | DOVER AUTOTRANSFORMER NO. 5 |
| MORRISTOWN LINE | R157 | SUMMIT | 604/3 | 1.19 | SUMMIT SUPPLY STATION NO. 8 |
| ATLANTIC CITY LINE | N/A | ATLANTIC CITY | N/A | N/A | PORTION OF ACTIVE PASSENGERS RAILROAD ROW/ FREIGHT SERVICE |
| ATLANTIC CITY LINE | N/A | ATLANTIC CITY | 287/1.01 | 0.52 | ATLANTIC CITY BUS TERMINAL |
| ATLANTIC CITY LINE | N/A | ATLANTIC CITY | 285/1.02 | 2.01 | ATLANTIC CITY BUS TERMINAL |
| ATLANTIC CITY LINE | A | PENNSAUKEN | 1005/P/O 1 | 0.29 | PENNSAUKEN TRANSIT CENTER |
| ATLANTIC CITY LINE | A | PENNSAUKEN | 1005/1 | 1.58 | PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING) |
| ATLANTIC CITY LINE | B | PENNSAUKEN | 1005/2 | 2.00 | PENNSAUKEN TRANSIT CENTER - COMMUTER PARKING LOT (SURFACE PARKING) |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| ATLANTIC CITY LINE | N/A | LINDENWOLD - LUCASTON | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| ATLANTIC CITY LINE | N/A | LUCASTON - ATLANTIC CITY | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| ATLANTIC CITY LINE | 222 | BERLIN | 6203/1 | 0.93 | ATCO TRAIN STATION PARKING LOT (SURFACE) |
| ATLANTIC CITY LINE | 223 | BERLIN | 6203/1A | 1.81 | ATCO TRAIN STATION PARKING LOT (SURFACE) |
| ATLANTIC CITY LINE | R224 | BERLIN | 202/1 | 1.15 | ATCO TRAIN STATION PARKING LOT (SURFACE) |
| CAPE MAY BRANCH | N/A | WINSLOW - CAPE MAY | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| SOUTHERN BRANCH | N/A | WOODLAND - WINSLOW | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| SOUTHERN BRANCH | N/A | RED BANK - LAKEWOOD | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| SOUTHERN BRANCH | N/A | LAKEWOOD - WOODLAND | N/A/ | N/A | INACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| LINDENWOLD LINK | N/A | PENNSAUKEN - HADDON | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| LINDENWOLD LINK | B | CHERRY HILL | 98.01/11 & 11.01 (PORTION) | 4.03 | CHERRY HILL TRAIN STATION PARKING LOT (SURFACE) |
| MILLVILLE SECONDARY | N/A | PENNSAUKEN - CAMDEN | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| MILLVILLE SECONDARY | N/A | CAMDEN | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| MILLVILLE SECONDARY | N/A | MANTUA - GLASSBORO | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| PEMBERTON BRANCH | N/A | PENNSAUKEN - MOUNT LAUREL | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| OCEAN CITY BRANCH | N/A | TUCKAHOE - PALERMO | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| OCEAN CITY BRANCH | N/A | PALERMO - OCEAN CITY | N/A | N/A | INACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| BERGEN COUNTY LINE | N/A | JERSEY CITY - RIGDEWOOD | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| BERGEN COUNTY LINE | 80A & 80B | RUTHERFORD/EAST RUTHERFORD | N/A | 0.92 | EAST RUTHERFORD TRAIN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | 201 | WOOD-RIDGE | 320/1.03 | 8.35 | WOOD-RIDGE RAIL SURPPORT FACILITY |
| BERGEN COUNTY LINE | 81A, 81B, 81C & 81D | GARFIELD | N/A | 0.67 | GARFIELD TRAIN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | N/A | GARFIELD | 143.03/1 | 0.28 | PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE) |
| BERGEN COUNTY LINE | N/A | GARFIELD | 144/10,48 & 69 | 1.31 | PLAUDEVILLE TRAIN STATION PARKING LOT (SURFACE) |
| BERGEN COUNTY LINE | 84A & 84B | FAIRLAWN | N/A | 1.50 | RADBURN - FAIRLAWN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | 71A, 71B | GLEN ROCK | N/A | 0.94 | GLEN ROCK TRAIN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | N/A | RIDGEWOOD - SUFFERN | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| BERGEN COUNTY LINE | R85 | HO-HO-KUS | N/A | 1.55 | HO-HO-KUS TRAIN STATION PLATFORM (INBOUND SIDE) |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| BERGEN COUNTY LINE | R86 | WALDWICK | 117/1.01 | 10.01 | VACANT LAND WALDWICK TRAIN STATION STATION |
| BERGEN COUNTY LINE | 87A, 87 B & 87C | ALLENDALE | N/A | 0.49 | ALLENDALE TRAIN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | 88A & 88B | RAMSEY | N/A | 1.24 | RAMSEY TRAIN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | 89A, 89B, 89C & 89D | MAHWAH | N/A | 0.74 | MAHWAH TRAIN STATION BUILDING & PLATFORMS |
| BERGEN COUNTY LINE | 179 | SECAUCUS | N/A | 0.40 | PORTION OF ACTIVE PASSENGERS RAILROAD ROW |
| PASCACK VALLEY LINE | NA | EAST RUTHERFORD - NANUET | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| PASCACK VALLEY LINE | N/A | RIVER EDGE | 1412/1 & 2 | 2.24 | NEW BRIDGE LANDING TRAIN STATION PARKING LOT (SURFACE) |
| PASCACK VALLEY LINE | N/A | RIVER EDGE | 414/102 | 1.30 | VANCANT LAND ALONG ACTIVE PASSENGERS RAILROAD ROW |
| PASCACK VALLEY LINE | N/A | MONTVALE | 1604/1 | 0.80 | MONTVALE TRAIN STATION PARKING LOT (SURFACE) |
| PASCACK VALLEY LINE | N/A | MONTVALE | 1606/2 & 3 | 0.75 | MONTVALE TRAIN STATION PARKING LOT (SURFACE) |
| PASCACK VALLEY LINE | N/A | NANUET - SPRING VALLEY | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/TRAIN STATIONS/FREIGHT SERVICE |
| PASCACK VALLEY LINE | N/A | SPRING VALLEY - WOODBINE | N/A | N/A | ACTIVE PASSENGERS RAILROAD ROW/FREIGHT SERVICE |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 11 | CAMDEN | 120/50 | 0.17 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 13 | CAMDEN | 123/17 | 0.36 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | N/A | CAMDEN - BORDENTOWN | N/A | N/A | SNJLRTS (RIVERLINE) ROW - ACTIVE PASSENGERS LIGHT RAIL ROW/FREIGHT SERVICE |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | R14 | CAMDEN | 1457/P/0 17 | 0.01 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 67 | CAMDEN | 1184/5 | 0.23 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 171, 172 & 173 | CAMDEN | 1185/1&2 & 1188/1&3 | 0.48 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 162 | CAMDEN | 1188/P/O 4 | 0 .10 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | R73 & R74 | CAMDEN | 876/49, 3 11 & 12 | 1.91 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 68 | CAMDEN | 876/15 | 0.05 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 130 | CAMDEN | 975/2 | 0.13 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 16A, 16B & 16C | CAMDEN/PENNSAUKEN | 973/4, 974/3 &3.01 & 304/36 | 16.79 | SNJLRTS (RIVERLINE) ROW |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 69 & 70 | CAMDEN | 876/16 P/O 17,18, & 19 | 0.07 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 15A & 15B | CAMDEN | 972/P/O 4 | 0.39 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 278 | PENNSAUKEN | 301/P/O 1 | 0.01 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 161 | PENNSAUKEN | 304/P/O 18 | 0.58 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 174 | PENNSAUKEN | 204/P/O 8 | 0.16 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 176 | PENNSAUKEN | 1002/P/O 2 | 0.24 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 20 | PENNSAUKEN | 1802/10 | 6.27 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 21 | PENNSAUKEN | 1802/11 | 11.98 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 218 | CINNAMINSON | 507/1, 2, 3 & 5.02 | 1.82 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 215 | CINNAMINSON | 505/3 | 0.96 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 220 | RIVERSIDE | 901/3 | 0.02 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 37A | RIVERSIDE | 602/5 | 0.42 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 37 | RIVERSIDE | 808/8 & 8.02 | 0.41 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 96 & 97 | RIVERSIDE | 3201/1, 2, & 3 & 3205/1 | 1.30 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | R100 | DELANCO | 2100/P.O. 1 | 0.92 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | R24 | DELANCO | 2100/3 | 3.11 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 186 | DELANCO | 1900/ P/O 1.03 | 0.25 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 159 | BURLINGTON | 1.01/1.02 | 3.41 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 106A, 106B & 106C | FLORENCE | 159/P/O 7.02, 2 & 12 | 4.08 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 168 | FLORENCE | 158/P/O 6.01, 6.02, 7.01 & 7.02 | 4.94 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 193 | FLORENCE | 159/P/O 1.01 | 0.39 | SNJLRTS (RIVERLINE) ROW |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| SNJLRTS (TRENTON-BORDENTOWN TWP) | 201 | BORDENTOWN | 801/44 | 0.02 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 140 | TRENTON | 702/1, 2, 3 & 4 | 0.37 | SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE) |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 143 | TRENTON | 702/ 8, 12 & 10 | 0.92 | SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE) |
| SNJLRTS (CAMDEN-BORDENTOWN TWP) | 141 & 142 | TRENTON | 702/ 5, 6 & 7 | 0.31 | SNJLRTS (RIVERLINE) ROW -TRENTON STATION PARKING LOT (SURFACE) |
| SNJLRTS (TRENTON-BORDENTOWN TWP) | 112 | TRENTON | 150A/2 | 0.02 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (TRENTON-BORDENTOWN TWP) | 284 | TRENTON | 147/P/O1 | 0.01 | SNJLRTS (RIVERLINE) ROW |
| SNJLRTS (TRENTON-BORDENTOWN TWP) | 31 | TRENTON | 13505/1 | 0.90 | SNJLRTS (RIVERLINE) ROW - TRENTON MAINTAINANCE FACILTY |
| HBLRTS (BAYONNE BRANCH) | MAIN STEM | JERSEY CITY - BAYONNE | 303304/19 & 21, 27401/1 & 2, 21503/2 AND 504/1,2,3,5,6,12,13 & 14.01 | N/A | HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE |
| HBLRTS (BAYONNE BRANCH) | 203D | JERSEY CITY | 21503/3 | 18.75 | HBLRTS ROW - VACANT LAND ADJACENT TO ROW |
| HBLRTS (BAYONNE BRANCH) | 204 | JERSEY CITY | 21503/43 | 0.48 | HBLRTS ROW - SUPPORT FACILITY |
| HBLRTS (BAYONNE BRANCH) | 205 | JERSEY CITY | 21503/37 & 44 | 2.64 | HBLRTS ROW - VACANT LAND ADJACENT TO ROW |
| HBLRTS (BAYONNE BRANCH) | 203C | JERSEY CITY | 21503/33, P/O 34 & P/O 42 | 1.72 | HBLRTS ROW - SUPPORT FACILITY |
| HBLRTS (BAYONNE BRANCH) | 202 | JERSEY CITY | 21503/35 | 1.58 | HBLRTS ROW - SUPPORT FACILITY |
| HBLRTS (BAYONNE BRANCH) | 207 | JERSEY CITY | 21503/36 | 0.94 | HBLRTS ROW - SUPPORT FACILITY |
| HBLRTS (BAYONNE BRANCH) | 66 | JERSEY CITY | 28904/10 & 11 | 0.10 | HBLRTS ROW - VACANT LAND ADJACENT TO ROW |
| HBLRTS (BAYONNE BRANCH) | 34 | BAYONNE | 401/14 | 0.15 | HBLRTS ROW - 45TH STREET STATION |
| HBLRTS (BAYONNE BRANCH) | 75A & 75B | BAYONNE | 407/1,2 & 3 AND 408/1 & 2 | 4.19 | HBLRTS ROW - 34TH STREET STATION PARK & RIDE (SURFACE) |
| HBLRTS (BAYONNE BRANCH) | 314B | BAYONNE | 459/1 | 0.45 | HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE) |
| HBLRTS (BAYONNE BRANCH) | 313 | BAYONNE | 462/1 | 1.30 | HBLRTS ROW - 22ND STREET STATION PARK & RIDE (SURFACE) |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| HBLRTS (BAYONNE BRANCH) | 2R19B, 19C, R19D - R19F & E19G | BAYONNE | 504/ 16.01 - 19.01 | 6.06 | HBLRTS ROW - ACTIVE PASSENGERS LIGHT RAIL /FREIGHT SERVICE |
| HBLRTS (BAYONNE BRANCH) | 525 | BAYONNE | Block 298 / Lot 1 | 1.16 | HBLRTS ROW |
| HBLRTS (BAYONNE BRANCH) | 523A | BAYONNE | 504/p/o 19.01 | 0.06 | HBLRTS ROW |
| HBLRTS (WEST SIDE INDUSTRIAL) | 203B | JERSEY CITY | 20303/23, 24 & 25 | 1.12 | HBLRTS ROW - VACANT LAND ADJACENT TO ROW |
| HBLRTS (WEST SIDE INDUSTRIAL) | 201A | JERSEY CITY | 21503/41 | 2.51 | HBLRTS ROW - SUPPORT FACILITY |
| HBLRTS (WEST SIDE INDUSTRIAL) | 200 | JERSEY CITY | 21503/1, 31, 32 & P/O 34 | 16.40 | HBLRTS ROW |
| HBLRTS (WEST SIDE INDUSTRIAL) | 77 | JERSEY CITY | 21404/2 | 0.34 | HBLRTS ROW - VACANT LAND ADJACENT TO ROW |
| HBLRTS (WEST SIDE INDUSTRIAL) | R7 | JERSEY CITY | 20902/88 | 1.70 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 76 | JERSEY CITY | 22204/P/O 1 | 0.29 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 52 | JERSEY CITY | 21802/31 | 1.20 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 53 | JERSEY CITY | 21802/29 | 0.40 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 54 | JERSEY CITY | 21802/6 | 0.11 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 55 | JERSEY CITY | 21802/32 | 1.19 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 56 | JERSEY CITY | 21802/3, 4 & 5 | 0.21 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 57 | JERSEY CITY | 21802/7, 8 & 30 | 0.72 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (WEST SIDE INDUSTRIAL) | 15 | JERSEY CITY | 21802/1 | 2.02 | HBLRTS ROW - WESTSIDE STATION PARK & RIDE (SURFACE) |
| HBLRTS (BERGEN COUNTY BRANCH) | 1C | JERSEY CITY | 15802/ | 0.36 | HBLRTS ROW - LIBERTY STATE PARK STATION PARKING LOT (SURFACE) |
| HBLRTS (BERGEN COUNTY BRANCH) | 3R241A, 4R241A & 241D | JERSEY CITY | 15802/3, 4, 6, 7, 22, & 24, | 10.88 | HBLRTS ROW - LIBERTY STATE PARK STATION PARK & RIDE (SURFACE) |
| HBLRTS (BERGEN COUNTY BRANCH) | 5S & 5L | JERSEY CITY | 15801/P/O1 | 0.03 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 242 & X242B | Jersey City | 2048/A, P1 | 4.71 | HBLRTS ROW |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| HBLRTS (BERGEN COUNTY BRANCH) | 243A | Jersey city | 2048/A4 | 1.16 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 5E | JERSEY CITY | 15801/2 & 65 | 9.26 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 17A | JERSEY CITY | 15801 & 15901/11,12,26,27&14 | 1.40 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 44A & 44B | JERSEY CITY | 60/P/O 28E & 165/P/O 1C & 1H | 0.42 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 5D, 5D-1, 5D-2 & 5D-3 | JERSEY CITY | 19-15/PL-2 | 1.12 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 45A | JERSEY CITY | 15901/20 & 21 | 0.33 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | R69 | JERSEY CITY | 109/P/O EAST A | 0.29 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 214A - 214X (REVISED) | J.C., HOB, WEE & N. B. | MULTIPLE | 96.03 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 115 | JERSEY CITY | 6006/1 | 0.01 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 114 | JERSEY CITY | 6005/11 | 0.07 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 113 | JERSEY CITY | 6005/5 | 0.23 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 119 | HOBOKEN | BLOCK 9, P/O LOT 5.2 | 0.02 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 109 | HOBOKEN | BLOCK 24, LOT 1 | 0.10 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 118 | HOBOKEN | BLOCK 24, LOT5 & P/O 6 | 0.02 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 130 | HOBOKEN | Block 105/p/o Lot .1 | 0.06 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 116 | JERSEY CITY | 4002/1 | 0.84 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 117 | JERSEY CITY | 3004/1 | 0.93 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 128 | JERSEY CITY | Block 790 / lot 5 (aka p/o lot 1) - 1801/2 | 0.74 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | N/A | WEEHAWKEN | 64.01/2.01 | 7.69 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 300 | UNION CITY | BLOCK 267, LOTS 32.01 & 33 - 43 | 0.63 | HBLRTS ROW |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| HBLRTS (BERGEN COUNTY BRANCH) | 343 | UNION CITY | BLOCK 267, LOTS 23 - 27, 28.01, 29 - 31 & 32.02 | 0.49 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 375 | NORTH BERGEN | 160/2,3 & 4 AND 127/1B,2A, ETC. | 0.07 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 310, 311 & 312 | NORTH BERGEN | Block 166, Lots 2A, 2B, 3, 4, 5, & 1B | 7.29 | HBLRTS ROW |
| HBLRTS (BERGEN COUNTY BRANCH) | 334 | NORTH BERGEN | P/O BLOCK 167, LOT 16A & 1.B3 | 0.42 | HBLRTS ROW |
| BUS INTERESTS | N/A | ATLANTIC CITY | 285/102.02 | 2.47 | ATLANTIC CITY BUS TERMINAL |
| BUS INTERESTS | N/A | EGG HARBOR TWP. | 1029 /5.02 | 13.00 | EGG HARBOR BUS GARAGE |
| BUS INTERESTS | N/A | EGG HARBOR TWP. | 1029/P/O 5.01 | 1.29 | EGG HARBOR BUS GARAGE ACCES ROAD |
| BUS INTERESTS | N/A | EGG HARBOR TWP. | 1029/10 | 0.20 | EGG HARBOR BUS GARAGE ACCES ROAD |
| BUS INTERESTS | 29 | FAIRVIEW | 408/45 | 3.69 | FAIRVIEW BUS GARAGE |
| BUS INTERESTS | N/A | FAIRVIEW | 408/P/O 46.01 | 0.45 | FAIRVIEW BUS GARAGE |
| BUS INTERESTS | 17 | NORTH ARLINGTON | 10/.52 | 0.25 | NORTH ARLINGTON BUS LOOP - CAB STAND |
| BUS INTERESTS | 19 | ORADELL | 121/1 | 5.30 | ORADELL BUS GARAGE |
| BUS INTERESTS | N/A | ORADELL | 121/1 | 1.13 | ORADELL BUS GARAGE - REPARIAN GRANT |
| BUS INTERESTS | 7 | MAPLE SHADE | 82/1 | 2.62 | MAPLE SHADE BUS GARAGE |
| BUS INTERESTS | 23 | RIVERSIDE | 602/1 | 1.13 | RIVERSIDE BUS GARAGE |
| BUS INTERESTS | 43 | CAMDEN | 1452/24 | 0.71 | NEWTON AVENUE BUS GARAGE |
| BUS INTERESTS | 49 | CAMDEN | 1444/P/O 1 | 0.04 | NEWTON AVENUE BUS GARAGE |
| BUS INTERESTS | R44 | CAMDEN | 1449/1 & 2 | 0.65 | NEWTON AVENUE BUS GARAGE |
| BUS INTERESTS | N/A | CAMDEN | 1450/12 | 1.05 | NEWTON AVENUE BUS GARAGE |
| BUS INTERESTS | 1 | CAMDEN | 1452/5 | 4.17 | NEWTON AVENUE BUS GARAGE |
| BUS INTERESTS | 1, M2B & M2A | CAMDEN | 1397/2 | 2.94 | WALTER RAND TRASPORTATION CENTER |
| BUS INTERESTS | 24 | STRATFORD | 34/11 | 0.05 | VACANT LAND ALONG EAST ATLANTIC AVENUE |
| BUS INTERESTS | N/A | WINSLOW TWP. | 11801/1 | 6.14 | AVANDALE BUS PARK & RIDE |
| BUS INTERESTS | N/A | WILDWOOD CITY | 82/10-14,23-27 | 0.92 | WILDWOOD BUS TERMINAL |
| BUS INTERESTS | 8 | MAPLEWOOD | 44.02/50 | 6.05 | HILTON BUS GARAGE |
| BUS INTERESTS | 9 | MAPLEWOOD | 44.02/101 | 4.59 | GENERAL OFFICES, MAPLEWOOD |
| BUS INTERESTS | 10 | MAPLEWOOD | 20.5/302 | 0.34 | MAPLEWOOD BUS LOOP |
| BUS INTERESTS | 10 | MILLBURN | 409/14 | 0.23 | MAPLEWOOD BUS LOOP |
| BUS INTERESTS | 12 | NEWARK | 2402/20, 21, 24 & 30 | 8.86 | NEWARK SHOPS FERRY STREET |
| BUS INTERESTS | 14 | NEWARK | 850/15 & 16 | 0.16 | HIGHLAND AVENUE BUS LOOP |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| BUS INTERESTS | 13 | NEWARK | 339/1 | 0.37 | 16TH AVENUE BUS LOOP |
| BUS INTERESTS | 15 | NEWARK | N/A | 0.20 | NEWARK CITY SUBWAY ENTRANCE |
| BUS INTERESTS | 18 | NUTLEY | 9505/1 | 3.21 | BIG TREE BUS GARAGE |
| BUS INTERESTS | 20 & 1-F | ORANGE | 602/1, 2, 3 & 4 | 10.23 | ORANGE BUS GARAGE/STORAGE/MAINTENANCE FACILITY |
| BUS INTERESTS | 21 | ORANGE | 2502/11 | 0.34 | ERIE BUS LOOP |
| BUS INTERESTS | 27A & 27B | WEST ORANGE | 142/32 | 1.17 | MISSISIPPI BUS LOOP PARKING LOT (SURFACE) |
| BUS INTERESTS | P217 | WEST ORANGE | 111/1.10 | 0.20 | WEST ORANGE MICROWAVE TOWER |
| BUS INTERESTS | 3R33, 36 & 26 | WASHINGTON TWP | 196/3, 4.01 & 5 | 9.41 | TURNERSVILLE BUS GARAGE |
| BUS INTERESTS | 4A, 4B, 4C, 4D, 4E, & 4F | HOBOKEN | 229/1 & 2 | 1.75 | HOBOKEN BUS TERMINAL |
| BUS INTERESTS | 5 | JERSEY CITY | 29701/27 | 2.29 | GREENVILLE BUS GARAGE |
| BUS INTERESTS | 65 | JERSEY CITY | 30002/1 & 2 | 1.81 | GREENVILLE BUS GARAGE |
| BUS INTERESTS | R39A, 39B, 39C & 39D | NORTH BERGEN | 451.04/20 & 27.03 | 14.23 | MEADOWLANDS BUS GARAGE |
| BUS INTERESTS | 25 | UNION CITY | 153/1 | 3.02 | UNION CITY BUS GARAGE |
| BUS INTERESTS | N/A | WEEHAWKEN | 34.A/1 | 3.47 | BUS STORAGE FACILITY |
| BUS INTERESTS | N/A | OLD BRIDGE | 4185/9.12 | 2.24 | OLD BRIDGE PARK & RIDE |
| BUS INTERESTS | 1 | OLD BRIDGE | 4185/9.13 | 1.37 | OLD BRIDGE PARK & RIDE |
| BUS INTERESTS | 2 | OLD BRIDGE | 4185/9.14 | 1.18 | OLD BRIDGE PARK & RIDE |
| BUS INTERESTS | 57 | OLD BRIDGE | 5000/12.12 | 0.48 | OLD BRIDGE PARK & RIDE |
| BUS INTERESTS | N/A | OLD BRIDGE | 4185/9.16 | 1.18 | OLD BRIDGE PARK & RIDE |
| BUS INTERESTS | 35A & 35B | HOWELL TWP | 144/113 & 141 | 61.94 | HOWELL BUS GARAGE |
| BUS INTERESTS | N/A | HOWELL TWP | 142/1.04 | 4.35 | HOWELL PARK & RIDE |
| BUS INTERESTS | N/A | LAKEWOOD | 122/10 & 124/2 | 1.91 | LAKEWOOD BUS TERMINAL |
| BUS INTERESTS | 22 | PATERSON | 4503/6 | 0.13 | BROADWAY TERMINAL |
| BUS INTERESTS | VX2R378 | PATRESON | 4701/2 - 6. | 3.99 | MARKET STREET BUS GARAGE |
| BUS INTERESTS | N/A | PATERSON | 4503/18 | 0.03 | BROADWAY BUS TERMINAL |
| BUS INTERESTS | VX100F | WAYNE | 402/1 | 23.88 | WAYNE BUS GARAGE |
| BUS INTERESTS | B | WAYNE | 801/5 | 3.04 | MOTHER PARK & RIDE |
| BUS INTERESTS | N/A | WEST MILFORD TWP | 3610/27.02 & 28 | 3.41 | WEST MILFORD PARK AND RIDE |
| BUS INTERESTS | 32 D.O.T | BYRAM TOWNSHIP | 214.01/1 | 0.37 | BUS PARK/RIDE |
| BUS INTERESTS | 2 | CLIFTON | 15.04/4 | 2.61 | NORTHERN BUS MAINTENANCE FACILITY |
| BUS INTERESTS | N/A | MIDLAND PARK | 40/2 | 0.58 | BUS PARK/RIDE |
| BUS INTERESTS | 1 & 4 | RIDGEFIELD PARK | 49.01/1, 47.02/1 & 40.02/1.02 | 35.65 | NEW NORTHERN BUS MAINTENANCE FACILITY |
| RAIL INTERESTS | 356A | NORTH BERGEN | 457/2 | 0.03 | 69TH STREET GRADE SEPARATION PROJECT |

# REAL PROPERTY OWNED BY NJ TRANSIT [1]

**EXHIBIT A - Schedule 1**

| RAIL LINE | PARCEL | MUNICIPALITY | BLOCK/LOT | SITE SIZE/CONFIGURATION (ACRES) | PURPOSE |
|---|---|---|---|---|---|
| RAIL INTERESTS | R208 | HOBOKEN/UNION CITY/WEEHAWKEN | 136/6.2. 142/1, 143/2; 192.01/1; & 2/3 | 1.89 | GATEWAY TUNNEL PROJECT |
| RAIL INTERESTS | R207A - 207C | HOBOKEN/WEEHAWKEN | 143/3, 144/2, 3, 18, & 19,& 145/1.2, 2, 12.1 & 12.2; 2/2 | 1.05 | GATEWAY TUNNEL PROJECT |
| RAIL INTERESTS | T201A | HOBOKEN | 146 P/O 4 & 4.01 | 5.00 | GATEWAY TUNNEL PROJECT |
| RAIL INTERESTS | 354 | NORTH BERGEN | 27/41 & 42 | 0.89 | GATEWAY TUNNEL PROJECT |
| RAIL INTERESTS | 2R355 & 2R394 | NORTH BERGEN | 35 /5.031 & 5.03 | 2.66 | GATEWAY TUNNEL PROJECT |
| RAIL INTERESTS | 353 | NORTH BERGEN | 27/39 & 40 | 3.36 | GATEWAY TUNNEL PROJECT |
| RAIL INTERESTS | 341A, UE341B, UE341C | NORTH BERGEN | 442/ 6, 7, & 8 | 0.14 | 69TH STREET GRADE SEPARATION PROJECT |
| RAIL INTERESTS | 349A & E349B | NORTH BERGEN | 453.01/P/O 5.011 | 0.87 | 69TH STREET GRADE SEPARATION PROJECT |
| RAIL INTERESTS | 348A, E348B, E348C, UE348D | NORTH BERGEN | 453.07/P/O22.01 | 0.12 | 69TH STREET GRADE SEPARATION PROJECT |
| RAIL INTERESTS | 359 | NORTH BERGEN | 455/P/O 23 | 0.01 | 69TH STREET GRADE SEPARATION PROJECT |
| RAIL INTERESTS | 2R61A, R61C, 61B1, SP61B2, 61B3 & 61 | NORTH BERGEN | 451C/22H, 22M1.1, 27A & 28 AND 451D, 27C &27C1 | 19.18 | PATERSON PLANK ROAD GRADE SEPARATION PROJECT (BONE YARD) |
| CORPORATE INTEREST | N/A | NEWARK | 169/39 | 1.80 | NJ TRANSIT HEADQUARTERS |

**NOTES**

1. NJ TRANSIT recorded $35,476,924 in FY22 non-farebox revenue from system wide Property Leases, of $6,534,690.00, Utility Permits and Cell Tower Licenses of $3,787, 376.00, Parking Fees of $8,210,570.00, Billboard Advertising of $4,847,321.00, and Rail, Bus and Light Rail Advertising of $12,096,966.00. FY 22 Revenue includes an adjustment for part of the FY 22 Revenue attributed to the COVID-19 Financial Relief approved by the Broad of Directors. The Revenue for the fiscal year, unaudited, includes estimates for the month of June 2022.

2. Property interests acquired during FY 2022 are highlighted on page 4

# NJ TRANSIT REAL ESTATE REPORT: Fiscal Year 2022

**EXHIBIT A - Schedule 2**

## Property Appraisals

| RAIL LINE | MUNICIPALITY | BLOCK/LOT | DATE OF VALUE | APPRAISED VALUE | SITE SIZE/CONFIGURATION | APPRAISAL PURPOSE |
|---|---|---|---|---|---|---|
| NORTH JERSEY COAST LINE (NJCL) | PERTH AMBOY | 12/1.03 | 8/30/2018 | $6,100 | 1.22 | RARTIAN BRIDGE PROJECT |
| NORTHEAST CORRIDOR | NEW BRUNSWICK | p/o 242/03.02 & 05.06 | 12/24/2019 | $125,000 | 0.59 | FEE ACQUISITION |
| HBLRTS | WEEHAWKEN | 34.03/p/o 6 | 1/30/2020 | $5,900,000 | 1.41 | EASEMENT TO DEP |
| MORRISTOWN LINE & HBLRTS | JERSEY CITY | 6001/38,39,p/o 42 & 6002/p/o6 & 6005/7, p/o8 & 6102/p/o3 & 7302/p/o1 | 1/30/2020 | $7,500,000 | 2.19 | EASEMENT TO DEP |
| MORRISTOWN LINE | HOBOKEN | 139/p/o1.02 | 1/30/2020 | $42,850,000 | 1.32 | EASEMENT TO DEP |
| MORRISTOWN LINE | KEARNY | 284/20.02, 21.01 | 6/3/2020 | $600,000 | 0.61 | EASEMENT TO CONRAIL |
| BUS INTEREST | PATERSON | 4503/6,18, p/o19 | 10/16/2020 | $972,000 | 0.50 | EASEMENT TO PSEG |
| NORTHEAST CORRIDOR | KEARNY | 286/40 | 10/21/2019 | $1,302,000 | 2.53 | FEE ACQUISITION |
| NORTHEAST CORRIDOR | KEARNY | 287/33 & 33.01 | 12/16/2019 | $12,500 | 2.01 | FEE ACQUISITION |
| NORTHEAST CORRIDOR | KEARNY | 286/33 | 6/19/2020 | $20,000 | 1.85 | FEE ACQUISITION |
| NORTHEAST CORRIDOR | KEARNY | 287/35,36,37,38.01, 38.02 & 39 | 1/11/2021 | $21,640,000 | 12.64 | FEE ACQUISITION |
| NORTHEAST CORRIDOR | NEW BRUNSWICK | 800/10 | 12/1/2020 | $68,000 | 0.11 | EASEMENT TO COUNTY |
| NEWARK CITY SUBWAY | NEWARK | 14/20, p/o33 | 12/2/2020 | $2,160,000 | 0.62 | MARKET RENT VALUE |
| ATLANTIC CITY LINE | CHERRY HILL | 583.01/2 | 12/29/2020 | $7,300,000 | 35.74 | SOLAR ENERGY PROJECT |
| BERGEN COUNTY LINE | WOOD-RIDGE | 320/p/o1.03 | 01/28/2021 | $1,385,000 | 0.82 | EASEMENT FOR PARKING |
| BUS INTEREST | RIDGEFIELD PARK | 49.01/1 & 47.02/1 | 8/28/2019 | $33,000,000 | 33.31 | FEE ACQUISITION |
| BUS INTEREST | RIDGEFIELD PARK | 40.02/1.02 | 8/28/2019 | $11,600,000 | 2.34 | FEE ACQUISITION |
| NORTH JERSEY COAST LINE (NJCL) | LITTLE SILVER | 75/6.1 | 1/17/2019 | $3,744 | 0.01 | EASEMENT FOR PARKING |
| NEWARK CITY SUBWAY | NEWARK | 25.01/61 | 2/17/2021 | $141,000 | 0.04 | POTENTIAL SALE |
| HBLRTS | JERSEY CITY | 7202/3 | 6/2/2020 | $3,955,000 | 0.36 | POTENTIAL LEASE |
| BUS INTEREST | MAPLEWOOD | 44.02/50 & 101 | 3/19/2020 | $11,500,000 | 4.35 | GOB PROJECT |
| CORPORATE INTEREST | NEWARK | 169/39 | 8/31/2021 | $4,750,000 | 1.57 | FEE ACQUISITION |
| BUS INTEREST | UNION CITY | 153/1 | 2/15/2021 | $4,200,000 | 3.02 | POTENTIAL SALE |

**ITEM 2207-59: GRADE CROSSING LICENSE AGREEMENT – STANDARD STREET ALPHA PROPERTY, LLC**

**WHEREAS,** the New Jersey Public Transportation Act of 1979, P.L. 1979, c. 150 authorizes NJ TRANSIT to lease, purchase and sell, or otherwise dispose of, on terms which NJ TRANSIT may prescribe, real and personal property; and

**WHEREAS,** NJ TRANSIT owns inactive right of way property on the Raritan Valley railroad line in the Borough of Alpha, Warren County, New Jersey; and

**WHEREAS,** Standard Street Alpha Property, LLC is requesting a grade crossing license agreement with NJ TRANSIT for the purpose of obtaining access and construct a private grade crossing for a warehouse development project that is adjacent to NJ TRANSIT property;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into a grade crossing license agreement with Standard Street Alpha Property, LLC of Newark, New Jersey, for the use of approximately 12,500 square feet of NJ TRANSIT's Raritan Valley inactive railroad right of way property in the Borough of Alpha, Warren County, New Jersey, on terms as discussed in Executive Session.

**ITEM 2207-60: LEASE OF WAREHOUSE SPACE FOR USE BY NJ TRANSIT OPERATING DEPARTMENTS**

**WHEREAS,** NJ TRANSIT operating departments currently use space in the NJ TRANSIT-owned warehouse in North Bergen to store materials and part of the Wood-Ridge Maintenance of Way facility for use by the Rail Operations Signal Relay and Wire Shop; and

**WHEREAS,** NJ TRANSIT's facilities in North Bergen and Wood-Ridge are in deteriorating condition due to their age and the weight of NJ TRANSIT's materials and are subject to flooding; and

**WHEREAS,** NJ TRANSIT operating departments need to relocate materials stored in the warehouse in North Bergen and the Rail Operations Signal Relay and Wire Shop located in the Wood-Ridge Maintenance of Way facility to limit the risk of damage due to the potential for flooding and other hazards caused by deteriorating conditions in the facilities; and

**WHEREAS,** NJ TRANSIT has negotiated a seven-year lease with Alessi Organization Management to lease approximately 100,216 square feet of warehouse space in their building at 590 Belleville Turnpike, Building #2, in Kearny, New Jersey; and

**WHEREAS,** the Alessi Organization Management's Building #2 at 590 Belleville Turnpike, built in 2020, is in excellent condition, has suitable ceiling heights, number of loading docks, drive-in doors, parking spaces and office space and is not prone to flooding-having finished floor elevations equal to or greater than 11 feet above sea level; and

**WHEREAS,** NJ TRANSIT's operating departments have agreed to apportion the warehouse space with approximately 74 percent being occupied by the Procurement Department, 13 percent by the Rail Operations Department and 13 percent by the Organizational Services Department:

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to enter into a seven-year lease with Alessi Organizational Management to rent approximately 100,216 square feet of warehouse space in their Building #2 at 590 Belleville Turnpike in Kearny, New Jersey, to be occupied by NJ TRANSIT's Procurement, Rail Operations and Organizational Services Departments for a total cost not to exceed the amount discussed in Executive Session, including rent, estimated expenses, fit-out costs, and other incidental expenses, plus five percent for contingencies, subject to the availability of funds.

**ITEM 2207-61: NJ TRANSIT RESILIENCE PROGRAM – RARITAN RIVER BRIDGE REPLACEMENT PROJECT: GENERAL CONSTRUCTION CONTRACT (GC.01) AMENDMENT**

**WHEREAS,** the existing Raritan River Bridge is a moveable swing-span bridge across the Raritan River between Perth Amboy and South Amboy; and

**WHEREAS,** the bridge is the sole rail link for 17 of the 20 North Jersey Coast Line (NJCL) stations to Newark and Manhattan; and

**WHEREAS,** the NJCL provides service to approximately 11,400 daily riders making approximately 22,800 Average Weekday Passenger Trips and accommodates Conrail freight rail services; and

**WHEREAS,** the existing Raritan River Bridge suffered significant damage during Superstorm Sandy; and

**WHEREAS,** the Raritan River Bridge Replacement Project will replace the existing 112-year-old structure and construct a new bridge capable of better withstanding storm surge associated with future extreme weather events; and

**WHEREAS,** the Federal Transit Administration selected Raritan River Bridge Replacement Project to receive Disaster Relief Appropriations Act of 2013 funding through a competitive grant process; and

**WHEREAS,** the Raritan River Bridge Replacement Project - General Construction Contract GC.01 will include the construction of Bridge Approach Spans, Lift Bridge and Flanking Spans Piers, and Associated Land Work; and

**WHEREAS,** the Raritan River Bridge Replacement Project - General Construction Contract GC.02 will include Lift Bridge and Flanking Spans Superstructure, Communications, Signal and Overhead Catenary Work; and

**WHEREAS,** the Raritan River Bridge Replacement Project - General Construction Contract GC.03 will include the Demolition of Existing Bridge; and

**WHEREAS,** on June 20, 2020, NJ TRANSIT entered into NJ TRANSIT Contract No. 20-005X with George Harms Construction Co., Inc., of Farmingdale, New Jersey, for the construction of the Bridge Approach Spans, Lift Bridge and Flanking Span Piers, and Associated Land Work for the Raritan River Bridge Replacement Project - General Construction Contract GC.01 in the amount not to exceed $247,945,055.49, plus five percent for contingencies, subject to the availability of funds; and

**WHEREAS**, to resolve certain open pending claims, Notices of Proposed Changes, and Contractor Initiated Changes, NJ TRANSIT and Contractor have agreed in principle to a proposed Change Order for resolve said issues; and

**WHEREAS,** the Federal Transit Administration and Transportation Trust Fund are the anticipated sources of funding for this project;

**NOW, THEREFORE, BE IT RESOLVED** that the Chair or President & CEO is authorized to increase the value of NJ TRANSIT Contract No. 20-005X with George Harms Construction Company and execute a Change Order addressing certain open pending claims, Notices of Proposed Changes, and Contractor Initiated Changes at a cost not to exceed an amount discussed in Executive Session, subject to the availability of funds.

**ITEM 2207-62: NJ TRANSIT – RESOLUTION AUTHORIZING ENTERING INTO A FUNDING AGREEMENT FOR THE PURCHASE OF REAL PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT BETWEEN NJ TRANSIT AND THE NATIONAL RAILROAD PASSENGER CORPORATION AND AUTHORIZING THE PURCHASE OF VARIOUS PROPERTY INTERESTS FOR THE HUDSON TUNNEL PROJECT**

**WHEREAS**, the North River Tunnel, due to its age, design and current condition, represents a point of failure on the Northeast Corridor ("NEC"), which is particularly critical to commuter rail service between New Jersey and New York City for which the New Jersey Transit Corporation ("NJ TRANSIT") is responsible; and

**WHEREAS**, the Hudson Tunnel Project ("HTP"), which includes the construction of a new two-track Hudson River Tunnel, construction of the Hudson Yards concrete casing and rehabilitation of the existing North River Tunnel, will preserve the functionality of the NEC and NJ TRANSIT's commuter rail service between Newark, New Jersey and Penn Station New York ("PSNY") in New York City; and

**WHEREAS**, The HTP, when constructed and operational, will strengthen the resiliency of NJ TRANSIT's commuter rail operations and allow for increased trans-Hudson capacity; and

**WHEREAS**, NJ TRANSIT will acquire various real or personal property interests in New Jersey required for the construction of the HTP ("HTP Property Acquisitions"); and

**WHEREAS**, the National Railroad Passenger Corporation ("Amtrak") will provide NJ TRANSIT with all funds necessary for the HTP Property Acquisitions; and

**WHEREAS**, once Amtrak funding for the HTP Property Acquisitions is in place, NJ TRANSIT will take any and all actions, including condemnation, to acquire the HTP Property Acquisitions; and

**WHEREAS**, pursuant to N.J.S.A. 27:25-1 et seq, NJ TRANSIT is authorized to enter into such contracts and take such other actions necessary, convenient or desirable to carry out any power expressly or implicitly given to NJ TRANSIT, including, without limitation, entering into the Funding Agreement for the purchase of the HTP Property Acquisitions for the Hudson Tunnel Project between NJ TRANSIT and Amtrak (the "Funding Agreement");

**NOW THEREFORE, BE IT RESOLVED** that the Chair or President & CEO, in accordance with N.J.S.A. 27:25-1 et seq, is authorized to execute and deliver the Funding Agreement; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized, in accordance with N.J.S.A. 27:25-5(j) and N.J.S.A. 27: 25-13, to do such acts and things as may be necessary or advisable to acquire all HTP Property Acquisitions in New Jersey required for the Hudson Tunnel Project, and, if necessary, the right to file complaints in condemnation and file and record a declaration of taking and agreements in lieu of condemnation in accordance with N.J.S.A. 20:3-1 et seq; and

**BE IT FURTHER RESOLVED** that the Chair or President & CEO is authorized, pursuant to an Agreement between NJ TRANSIT and the New Jersey Department of Transportation (NJDOT), to provide relocation assistance and payments to any affected property to be acquired, if any, in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C.A. §4601, et seq. and Uniform Transportation Housing Replacement and Relocation Act, N.J.S.A. 27:7-72 et seq. ("Uniform Act") in cooperation with the NJDOT.

**ITEM 2207-63: PROPOSED LABOR AGREEMENT: POLICE BENEVOLENT ASSOCIATION (PBA) LOCAL #304**

**WHEREAS,** NJ TRANSIT and special counsel, in recognition of collective bargaining negotiations, recommends approval to enter into agreement for a term of July 1, 2022 through June 30, 2027; and

**WHEREAS,** the Police Benevolent Association (PBA) Local #304 ratified the economic terms and other proposed conditions contained in the collective bargaining agreement; and

**WHEREAS,** the collective bargaining agreement with NJ TRANSIT's Police Benevolent Association covers Police Officers and Police Detectives;

**NOW, THEREFORE, BE IT RESOLVED,** the Chair, President & CEO, or a designee, is authorized to enter into contract with the Police Benevolent Association (PBA) for the term of July 1, 2022 until June 30, 2027, subject to the availability of funds, approve the economic terms and other proposed conditions contained in the collective bargaining agreement, and take all necessary steps to finalize and implement same.

**EXHIBIT A**

**NEW JERSEY TRANSIT CORPORATION**

**(Hereinafter referred to as "NJT")**

**And**

**POLICE BENEVOLENT ASSOCIATION**

**Representing**

**POLICE OFFICERS BELOW THE RANK OF SERGEANT**

**(Hereinafter referred to as the "PBA")**

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**JULY 1, 2022 THROUGH JUNE 30, 2027**

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**WITNESSETH:**

**WHEREAS,** the parties have carried on Collective Negotiation Agreements herein contained, the parties hereto agree with each other in respect to the employees of **NJ TRANSIT** recognized as being represented by the **PBA** as follows:

## ARTICLE I

## RECOGNITION AND SCOPE

**SECTION 1.** NJ TRANSIT hereby recognizes the PBA as the exclusive representative for all police officers below the rank of Sergeant. The term "Police Officers below the rank of Sergeant" (hereinafter referred to as "Police Officers") shall include Patrolmen and Detectives.

**SECTION 2.** Police Officers may serve as appointed by the Chief of Police in appointed positions such as Detective, Anti-Crime Unit, Canine Corps, Clerical, Training and Staff shall not be subject to those provisions of this Agreement that involve bulletining, awarding or the exercise of seniority.

**SECTION 3. (a)** The provisions set forth in this Agreement shall constitute an agreement between NJ TRANSIT Police Department and its Police Officers below the rank of Sergeant, represented by the Police Benevolent Association (PBA), and shall govern the hours of service, working conditions and rates of pay of the respective positions and employees classified herein.

The term "Police Officers below the rank of Sergeant" - hereinafter referred to as “Police Officer", shall include Patrolmen and Detectives in the Police Department of NJ TRANSIT; provided, however, that all functions and duties normally performed by police officers covered by this Agreement shall at all times continue to be performed by police officers covered by this Agreement.

**(b)** Titles of positions within the scope of this Agreement shall not be changed for the purposes of removing such positions from the application of these rules.

**(c)** The establishment of any position in the Police Department, the duties of which are similar to those of a position listed in paragraph (a) of this Scope, shall carry the title, rate of pay and working conditions of such comparable position.

**(d)** Employees covered by this Agreement shall not be required to perform duties that are not generally considered to be those of a transit police officer.

**(e)** Nothing in this Agreement shall be construed to mean that a supervisory officer of the rank of Sergeant or above cannot perform the duties of a position of lesser rank when necessary to protect the requirements of the service. However, such supervisory officers shall not normally be used to perform routine duties usually performed by police officers under this Agreement, and further, providing that through such performance, no police officer shall suffer loss of wages.

## ARTICLE II

## MANAGEMENT RIGHTS

It is understood and agreed that NJ TRANSIT possesses the sole and exclusive right to conduct NJ TRANSIT business, to manage and direct its affairs, to fulfill its lawful obligations, and that all management rights repose in it except as specifically modified or limited by the terms of this Agreement. It is further agreed and understood that all rights of management are retained by NJ TRANSIT, unless otherwise specifically restricted by this Agreement and/or the provisions of applicable law.

## ARTICLE III

## STANDING COMMITTEE

A Standing Committee is established to consist of two members appointed by the Police Benevolent Association and two by NJ TRANSIT. At least one of the union members will be selected from the union headquarters; one of the NJ TRANSIT members will be selected from the Police Department; and the other from the Labor Relations Department.

The members will mutually agree on the procedures under which the Committee will operate with the understanding that the purpose of the Committee is to study and review subjects of mutual interest which are not then being negotiated by the parties.

The Standing Committee shall extend over the term of this agreement at which time it will be terminated unless continued by mutual agreement of the parties.

Each of the parties may propose items to be considered by the Committee at any time during the terms of this Agreement. Items that may be considered include the following:

- Uniforms and Equipment
- Improving Cooperation and Communications
- Efficiency of Operation
- Work Schedule (work schedule shall be considered by the Committee upon the demand of either party).
- Any other issue of a general nature which is of importance to the Police Department as a whole.

Nothing in this provision is meant to require approval by the Committee for changes to work schedule.

## ARTICLE IV

## PROMOTIONS

**SECTION 1.**

**(a)** Police Officers shall be given consideration for promotions as the opportunity may arise. Patrolmen will be promoted to Sergeants.

**(b)** Promotions to the rank of Sergeant shall be determined by a competitive written examination and an oral examination. Written and oral examinations shall be conducted by the New Jersey State Chiefs of Police Association or an independent body agreed to between the parties. In all cases, whether an officer is qualified for promotion shall rest with the Chief of Police after receiving a recommended determination, except for those employees that have been disqualified by the Chief of Police of NJ TRANSIT as set forth in Section 5. In the event the Chief of Police does not accept such recommended determination, the Chief shall issue a written statement to the candidate setting forth the specific factual basis and reasons for his/her determination that the candidate is not qualified. That body will submit to the Chief of Police raw scores of both the written exams and the oral exams. The Chief of Police will compute an overall final score by adding seventy-five (75%) percent of the written and twenty-five (25%) percent of the oral scores.

**(c)** Officers will rank on the promotions list according to their overall combined score, which shall be produced and published by the Chief of Police. In the event of identical scores on the overall examination, such scores will be ranked on the promotion list according to seniority standing on the Police Department's seniority roster for the rank from which promoted. A promotion list will last only for two (2) years. All officers on promotion lists after the two (2) year period will have to reapply and be retested for eligibility and ranking.

**(d)** Eligibility for participation in examination for Sergeants will be restricted to officers with a minimum of four (4) years of service in the Police Department as of the date of such examination.

**(e)** Police Officers may be appointed to the rank of Sergeant on a provisional basis only in those instances where a promotion list for such positions has been exhausted or is being challenged and a test for such ranks is scheduled to be held on or before a three (3) month period of time. This appointment being provisional, seniority will not be established in that rank. Seniority shall be a consideration in making a provisional appointment.

**(f)** Officers that have served in the capacity of a field training officer for a minimum of one year will receive 1 point added to their score on the Sergeants written exam.

**SECTION 2.** Promotion tests shall be given every other year by posting a notice not less than three (3) months prior to the test date, indicating the date, time and location of where the test will be given. Police officers, desiring to take the test shall notify the Chief of Police, in writing, no later than fifteen (15) days in advance of a test. A duly accredited representative of the PBA may be present during any test, but he may not participate in nor impede the testing process in any way.

**(a)** Promotion tests will be administered by the New Jersey State Chiefs of Police or independent body.

**(b)** Police Officers taking the test for Sergeant will be notified promptly of their final score.

**(c)** Police Officers, upon request, shall be permitted to review their own test results.

**SECTION 3.** Provided that he or she received a minimum score of sixty percent (60%) on the written examination, the highest standing police officer appearing on the promotion list for such rank shall be notified in writing of such promotion and will, within five (5) calendar days, notify the Chief of Police, in writing, of their desire to accept or decline the promotion.

If the highest standing police officer on the promotion list declines the promotion, their name will be removed from the promotion list unless the position is located more than 30 highway miles from the Officer's present headquarters and, provided that he/she received a minimum score of sixty percent (60%) on the written examination, the officer with the next highest standing on the promotion list will be offered the promotion.

**SECTION 4.** Notice of promotion of police officers to higher ranks shall be immediately posted on all bulletin boards.

**SECTION 5.** The Chief of Police has the right to disqualify any applicant for a promotion exam, in writing, within fifteen days of receipt of application. In addition, the Chief may disqualify an applicant for additional conduct occurring between the date of application and date of promotion. Police Officers may appeal any aspect of the promotions rule under the grievance and arbitration provisions of this agreement.

## ARTICLE V

## PROBATIONARY PERIOD

**SECTION 1.** A Police Officer hired by NJ TRANSIT under this Agreement shall be subject to a probationary period of one (1) calendar year from the date of certification or from the date of hire (if certified at time of hire) during which time he/she may be discharged with or without cause and for any reason without recourse to the grievance/arbitration provisions of this Agreement. The probationary period may be extended by mutual agreement between the PBA and NJ TRANSIT.

## ARTICLE VI

## PHYSICAL EXAMINATIONS

**SECTION 1. (a)** When practicable, physical examinations or re-examinations shall be given during the police officer's regular tour of duty without loss of compensation to the police officer. All physical examinations required by NJ TRANSIT under this Agreement may include an appropriate psychological examination, upon the recommendation of a physician.

**(b)** NJ TRANSIT shall assume the cost of physical examinations required of applicants for employment as regular police officers.

**(c)** Employees taking physical examinations at the direction of a proper officer of NJ TRANSIT at a time outside of their normal tour of duty will be paid for such time at their regular time and one half (1½) rate of pay.

**SECTION 2. (a)** When a police officer has been removed from their position on account of their physical or mental condition and the Union desires the question of their physical or mental fitness to be decided before he/she is permanently removed from their position, the case shall be handled in the following manner:

**(b)** The President of the Union shall bring the case to the attention of the Director-Labor Relations. NJ TRANSIT and the employee shall each select a doctor (physician), each notifying the other of the name and address of the doctor (physician) selected. The two doctors (physicians) thus selected shall confer and appoint a third doctor (physician).

**(c)** Such Board of Doctors shall then fix a time and place for the employee to appear for a physical examination. After completion of the examination, they shall make a full report of their finding, sending copies of those findings to the Director-Labor Relations, the NJ TRANSIT Medical Director and the employee.

**(d)** A decision of a majority of doctors on the board as to the physical fitness of the employee to resume duty at the time examined shall be final and binding on the parties, but this

does not mean that a change in the employee's physical condition shall preclude a reexamination at a later date.

**(e)** The neutral physician selected for such board shall be a specialist in the disease or disability from which the police officer is alleged to be suffering.

**(f)** The fees and expenses of the third or neutral physician shall be borne equally by NJ TRANSIT and the Union. All other expenses shall be paid by the party incurring them, including the fees of the physician selected by the respective parties. At the time the board's report is made, a bill for the fee and traveling expenses, if any, of the third or neutral physician should be made in duplicate, one copy to be sent to NJ TRANSIT's Medical Director and one copy to the PBA.

## ARTICLE VII

## PHYSICALLY INCAPACITATED EMPLOYEES

Effort shall be made to furnish employment (suited to their capacity) to employees who have become physically unable to continue in service in their present positions.

## ARTICLE VIII

## LEAVE OF ABSENCE

**SECTION 1.** When the requirements of the service permit, an employee may be granted a leave of absence, not in excess of three (3) months in any year, except in cases of sickness, disability, or while serving as a representative of the PBA, without loss of seniority. A leave of absence for more than thirty (30) calendar days must be requested in writing and such leave of absence issued in writing if the request is granted. A copy of such document shall be furnished to the duly authorized representative.

An employee on leave of absence who engages in other employment will forfeit his seniority unless special provisions shall have been made therefore by the proper official and the duly authorized representative.

**SECTION 2.** An employee returning from leave of absence may return to their former position if in existence or will be assigned to a position until the next selection period.

**SECTION 3.** Police Officers shall upon request be given a leave of absence without impairment of seniority to accept an elective or appointive public office for which a competitive examination is not required or to accept any appointive public office which is related to public transportation. As used herein, an appointive public office is a position (a) with a governmental body, Federal, State, or local; (b) which "office" is above the entry level having a policy making or supervisory function; and (c) one on which the incumbent does not acquire tenure or accumulative seniority.

## ARTICLE IX

## WAGES

**SECTION 1.**

Effective July 1, 2022, the base annual rate for all Patrolmen and Detectives covered by this agreement shall be increased by 3%.

Effective July 1, 2023, the base annual rate for all Patrolmen and Detectives covered by this agreement shall be increased by 3%.

Effective July 1, 2024, the base annual rate for all Patrolmen and Detectives covered by this agreement shall be increased by 3%.

Effective July 1, 2025, the base annual rate for all Patrolmen and Detectives covered by this agreement shall be increased by 3%.

Effective July 1, 2026, the base annual rate for all Patrolmen and Detectives covered by this agreement shall be increased by 3%.

The annual rate of pay for Detectives shall be 5% more than a Police Officer.

Individuals hired that must be sent to the Academy will not be eligible for overtime for attending any Police Academy for the purpose of receiving Police Training Commission Certification.

**SECTION 2.** Effective January 1, 2022, the following wage progression shall be adopted and implemented.

| **July 1, 2022 - 3.00%**<br>**Months of Service** | **Base Pay** | **Percentage** |
|---|---|---|
| Training | $57,508 | 54.6% |
| 0-12 | $66,355 | 63.0% |
| 13-24 | $75,202 | 71.4% |
| 25-36 | $79,626 | 75.6% |
| 37-48 | $84,049 | 79.8% |
| 49-60 | $105,335 | 100.0% |
| 61-72 | $106,388 | 101.0% |
| 73-84 | $107,442 | 102.0% |
| 85-96 | $108,495 | 103.0% |
| 97-108 | $109,548 | 104.0% |
| 109-120 | $110,602 | 105.0% |
| 121+ | $114,815 | 109.0% |

| **July 1, 2023 - 3.00%**<br>**Months of Service** | **Base Pay** | **Percentage** |
|---|---|---|
| Training | $59,233 | 54.6% |
| 0-12 | $68,345 | 63.0% |
| 13-24 | $77,458 | 71.4% |
| 25-36 | $82,015 | 75.6% |
| 37-48 | $86,571 | 79.8% |
| 49-60 | $108,495 | 100.0% |
| 61-72 | $109,580 | 101.0% |
| 73-84 | $110,665 | 102.0% |
| 85-96 | $111,750 | 103.0% |
| 97-108 | $112,835 | 104.0% |
| 109-120 | $113,920 | 105.0% |
| 121+ | $118,296 | 109.0% |

| **July 1, 2024 - 3.00%**<br>**Months of Service** | **Base Pay** | **Percentage** |
|---|---|---|
| Training | $61,010 | 54.6% |
| 0-12 | $70,396 | 63.0% |
| 13-24 | $79,782 | 71.4% |
| 25-36 | $84,475 | 75.6% |
| 37-48 | $89,168 | 79.8% |

| | | |
|---|---|---|
| 49-60 | $111,750 | 100.0% |
| 61-72 | $112,867 | 101.0% |
| 73-84 | $113,985 | 102.0% |
| 85-96 | $115,102 | 103.0% |
| 97-108 | $116,220 | 104.0% |
| 109-120 | $117,337 | 105.0% |
| 121+ | $121,808 | 109.0% |

**July 1, 2025 - 3.00%**

| Months of Service | Base Pay | Percentage |
|---|---|---|
| Training | $62,840 | 54.6% |
| 0-12 | $72,508 | 63.0% |
| 13-24 | $82,175 | 71.4% |
| 25-36 | $87,009 | 75.6% |
| 37-48 | $91,843 | 79.8% |
| 49-60 | $115,102 | 100.0% |
| 61-72 | $116,253 | 101.0% |
| 73-84 | $117,404 | 102.0% |
| 85-96 | $118,555 | 103.0% |
| 97-108 | $119,706 | 104.0% |
| 109-120 | $120,857 | 105.0% |
| 121+ | $125,461 | 109.0% |

**July 1, 2026 - 3.00%**

| Months of Service | Base Pay | Percentage |
|---|---|---|
| Training | $64,725 | 54.6% |
| 0-12 | $74,683 | 63.0% |
| 13-24 | $84,641 | 71.4% |
| 25-36 | $89,620 | 75.6% |
| 37-48 | $94,598 | 79.8% |
| 49-60 | $118,555 | 100.0% |
| 61-72 | $119,741 | 101.0% |
| 73-84 | $120,927 | 102.0% |
| 85-96 | $122,112 | 103.0% |
| 97-108 | $123,298 | 104.0% |
| 109-120 | $124,483 | 105.0% |
| 121+ | $129,225 | 109.0% |

**SECTION 3**. All the above increases shall be retroactive.

## ARTICLE X

## RETENTION OF BENEFITS

Except as otherwise provided herein, all working conditions under which the officers are presently operating shall be maintained and continued by NJ TRANSIT during the term of this Agreement at not less than the highest standards in effect at the commencement of these negotiations resulting in this Agreement

## ARTICLE XI

## LEGAL AID

NJ TRANSIT will provide legal aid to all personnel covered by this Agreement pursuant to the statutes of the State of New Jersey.

## ARTICLE XII

## DISCRIMINATION OR COERCION

There shall be no discrimination, interference or coercion by NJ TRANSIT or any of its agents against the employees represented by the PBA because of membership or activity in the PBA. The PBA or any of its agents shall not intimidate or coerce employees into membership. Neither the Employer nor the PBA shall discriminate against any employee because of race, creed, color, age, sex, marital status, sexual orientation, perceived sexual orientation, disability, perceived disability, affectation, political affiliation, or national origin.

## ARTICLE XIII

## SAVINGS CLAUSE

In the event that any State or Federal Legislation, governmental regulation, or Court decision causes invalidation of any Article or Section of this Agreement, all other Articles or Sections not so invalidated shall remain in full force and effect, and the parties shall renegotiate concerning any such invalidated provision.

## ARTICLE XIV

## PBA RIGHTS AND PRIVILEGES

**SECTION 1.** The PBA shall have the right to use the PBA bulletin board to post official PBA materials which shall not contain any offensive matter.

**SECTION 2.** The State Delegate of the PBA shall have the right to attend regular State PBA monthly meetings without loss of pay.

**SECTION 3.** The PBA President or his duly authorized representative shall be permitted a leave of absence with pay to attend the State or National convention of the Policemen's Benevolent Association. This leave of absence shall be for a period inclusive of the duration of the convention with reasonable time allotted for time to travel to and from said convention. In addition, a certificate of attendance to the State or National Convention shall, upon request, be submitted by the representative so attending.

**SECTION 4.** The PBA President has the right to request that a PBA representative be excused from a tour of scheduled duty to perform a function for the Association. This request in writing should be presented to the Chief of Police or his designee twenty-four (24) hours in advance in order to arrange covering of the position if required. This excused time will be at no cost to NJ TRANSIT. The PBA will receive twenty (20) paid calendar days per year for PBA Association use.

**SECTION 5.** The PBA President or their duly authorized representative shall not be required to lose time from their regular assignment for attending scheduled monthly meetings with the Manager and/or Director of Labor Relations or other meetings which the PBA President or their duly authorized representative is requested to attend. Any compensation paid under this rule will be at the pro rata rate based on actual time spent at the meeting.

## ARTICLE XV

## SENIORITY

**SECTION 1.** Each of the following groups shall constitute a separate seniority rank:

1. Police Officers

**SECTION 2.** The NJ TRANSIT properties shall constitute a single seniority district.

**SECTION 3.** **(a)** Seniority shall be established in a rank as provided in this Agreement

**(b)** Temporary service in a higher rank shall not establish seniority in that rank.

**SECTION 4.** **(a)** The seniority roster of police officers in the seniority district, compiled by ranks, shall be revised as of January 1st of each year and posted by March 1st at a place accessible to all employees. A copy of said roster shall be furnished to the duly accredited representatives affected.

**(b)** A police officer shall have sixty (60) days from the date on which their name first appears on the roster to file protest with the Manager-Labor Relations in writing against his seniority date or their relative standing as they are shown thereon. In the event that he/she is absent because of furlough, sickness, disability or leave of absence at the time the roster is posted, the above time limit of sixty (60) days for filing his protest shall commence on the date such furlough, sickness, disability, or leave of absence ends. If no written protest is filed with the Manager-Labor Relations within the sixty (60) day period, no protest will be entertained, except to correct typographical errors or to restore names which appeared on the preceding roster and were omitted in error. If the seniority date or relative standing of an employee is changed from that first shown, the employee in question shall be permitted to file protest within sixty (60) days from the date of the change.

**(c)** A police officer officer likewise shall have sixty (60) days from the date of the posting of a roster to protest the omission or removal of his name from such roster. If no written protest is filed within such sixty (60) day period, the omission or removal of the employee's name shall be deemed to be correct and shall not be subject to further protest. If the employee is absent

because of furlough, sickness, disability, or leave of absence at the time the roster is posted, the sixty (60) day period shall commence on the day such furlough, sickness, disability or leave of absence ends.

**(d)** A note shall be placed on each roster stating the time limit for filing protest thereto.

**(e)** An appropriate symbol shall be shown on the roster before the name of each employee absent because of furlough, sickness, disability or leave of absence who is retaining and accumulating seniority under this Agreement.

**SECTION 5.** A police officer who, prior or subsequent to the effective day of this Agreement, leaves a position covered by this Agreement to accept a position with NJ TRANSIT Rail or its affiliates, which position is (a) a supervisory or official position and (b) is not subject to the seniority provisions under this Agreement; and, provided he reports for duty within (30) days after release from such position, shall be assigned a position pending the next advertisement period.

A police officer who accepts or holds a position other than as provided above will automatically forfeit all seniority under this Agreement unless agreed upon between the Director-Labor Relations and the PBA President.

## ARTICLE XVI

## RULES AND REGULATIONS

**SECTION 1.** NJ TRANSIT may establish and enforce reasonable rules and regulations regarding all aspects of its operation of the Police Department as well as the maintenance of discipline.

It is understood that police officers shall comply with all such rules and regulations. Police officers shall promptly and efficiently execute the instructions and orders of superiors. If a police officer believes a rule, regulation, instruction or order of a superior is unreasonable or unjust, but not illegal, the police officer shall comply with the rule, regulations, order or instruction, but with the further provision that such police officer may regard the rule, regulations, order or instruction as a grievance procedure set forth in this Agreement.

In the event that a police officer shall refuse to comply with a rule or regulation, or shall refuse to execute promptly and efficiently an instruction or order of an officer or other superior, NJ TRANSIT shall have the right, at its option, to suspend or discharge the offending police officer, subject only to the rights of the police officer granted by statute or this Agreement. This shall not operate as a stay of suspension or discharge.

Police officers shall not be required to operate a motor vehicle that is not in safe operating condition nor shall they be required to perform any mechanical or manual labor on a motor vehicle.

**SECTION 2.** Transit will provide the PBA with sixty (60) days written notice of changes to its rules and regulations whenever such notice is possible. Such notice will not be possible when the Employer, in its sole discretion, determines that the operational needs of the department require immediate changes to rules and regulations. Such circumstances include, but are not limited to changes in the law, or changes in response to emergent circumstances.

## ARTICLE XVII

## FUNERAL LEAVE

Funeral leave of three (3) working days shall be granted in the case of death of an employee's brother, sister, parent, child, spouse, in-laws and grandparents. NJ TRANSIT may require satisfactory documentation.

## ARTICLE XVIII

## MILITARY LEAVE

Any police officer called into the Armed Forces of the United States during national emergency, drafted, or a member of the National Guard or other reserve unit, shall be given all the protection of applicable laws (including the laws of the State of New Jersey) and leave of absence shall be granted.

## ARTICLE XIX

## SICK LEAVE

**SECTION 1.** Sick leave is the absence of any employee from work because of illness, accident, contagious disease or necessity to care for a child, spouse or parent when he/she is ill.

**SECTION 2.** If an employee is absent for reasons that entitle them to sick leave, they shall promptly notify the Department Head or their designated representative two (2) hours in advance of their tour of duty. Absences without notice for three (3) consecutive workdays shall constitute a resignation, unless for good cause shown, such as an inability to notify due to unusual circumstances, the Employer may waive this provision.

**SECTION 3.** Sick leave shall be earned at the rate of one 10 hours per month of service, up to a maximum of 100 hours per calendar year. Unused sick leave may be accumulated.

**SECTION 4.** An employee who is absent on sick leave for three (3) or more consecutive working days may be required to submit a physician's certificate as evidence substantiating their illness at the discretion of the Employer. The Employer may require an employee who has been absent because of personal illness, as a condition of their return to work, to be examined by a physician at the expense of the employer. Such examination shall establish whether the employee is capable of performing their normal duties and their return will not jeopardize the health of themselves or of other employees.

**SECTION 5.** Effective January 1, 1991, all unused sick leave currently accumulated under the prior agreement shall be carried over. Those employees who do not have accumulated sick leave under the prior agreement shall be entitled to a one-time carryover accumulation of an amount equal to their prolonged entitlement effective January 1, 1991.

**SECTION 6.** An employee upon death or retirement shall receive the benefit of payment for unused sick leave at the rate of fifty (50%) percent of accumulated unused sick leave to a maximum of Twelve Thousand ($12,000) Dollars.

**SECTION 7.** If the employee sustains any job-related injury, which is recognized as such and covered by Worker's Compensation insurance, NJ TRANSIT shall insure payment of full salary for a period of up to nine (9) months, or until such employee is placed on disability or retirement, whichever first occurs. Any such payments made by NJ TRANSIT shall be reduced by all benefits received or which could have been received if proper applications were made in connection with such job-related injury. Employees understand and agree that they may be required to make reimbursement to NJ TRANSIT and/or its insurance carrier in the event of a third party action recovery of such lost wages and that any such reimbursement will be in addition to the obligation to pay over to NJ TRANSIT all such benefits. There shall be no charge to any employee's sick leave in the event of any bona fide job-related injury. The Employer shall have the right to require periodic medical examinations of employees on leave due to job-related injuries, at the expense of the employer.

**SECTION 8.** The employing officer must be satisfied that the sickness is bona fide. Satisfactory evidence as to sickness, preferably in the form of a certificate from a reputable physician, may be required if abuse is indicated. An employee falsely claiming sick time will be subject to disciplinary action.

**SECTION 9.** All sick days beyond the 4th sick day used annually will require a doctor’s note from an in-person doctor visit.

**SECTION 10**. Officers must work a full scheduled workday prior to being eligible to work overtime or extra duty after being absent on sick time.

## ARTICLE XX

## GRIEVANCE PROCEDURE

**(A)** Police Officers who have been in service more than one (1) year or not otherwise on probation shall not be disciplined or dismissed from service without just cause.

**(B)** Any disagreement, dispute or grievance (including discipline) which shall arise between the parties with respect to the interpretation or application of the terms of this Agreement shall be adjusted as follows:

**(1)** An aggrieved employee or their Union representative shall submit all grievances in writing to their Commanding Officer within fifteen (15) working days of the event or reasonable knowledge thereof. The Commanding Officer shall answer the grievance in writing within fifteen (15) working days of receipt thereof.

**(2)** Grievances not resolved at step one may be appealed to the Chief of Police, in writing, within fifteen (15) working days of the decision at step one and the Chief of Police shall respond, in writing, within fifteen (15) working days of the receipt thereof.

**(3)** Grievances not resolved at step two may be appealed to the Director of Labor Relations, or designated company official in writing, within fifteen (15) working days of the decision at step two (2) and the Director of Labor Relations or designated company official shall respond, in writing, within fifteen (15) working days of the receipt thereof.

**(4)** Arbitration

**(a)** If the grievance is not settled through steps one, two or three, either party may refer the matter to the Public Employment Relations Commission within fifteen (15) working days after the determination by NJ TRANSIT Labor Relations or his/her representative. An Arbitrator shall be selected pursuant to the rules of the Public Employment Relations Commission (PERC).

**(b)** The Arbitrator shall be bound by the provision of this Agreement and restricted to the application of the facts presented to him/her involved in the grievance. The Arbitrator shall not have the authority to add to, modify, detract from or alter in any way, the provisions of this Agreement or any amendment or supplement thereto. The Arbitrator shall set forth his/her findings of fact and conclusions of law and the reasons for making his/her findings of fact and conclusions of law and the reasons for making his/her award. The decision of the Arbitrator shall be final and binding upon the parties.

**(c)** The cost of the service of Arbitrator shall be borne equally between NJ TRANSIT and the grievant or the Association as may be appropriate. Any other expenses, including but not limited to, the presentation of witnesses, shall be paid by the party incurring same.

**(C)** It is understood that the time limitations set forth in this agreement are of the essence and may only be waived in writing by a representative of each of the parties. In the event

NJ TRANSIT fails to comply with any time limitation hereunder, the grievance as submitted will be deemed to have been granted. If the Union or the employee fails to comply with any time limitation hereunder, then NJ TRANSIT's final response shall be deemed to have been accepted.

**(D)** Expedited Grievance Procedure

**(1)** The PBA, through the president, may make a written request to the Director of Labor Relations for expedited handling of a grievance. The request must set forth the specific nature of the grievance and the relief sought and must be submitted within seven calendar days on which the act or event which is the subject of the grievance occurred, or seven calendar days from the date on which the grievant became informed of the occurrence.

**(2)** Requests for the use of the expedited grievance procedure may be appropriate for those grievances where the granting of timely remedy would be precluded because of the time limits set forth in section (b) of the article, and where the central issue involved in the grievance is clearly of very substantial consequence or emergent in nature.

**(3)** The Director of Labor Relations shall respond within forty-eight (48) hours of receipt of a request for an expedited grievance handling with a determination regarding whether the expedited procedure should be invoked.

**(4)** If the Director of Labor Relations grants expedited processing, the Director of Labor Relations shall make a ruling in writing on the merits of the grievance within ten calendar days of the determination for expedited processing. It will be the Director of Labor Relations' sole discretion to decide whether or not to grant the expedited request.

**(5)** If the Director of Labor Relations denies the grievance on its merits, the PBA may appeal the decision to an arbitrator with an attempt to schedule an expedited hearing within thirty calendar days after the denial of the grievance by the Director of Labor Relations.

## ARTICLE XXI

## HOLIDAYS

**SECTION 1.** Holiday pay will be paid for 11 annual holidays:

| | |
|---|---|
| New Year's Day | Martin Luther King Day |
| Presidents Day | Memorial Day |
| Juneteenth | Independence Day |
| Labor Day | Thanksgiving Day |
| Day after Thanksgiving | Christmas Eve Day |
| Christmas Day | |

**Note:** The actual day of the holiday shall be considered the holiday.

**SECTION 2.** Holiday pay will be at the straight time rate for the officers scheduled tour of duty. Officers who work a holiday on their scheduled tour of duty will be paid at the rate of time and one half of their straight time rate.

Officers who are eligible and work overtime on a holiday will paid at a rate double their straight time rate. Comp time earned on a holiday will be accrued at a rate of double non holiday comp time calculations.

**SECTION 3.** Holiday overtime must be taken in cash when reimbursed funds are being used for payment.

**SECTION 4**. Officers who are on suspension will not receive holiday pay.

**SECTION 5**. Officers must work their most previous scheduled tour of duty prior to a holiday and the first scheduled tour of duty after a holiday to receive holiday pay. Sick time, overtime, vacation, personal and comp days do not count as workdays.

## ARTICLE XXII

## EQUIPMENT

**SECTION 1.** NJ TRANSIT shall provide shields, handcuffs/case, whistles, side arms, night sticks, ammunition/case, full body bullet proof vests, holsters and such other equipment required to be carried by the employer. When a police officer leaves the service voluntarily, by discharge, or by death, or when an officer remains an employee of NJ TRANSIT but is not in active service, the shield and such other equipment furnished by NJ TRANSIT will be returned to NJ TRANSIT. NJ TRANSIT shall be reimbursed for the cost of all shields or other equipment furnished by NJ TRANSIT which may be lost by the police officer as the result of the police officer's own negligence.

## ARTICLE XXIII

## ADVERTISEMENT AND SELECTION OF POSITIONS

**SECTION 1. (a)** All shift assignments will be posted for selection from October 1st to October 31st of each year commencing October 1, 1991.

**(b)** The notice advertising the shift assignments shall contain the reporting location, shift hours and regular days off. Officers are subject to assignments if any position for which they are qualified at the reporting location according to the needs of the operation. On five occasions during the year Management reserves the right to change either the first day or the last day of an Officer's three days off. If an officer's first or last regular day off is changed more than five times in a calendar year, the officer will receive for each changed day over the allotted five overtime for the hours worked plus compensatory time off in the amount of one hour for each hour worked.

For the first five occasions where an Officer's first or last day of an Officer's three days off is changed, the Officer will receive no additional compensation for the new tour worked, but will receive a new regular day off in place of that day. If an officer's first or last regular day off is changed more than five times in a calendar year, on the sixth such day and thereafter, the officer will receive overtime pay for the hours worked on that day plus an additional amount of compensatory time off in the amount of one hour for each hour worked on that day.

On three occasions during the year, Management reserves the right to change an Officer's middle regular day off. For the first three occasions where an Officer's middle day of an Officer's three days off is changed, the Officer will receive no additional compensation for the new tour worked but will receive a new regular day off in place of that day. If an Officer's middle regular day off is changed more than three times in a calendar year, on the fourth such day and thereafter, the Officer will overtime pay for the hours worked on that day plus an additional amount compensatory time off in the amount of one hour for each hour worked on that day.

In lieu of having his/her regular clay off changed, an officer may elect to work his/her regular day off as overtime.

NJT shall not change an officer's regular day off if doing so would interfere with a pre-planned vacation that was scheduled during the annual vacation pick.

If an officer's compensatory time bank is maximized, and that officer's RDO is changed more than the thresholds set forth above (five for first/last and three for middle), that officer may exceed the maximum compensatory time for purposes of receiving the compensatory time set forth above for his/her RDO change.

**(c)** Posted shift assignments will be awarded December 1st of the same year and will become effective the second payroll period in January the following year.

**(d)** All officers, regardless of their status, except officers holding appointed positions, will be required to select posted shift assignments within his/her rank, and submit same to the Chief of Police.

Officers not making selections within the specified time period or those officers failing to make a sufficient number of selections will be assigned to the remaining open shift assignments at the conclusion of the posted period.

**(e)** The Chief of Police shall make arrangements to furnish copies of the advertisement to officers on leave.

Officers on leave will be required to submit their selection of shift assignments within the specified time period to the Chief of Police.

**(f)** Copies of advertisements and notices of awards will be furnished to the President of the PBA.

**(g)** Employees holding appointed positions may select on posted shift assignments.

**(h)** If approval is required by NJ Transit Officials on the shift assignments that are put up for bid, appropriate measures will be taken to ensure that all time limitations outlined in sub-sections (a) and (c) are adhered to.

**(i)** All new positions or open positions shall be posted for selection twice a year. The first selection shall be consistent with Section 1 of this article. The second selection

shall be posted in ample time for awards to begin the second payroll period in June. The Chief may additionally post new or open positions at any time during the year; there will be no obligation of more than two cycles for awards of these additional postings.

**SECTION 2.** Shift Assignments awarded or assigned will be based on fitness, ability and seniority.

**SECTION 3. (a)** The regular work week shall consist of four (4) ten (10) hour days including a 30-minute meal period with three (3) days off. (This will provide two blocks of 3 days off in a 14-day period.) The work week will begin on Saturday and end of Friday.

**(b)** The starting times for regular shifts shall be as follows:

| | |
|---|---|
| First Shift | 7 a.m./8 a.m. |
| Second Shift | 3 p.m./4 p.m. |
| Third Shift | 11 p.m./12 midnight |

**(c)** Positions will be scheduled to begin not more than four (4) hours in advance of, or not more than four (4) hours later than the times specified in the Paragraph (b) above.

**(d)** Where an independent position is worked, it shall be scheduled to begin to meet the requirements of service.

**(e)** An assignment starting in advance of midnight on any day, which includes working time after midnight, will be considered as work performed on the day the assignment begins.

**(f)** There may be rotating regular days off, however, there will be no rotating or revolving shifts.

**(g)** Relief positions, including vacation relief positions, may incorporate different days, starting times, duties and work locations, provided said employee assumes the same starting time, duties and work locations of the employee whom they are relieving.

**(h)** An officer shall be assigned one headquarter location where his/her uniform shall be maintained. All officers shall start and complete their tour of duty at their assigned headquarter location.

**(i)** Those positions assigned to clerical, detective, anti-crime unit, special duty, or on the staff of the Commanding Officer or Chief of Police will not be subject to the provisions of this section.

**SECTION 4.** All work in excess of ten (10) hours per day, or on RDO's, shall be paid at time and one-half (1½) regular salary rates.

**SECTION 5.** An officer who is recalled to duty to work unscheduled overtime shall be guaranteed a minimum of four (4) hours overtime at the prevailing overtime rate. An officer who is called to duty (early call-in) prior to his regular start of duty will be paid at the rate of time and one-half for those hours worked prior to his/her scheduled tour of duty.

**SECTION 6. (a)** Temporary orders may be issued for up to 120 days. Orders may be a single continuous order or multiple orders not to exceed 120 days in total in a calendar year.

**(b)** After completion of the order(s), the assigned officer will then be reassigned to his original position and a second officer may then be assigned, then a third, etc.

**(c)** An officer will not be assigned to a position without at least two calendar days' notice.

**(d)** An officer wishing to volunteer to work a temporary position may do so by making his/her request in writing to the Chief of Police.

**(e)** An officer assigned to a Supervisor's position other than his regular position, he/she shall be paid at 100% of the rate of the position to which he/she is temporarily assigned, but if such rate is less than the rate of his regular position, he/she shall be paid the rate of his regular position.

**SECTION 7. (a)** When an officer is involuntarily removed from an appointed position, every effort will be made to assign the officer to a position comparable, in RDO's and hours, to the position in which he/she had been assigned.

**(b)** Officers in appointed positions may request, in writing, to be removed from his/her position at which time he/she will be assigned to a position by the Chief of Police until the officer is able to select a position in accordance with Section 1 of this Article.

**SECTION 8.** There will be no involuntary assignments that would create a geographical hardship from the employee's normally assigned position unless there are exigent circumstances that would dictate such an assignment. However, every reasonable consideration will be made to avoid creating such hardship.

**SECTION 9.** All new positions or open positions may be posted for selection anytime during the calendar year.

**SECTION 10.** Officers out on long term illness or injury will be able to return to his/her original position, if available, or be assigned to a position within the region of his/her last position held. (For purposes of this section there are two Regions, one Northern and one Southern divided by this "Plumstead Line" extending from Roebling on the Western side of New Jersey to Bayville on the Eastern side of New Jersey.)

**SECTION 11.** Tour swaps will be permitted six (6) times per calendar year with no more than one (1) in any calendar month. Tour swaps must include one officer’s RDO and cannot result in any officer working more than fifteen (15) consecutive hours. Tour swaps will be permitted in ten (10) hour increments only.

**(a)** Officers within the same seniority class will be permitted to swap shifts or days off, provided that such swaps will not involve any additional expense to NJ TRANSIT.

**(b)** Swapping will be arranged on the officer's own time and may not involve less than a full tour of duty.

**(c)** Request must be made in writing and advance approval must be obtained from the Chief of Police or such official as may be designated by him/her.

**(d)** Absence, tardiness, overtime and other activities during the time they are working will be the responsibility of the individual who is actually performing service and who has agreed to perform service.

**(e)** The entire arrangement must be completed within thirty (30) days.

**(f)** The officer responsible for performing service on a tour of duty but who does not fulfill his obligation, may be subject to losing his swapping privileges and to disciplinary action.

**(g)** Other details that are not in conflict with the above may be agreed upon by the President of the Union and the Chief of Police.

## ARTICLE XXIV

## OVERTIME

**SECTION 1.** For the purpose of overtime, each respective rank, Patrolman, Sergeant, and Lieutenant will have their own master revolving over-time list.

**SECTION 2.** Police personnel working at Broad Street Station and Pennsylvania Station, Newark, New Jersey, will be combined according to their rank. Police personnel working at Atlantic City and Camden commands will be combined according to their rank.

**SECTION 3.** In initially implementing the master Revolving Overtime List, each respective rank will begin by listing officers according to seniority.

**SECTION 4.** When overtime is to be filled, the following shall govern in determining officer to be used:

**(a)** The senior qualified officer whose name appears on the list as designated as the first to be called for overtime will be offered the opportunity to work the scheduled overtime.

**(b)** If the Officer determined to work the overtime refused to, for whatever reason, the opportunity will be offered to the next qualified officer whose name appears on the list. Every eligible officer will be advised of all positions that the officer is qualified to work. The method will be repeated until the list of qualified officers is exhausted.

**(c)** If it is not possible to fill the overtime by use of the system referred to in "A" and "B", it may be filled by on-duty holdovers and/or early call in, based on the master Revolving Overtime List.

**(d)** If it is not possible to fill the overtime by use of the system referred to in "A", "B" and "C", the position may be filled without regard to the master Overtime List or rank with the permission of the unit's Commanding Officer.

**(e)** Police personnel assigned to Long Branch or Atlantic City will have first choice to cover overtime at each location. The overtime will be offered to the senior qualified officer and subject to the rules set forth in Paragraphs "A", “B”, “C”, and "D".

**SECTION 5.** This does not preclude officers assigned to Long Branch or Atlantic City from being offered overtime at other locations. The policy would have the same effect on officers being offered at Long Branch or Atlantic City who are not regularly assigned to other locations.

PBA members will be allowed to split their overtime hours earned between comp time and cash for each hour at their discretion (i.e., if you earned 6 hours in overtime, this can be split into 4 hours of comp time and 2 hours cash).

**SECTION 6.** Police Officers and Detectives will be allowed to split their overtime hours earned between comp time and cash for each hour at their discretion (i.e., if you earned 6 hours in overtime, this can be split into 4 hours of comp time and 2 hours cash.

**SECTION 7.** Personnel assigned to the Central Communications Center will not be offered overtime or accept overtime if such exists at the Central Communications Center.

**SECTION 8.** Officers on vacation, other authorized leave of absence or training will be excluded from being called for available overtime. Police officers on vacation may elect to be considered for overtime by submitting a written request to the Commanding Officer prior to the start of each vacation period. Such requests will subject the officer to the terms of **Section 4** "A" and "B". Regular days off in conjunction with vacation will be considered part of the vacation period.

**SECTION 9.** Overtime for special details, events, i.e., concerts, New Year's Eve, St. Patrick's Day, Hoboken Festival, but not limited thereto, will be excluded from this Article.

**SECTION 10.** Officer on duty will be eligible and offered overtime outside their individual tours even though their starting and finishing time may differ up to and including one (1) hour.

**SECTION 11.** **(a)** Off-duty sick personnel will not be eligible for overtime in the calendar day.

**(b)** Personnel off on a Personal Day will not be eligible for overtime during their normal Tour of Duty on that calendar day.

**(c)** Personnel off on a compensatory time off day will not be eligible for overtime during their normal tour of duty on that calendar day.

**SECTION 12.** Overtime list will be made available on a daily basis.

**SECTION 13.** Where a different procedure for filling overtime is desired, the Chief of Police and the Union President will jointly submit their recommended procedure to Labor Relations for their approval. If such proposed procedure is approved, it shall supersede any conflict procedures in this Article.

**SECTION 14.** When a special assignment arises that requires NJ Transit to offer overtime to a union member(s) that would require the member(s) to hand out materials, i.e.: pamphlets, brochures, not limited thereto, at such events as Job Expos and similar recruiting fairs, the member(s) would not be eligible for overtime assignments available on the Master Revolving Overtime List (as outlined In Section 3 or 4), for the day(s) working the recruiting assignment.

**SECTION 15.** When a union member(s) is/are qualified for a special overtime assignment based upon specific personal traits, i.e.: race, gender, not limited thereto, that would require the member(s) to perform specific police duties while working undercover, the member(s) would not be eligible for overtime assignments available on the Master Revolving Overtime List (as outlined in Section 3 and 4), for the day(s) working the undercover assignment.

## ARTICLE XXV

## VACATION

**SECTION 1.** Vacations may be taken from January 1st to December 31st consistent with the requirements of service.

**(a)** Vacation shall not be accumulated or carried over from one vacation year to another.

**(b)** Probationary or new employees shall be granted vacations in the amount of one ten (10) hours per calendar month of service after seven (7) months of service. The number of such hours shall not exceed forty (40) hours.

**(c)** A calendar month of service as referred to herein shall mean any month during which the employee worked more than 15 days.

**SECTION 2.** Vacation Allowance - Police Officers

An annual vacation with pay will be granted to employees as per the following schedule:

| Length of Service | Vacation Allowance |
|---|---|
| 7 months but less than 1 year | 40 Hours |
| After completion of one year | 80 Hours |
| After the completion of 3 years | 120 Hours |
| After the completion of 9 years | 160 Hours |
| After the completion of 17 years | 200 Hours |

Although vacation allowance is expressed in hours, it must be taken in whole workday increments.

**SECTION 3.** Vacation Selection

**A.** Vacation selection will be done during the months of October and November for each upcoming year.

**B.** The selections will be according to their seniority in their present rank in accordance with the agreement of November 7, 2018 and the Department policy issued December 1, 2018, each of which is appended to this Agreement.

**C.** Officers may split their vacation into blocks of not less than four (4) working days that are consecutive.

**D.** Vacation selections will be conducted in accordance with the Department policy established for 2019, will continue for the remaining years of this Agreement and remain in effect thereafter until a different policy is negotiated and adopted. A copy of this policy is appended to this Agreement.

**SECTION 4.** Vacation - Other

**A.** An officer will be paid for each working day of their vacation at the rate of the straight time hourly rate equivalent (excluding casual or unassigned overtime) of the position occupied when entitled to vacation.

**B.** Vacation time may be rescheduled consistent with the requirements of service.

**C.** A police officer may volunteer to perform services as a Police Officer on any day of their assigned vacation period. A police officer who voluntarily performs services as a Police Officer on any such day will be paid for such service at the straight time hourly rate of the position occupied when entitled to a vacation, such pay to be in addition to their vacation pay.

**D.** A police officer who involuntarily performs service in an emergency situation as a police officer on any day of their assigned vacation period will be paid for such service at time and one-half in addition to vacation pay

**E.** Vacations, or allowance thereof, under two or more schedules held by different organizations of the Company shall not be applied to create a vacation, or allowance thereof, of more than the maximum number of days provided for in either of such schedules.

**F.** The vacation provided for in this agreement shall be considered to have been earned when the police officer has qualified under Section 2 hereof. If their employment status is

terminated for any reason whatsoever, including, but not limited to, retirement, resignation, discharge, non-compliance with the union shop agreement, or failure to return after furlough, he/she shall at the time of such termination be granted full vacation earned in the preceding year. If a police officer thus entitled to vacation or vacation pay shall die, the vacation pay earned and not received shall be paid to such beneficiary as may have been designated, or in the absence of such designation, the surviving spouse or children or their estate, in that order of preference.

**G.** Requests for split vacations must be made at the time employee submits their choice for vacation period and after vacation assignments have been made, no further changes in vacation schedules will be made. Officers may split one week of vacation to which they are entitled into single days of vacation. The election to do so will be made in accordance with paragraph (b) of this section and the request for such specific day(s) must be a minimum of one week in advance. Such request will be granted when the requirements of service permit; however, if there are used or unassigned single days of vacation on the first of November of any year, the Chief of Police, after consultation with the PBA President or their designated representative, will assign such days consistent with the requirements of service.

**H.** Nothing in this article shall be construed to prohibit NJ TRANSIT from not filling a position when the incumbent thereof is absent on vacation or from requiring other police officers to assist in the performance of the duties of the position to the extent deemed essential.

**I.** When necessary, such positions may be filled by other police officers in rank, in tour or by the establishment of vacation relief positions.

**J.** Carry-over of unused vacation or payment for same shall be subject to approval by the Chief of Police.

## ARTICLE XXVI

## PERSONAL LEAVE

**SECTION 1.** **(a)** Thirty (30) hours of personal leave will be provided for police officers who have been full-time employees for six (6) months.

**(b)** Forty (40) hours of personal leave will be provided for police officers who have upon completion of 15 years of service.

**SECTION 2.** **(a)** Personal leave days provided in Section 1 may be taken upon forty-eight (48) hours advance notice from the officer to the proper Agency officer, however, such days must be taken only when consistent with the requirements of the service. It is not intended that this condition prevent an eligible employee from receiving personal days except where the request for leave is so late in a calendar year that service requirements prevent the employee's utilization of any personal leave days before the end of that year. Selection of personal leave days by employees with personal leave days remaining shall have priority over single day vacation picks of other employees during the month of December.

**SECTION 3.** Personal leave days will be paid for at the regular rate of the employee's position.

**SECTION 4.** The personal leave days provided in Section (a) shall be forfeited if not taken during each calendar year. The Carrier shall have the option to fill or not fill the position of an employee who is absent on a personal leave day. If the vacant position is filled, the rules of the agreement applicable thereto will apply. The Agency will have the right to distribute work on a position vacated among other employees covered by this Agreement.

## ARTICLE XXVII

## UNIFORMS

**SECTION 1.** NJ TRANSIT shall designate the uniform to be worn by certain employees at all times while on duty unless otherwise directed. Said uniform shall be subject to change from time to time as required by NJ TRANSIT, but shall for the present at least consist of cap, jacket, shirt, necktie, trousers and outercoat. NJ TRANSIT will provide rain cap or cover, raincoat and boots to those police officers normally requiring such equipment in the exercise of their duties.

**SECTION 2.** Uniform equipment shall be worn only when employees are on duty, except the uniform may be worn while employees are actually traveling to and from work, are required to attend court, or when otherwise so directed or permitted by a superior officer.

**SECTION 3.** When it becomes necessary for an employee subject to this Agreement to acquire a new uniform or part thereof as set forth in Section 1, an order shall be obtained from the appropriate official designated by NJ TRANSIT, and the uniform (or part) shall be ordered from clothier approved by NJ TRANSIT.

**SECTION 4. (a)** In order to ensure that the uniform will present an appropriate appearance, the employees agree to keep their uniform property cleaned and neatly pressed at all times.

**(b)** All employees shall receive an annual $1,500.00 payment as a uniform, equipment and maintenance allowance. Said payments shall be made annually in July of each year.

**SECTION 5.** In cases where a uniform or any part thereof is lost, stolen, damaged or destroyed as a result of carelessness on the part of the employee, the employee will repair such damage or replace such uniform (or part) at their own expense entirely.

## ARTICLE XXVIII

## TRAVEL TIME EXPENSES

**SECTION 1.** A police officer performing service which does not permit them to leave and return to their assigned command during a continuous period of service shall be paid at the pro-rata rate for all time actually engaged in traveling.

**SECTION 2.** A police officer performing service which does not permit him/her to leave and return to their assigned command during a continuous period of service shall be reimbursed for actual reasonable required expenses incurred for meals and lodging while away from their assigned command in accordance with NJ TRANSIT policy and procedures.

## ARTICLE XXIX

## ATTENDING COURT, COMPANY MEETINGS

**SECTION 1.** A police officer required by NJ TRANSIT to attend court, inquests, company meetings, seminars, training schools or to appear as a witness for NJ TRANSIT in disciplinary or similar proceedings during his regularly assigned tour of duty shall not suffer any loss in wages. In addition, a police officer, other than a probationary employee attending training school, shall receive such actual reasonable required expenses as he/she may incur while on this duty.

**SECTION 2.** Any fees or mileage received shall be assigned to NJ TRANSIT. Transportation will be provided when available.

**SECTION 3.** Effective January 1, 2009, a police officer shall receive three (3) hours minimum compensation for all required off-duty court appearances arising out of the Officer's employment as a Police Officer with NJ TRANSIT.

## ARTICLE XXX

## TRAINING PROGRAMS, SCHOOLS, SEMINARS

**SECTION 1.** Police officers attending training programs, schools, or seminars will be compensated as provided in this Agreement, except that police officers relieved from their regular assignments to attend such training will be allowed their regular ten (10) hours pay at the straight-time rate with appropriate adjustments of their relief days made necessary by attendance at such training program.

**SECTION 2.** Police officers, as a condition of employment, shall be required to qualify semi-annually with the use of a service weapon.

## ARTICLE XXXI

## USE OF PRIVATE AUTOMOBILES

**SECTION 1.** Police officers shall not be required to furnish their privately owned automobiles for Company business.

**SECTION 2.** Police officers requested to and using their private automobile for Company business shall be allowed mileage utilized for the use thereof at the current mileage rate in accordance with the corporation's company-wide policy.

## ARTICLE XXXII

## INSURANCE BENEFITS

**SECTION 1. (a)** Health Insurance

**1.** With respect to health benefits for active employees covered by this Agreement, NJ TRANSIT will provide active employees the following plans:

**1.1** The Blue Select (Horizon PPO) Plan for hospital, surgical and medical coverage. Out of Network Reimbursement Methodology of 80% Fair Health will be changed to the 180% Centers for Medicare & Medicaid.

**1.2** ESI prescription plan to generic cost share plan.

**1.3** The Horizon PPO Traditional Triple Option dental plan will be transferred to the Horizon PPO Traditional plan for all members.

**1.4** The Mental/Nervous/Substance Abuse benefit shall be as follows:

| | |
|---|---|
| Network Benefits: | Case Management referral to specific provider required for defined program of treatment. |
| In-Patient Hospital: | 100% up to 60 days/year. |
| In-Patient Medical: | 100% up to 60 days/year. |
| Intensive Outpatient: | $5 per visit co-pay 2 programs/year. |
| (Substance Abuse only): | limit, 40 visits/year maximum. |
| Outpatient: | $0 co-pay for first three (3) visits $5 co-pay for group sessions $15 co-pay for individual sessions 60 visits/year maximum |

Employee/Dependent Voluntary Treatment: Unless specifically requested by the individual seeking treatment, the NJ TRANSIT's Employee Assistant Program (EAP) will not have knowledge and will not participate in such cases.

**1.5** Special Cost Containment Provision: Duplication of payments for medical expenses arising out of an automobile accident is not permitted. Once an Insurance Provider is selected to provide primary coverage, the other Provider Plan will automatically be designated as secondary provider through coordination of benefits between the two plans. The subrogation rights of each plan provider shall apply.

**1.6** Horizon HMO Blue will be transferred to an EPO plan.

**1.7** Effective July 1, 2017, bargaining unit employees shall contribute towards the cost of their health care benefits at the rate of 15% of the pseudo-premium rates established by NJ TRANSIT for such benefits.

**1.8** Effective July 1, 2017, bargaining unit employees shall contribute towards the cost of their health care benefits at the rate of 15% of the pseudo-premium rates established by NJ TRANSIT for such benefits.

**SECTION 1. (b)** Eye Care Package

**1.1** It is agreed that NJ TRANSIT will provide an Eye Care Program during the term of this agreement. The coverage shall provide for a Twenty-Five ($25.00) Dollar payment for regular prescription eyeglasses or contact lenses or a $30.00 payment for bifocal glasses or more complex prescriptions. Included are all eligible full-time employees and their dependents. The extension of benefits to dependents shall be effective only after the new employee has been continuously employed for a minimum of sixty (60) days.

**1.2.** Full-time employees and eligible dependents as defined above shall be eligible for a maximum payment of Twenty-Five ($25.00) Dollars or the cost, whichever is less, of an eye examination by an Ophthalmologist or an Optometrist.

**1.3.** Each eligible employee and dependent may receive only one (1) payment for glasses and one (1) payment for examinations every two (2) years while the program is in effect. Proper affidavit and submission of receipts are required of the employee in order to receive payments.

**SECTION 2.**

An employee may be either a subscriber or a dependent in NJ TRANSIT health plans. Children may be enrolled only once in NJ TRANSIT health plans.

Coverage for all plans and all conditions will terminate on the first of the month according to the following schedule:

| Category | Effective |
|---|---|
| After full time student's 26th birthday | 1st of Year |
| Furlough w/less than one (1) full year of service | 1st of Month after 1 Full Month |
| Resignation | 1st of Month |
| Leave of Absence/Termination | 3 Full Months |

**SECTION 3.** New employees become eligible for all hospital, medical, and vision plans and life insurance the first of the month after completing ninety (90) days of service.

**SECTION 4.** An employee on leave without pay who receives health and prescription benefits provided by NJ TRANSIT shall be required to pay the above-outlined contributions and shall be billed by NJ TRANSIT for these contributions. Health and prescription benefit coverage will cease if the employee fails to make timely payment of these contributions.

**SECTION 5**. Officers retiring on or after July 1, 2022 who have completed Tier 1 – Tier 3 minimum requirements of the NJ Police and Fire Retirement System will receive the same benefits as active status officers. Cost calculations method will the same as utilized for active officers.

**SECTION 6**. Retirees who marry after their retirement: spousal/partner benefits will not be available until after their 1-year marriage anniversary.

**SECTION 7**. Upon reaching the age of 65 covered recipients will transition to Medicare as their primary medical benefits.

## ARTICLE XXXIII

## RIDERSHIP PASSES

NJ TRANSIT shall provide each full-time police officer a pass entitling him/her only to ride on commuter lines in the NJ TRANSIT system. The pass shall be issued annually and shall be valid only during the year in which it was issued. The pass will not be transferrable.

## ARTICLE XXXIV

## DUES CHECKOFF AND INDEMNIFICATION

Upon receipt of proper written authorization, NJ TRANSIT shall deduct PBA dues on a pro-rata basis and shall remit the monies collected to the PBA once each month. The PBA agrees to indemnify and hold harmless NJ TRANSIT from any causes of action, claims, loss or damages incurred as a result of this clause.

All deductions under the articles shall be subject to revocation by the employees who executed such assignments, upon giving written notice to that effect. Such notice shall be given to the PBA and NJ TRANSIT. NJ TRANSIT shall thereafter cease withholding any monies whatever under such checkoff authorization.

Assignees shall have no right to or interest whatsoever in any money authorized withheld until such money is actually paid over to them. NJ TRANSIT or any of its officers and employees shall not be liable for any delay in carrying out such deduction, and upon forwarding a check in payment of such deductions by mail to the assignees' last known address, NJ TRANSIT and its officers and employees shall be released from all liability to the employees-assignors; and to the assignees under such assignments.

NJ TRANSIT shall not deduct dues from any employee's salary for an organization other than the PBA.

## ARTICLE XXXV

## NEW EMPLOYEES

On or about the last day of each month, beginning with the month this Agreement becomes effective, NJ TRANSIT will submit to the PBA a list of all employees who began their employment in a bargaining unit position during the preceding thirty (30) day period. The list will include names, job titles and date of employment for all such employees.

## ARTICLE XXXVI

## RESPONSIBILITIES OF PARTIES TO THIS AGREEMENT

**SECTION 1.** It is recognized that the need for continued and uninterrupted operation of NJ TRANSIT is of paramount importance to the citizens of New Jersey, and that there shall be no interference with such operation.

Adequate procedures having been provided for the equitable settlement of grievances arising out of this Agreement, parties hereto agree that there will not be and that the PBA, its officers, members, agents or principals will not engage in strikes, slowdowns, lockouts, mass resignations, mass absenteeism, picketing, demonstrations or other similar actions which would involve suspension of or interference with normal work performance.

**SECTION 2.** NJ TRANSIT shall have the right to discipline or discharge any employee engaging in such acts as listed above.

## ARTICLE XXXVII

## FULLY BARGAINED PROVISION

This Agreement represents and incorporates the complete and final understanding of the settlement between the parties of all bargainable issues which were or could have been the subject of negotiations. During the term of this Agreement, neither party will be required to negotiate with respect to any subject matter, whether or not covered by this Agreement, and whether or not within the knowledge or contemplation of either or both of the parties at the time they negotiated or signed this Agreement.

The provisions of this Article are not intended to derogate the rules and regulations of the Public Employment Relations Commission.

## ARTICLE XXXVIII

## REDUCTION IN FORCE

**SECTION 1.** When force is reduced, employees will be laid off in the reverse order of seniority even though they may be holding appointive positions.

**SECTION 2.** When force is reduced or positions are abolished, five (5) working days advance notice shall be provided. Not more than sixteen (16) hours advance notice will be required under emergency conditions such as flood, snow storm, hurricane, earthquake, fire or strike; provided that NJ TRANSIT operations are suspended in whole or in part and provided further that, because of such emergency, the work which would be performed by the incumbents of the position to be abolished, or the work which would be performed by the employees involved in the force reductions, no longer exists or cannot be performed.

Employees laid off shall retain their seniority provided they file their names and addresses with their employing officer, keep such officer advised of any change in address, and report for service promptly when recalled for regular employment (within seven (7) calendar days after being notified by certified mail or telegram sent to the last address on file). Failure to comply with these requirements will result in loss of seniority unless the employee submits, in writing, a reason that is satisfactory to the management and union representatives. Under this rule, senior furloughed officers will be expected to report for extra and temporary work when called, unless exceptions are agreed to by the management and union representative.

**SECTION 3.** When force is increased, qualified employees who have been furloughed will be called back to work in seniority order. If called to return to a headquarters location that is not more than thirty (30) highway miles from the headquarters from which furloughed, employees must return within ten (10) calendar days or forfeit all seniority under this agreement. Furloughed employees may not bid on advertised positions.

## ARTICLE XXXIX

## PENSION

As soon as possible following execution of this Memorandum, but under no circumstances later than December 1, 1994, NJ TRANSIT shall create a Tax Deferred Savings Plan for each employee and agrees to a fifty (50%) percent match of an employee's contribution to a maximum of three percent (3%). (As an example, if an employee contributes two percent (2%), NJ Transit will contribute one percent (1%). If an employee contributes six percent (6%) or above, however, NJ Transit's contribution will not exceed three percent (3%)).

To replace the value of this benefit lost by reason of delay until December 1, 1994 in implementation of the Plan, NJ Transit shall pay a one-time bonus of $200 to each bargaining unit member who chose to participate in the Plan during December 1994.

## ARTICLE XL

## DURATION

This Agreement shall be in effect from July 1, 2022, through June 30, 2027, without any reopening date unless as provided in Article XXIII Section 3(a).

This Agreement shall continue in full force and effect from year to year thereafter, unless one party to the other gives notice, in writing, no later than sixty (60) days from the expiration date, to commence negotiations for a successor agreement under the New Jersey Employer-Employee Relations Act, **N.J.S.A. 34:13A-1, *et seq.***

## ARTICLE XLI

## CENTRAL POLICE POOL

NJ TRANSIT may establish a Central Police Pool ("Pool") under the following guidelines:

**(a)** The Pool shall not exceed 10% of the authorized sworn bargaining unit personnel.

**(b)** The Pool shall be divided into two distinct regions, one Northern and one Southern, divided by a "Plumsted Line" extending from Roebling on the Western side of New Jersey to Bayville on the Eastern side of New Jersey.

**(c)** There are no restrictions on the number of assignments a Pool officer can be assigned to as long as he/she is qualified, provided that Pool personnel will not be subject to temporary transfers outside of their Region unless the individual officer volunteers in writing.

**(d)** A Pool officer's regular work week shall consist of ten-hour workdays and three regular days off, which shall be regularly assigned to that officer on the same basis as a non-Pool officer's regular days off. This means that a Pool officer's regular work week and regular days off are set on the same basis as any other officer, regardless of pay period.

**(e)** Prior to the end of each workday Pool officers shall receive the location and starting time of their next working day's assignment. Pool officers will have at least eight hours' rest between assigned work shifts. They may, however, be assigned to work overtime following a shift subject to the minimum rest requirement.

**(f)** Subject to the limitations of this section, the Pool will be staffed by qualified officers who have attained the assignment by normal bid procedures or by probationary officers who have

completed their training periods. At the conclusion of the training periods, officers may be assigned to the Pool, where they will remain until they are assigned and/or awarded a non-Pool position.

**(g)** Pool position bids will be for a base Transit District. Pool officers may be assigned to other transit districts within the region to meet the needs of service.

**(h)** Pool officers shall be permitted to keep their equipment in their cars to and from their daily assignments; but their weapons and portable radios shall never be left unattended in their vehicles.

## ARTICLE XLII

## CIVILIANS ON THE RADIO DESK

NJ TRANSIT may assign non-bargaining unit personnel to the Radio Desk in its sole and absolute discretion without any requirement of sworn Officers being assigned to the Radio Desk.

## ARTICLE XLIII

## OFF DUTY WORK

Police Officers may work in off-duty positions in non-security jobs so long as such positions do not violate a specific law or NJ TRANSIT rule or regulation. Denials of such requests shall be subject to the grievance procedure.

## ARTICLE XLIV

## DIRECT DEPOSIT

Employees will have the option of having their check deposited to the account of their choice.

## ARTICLE XLV

## PERSONNEL FILES

**SECTION 1.** An Officer will have the right to review his/her personnel and training file. The Officer shall notify the Chief of Police of the request to review these files which will be made available within a reasonable amount of time from the receipt of the request.

**SECTION 2.** The Officer shall have the right to submit a written response for inclusion in his/her personnel or training file.

**SECTION 3.** NJ TRANSIT agrees to protect the confidentiality of the Officer's personnel and training files in accordance with applicable law and consistent with the chain of command of the department. Personnel files shall be maintained and stored in the office of the Chief of Police.

**SECTION 4.** This Section shall not apply to Medical, Internal Affairs and background files of an Officer.

## ARTICLE XLVI

## TUITION REIMBURSEMENT

Officers will be provided tuition reimbursement consistent with the current Continuing Education Assistance program available to non-agreement employees, see Attachment B, (Policy # 3.11), except that Officers will only be eligible for reimbursement for a course of study leading to a degree related to law enforcement and they achieve at least of "C" in any undergraduate course and a "B" in a graduate course.

## ARTICLE XLVII

## OPTIONAL COMPENSATORY TIME BANK

In lieu of receiving cash payments for overtime as required by the Fair Labor Standards Act, an Officer may elect to receive compensatory time. Such compensatory time will be paid at the rate of time and one half (1 1/2) for each hour worked in excess of forty (40) hours in any work week.

NJ TRANSIT shall allow Officers use of their compensatory time within a reasonable period after a written request is submitted. Compensatory time may only be taken forty-eight (48) hours' notice to the Chief of Police or his/her designee, so as to prevent undue disruption of NJ TRANSIT'S operation. Utilization of Compensatory Time earned shall be subject to prior department approval.

When an Officer accumulates more than ten (10) hours compensatory time, he/she may request compensatory time off in ten (10) hours increments. The maximum amount of compensatory time that an Officer may accumulate in his/her bank is ninety (90) hours. Upon termination of employment, all banked compensatory time shall be paid by NJ TRANSIT at the straight time hourly rate of pay in effect at that time for the Officer, within thirty (30) days of termination unless otherwise mutually agreed upon by NJ TRANSIT and the Officer.

An officer may also request the use of compensatory time off in one (1) hour blocks in conjunction with the beginning or end of the Officer's tour. Compensatory time cannot be utilized in the middle of an Officer's tour or to enable the Officer to work overtime or an extra duty job that they would normally not be eligible for due to their regular work hours.

## ARTICLE XLVIII

## DISCIPLINE

Except as otherwise provided by law, a Transit Police Officer shall not be removed from employment or position for political reasons for any cause other than incapacity, misconduct, or disobedience of rules and regulations established by the New Jersey Transit Police Department, nor shall such Officer be suspended, removed, or fined or reduced in rank from or in employment or position therein, except for just cause as hereinbefore provided.

A Transit Police Officer shall not be removed from employment or position or suspended fined or reduced in rank for a violation of the internal rules and regulations established for the conduct of the New Jersey Transit Police Department unless a complaint charging a violation of those rules and regulations is filed no later than the 45th day after the date on which the person filing the complaint obtained sufficient information to file the matter upon which the complaint is based.

The 45-day time limit shall not apply if an investigation of a Transit Police Officer for a violation of internal rules or regulations is included directly or indirectly within a concurrent investigation of that Officer for a violation of the criminal laws of this State. The 45-day limit shall begin on the day after the disposition of the criminal investigation. The 45-day requirement of this paragraph for the filing of a complaint against an Officer shall not apply to filing of a complaint by a private individual.

A failure to comply with the provisions as to the service of this complaint and the time within which a complaint is to be filed shall require a dismissal of the complaint.

## ARTICLE XLIX

## DONATED LEAVE

Negotiations unit members shall be covered by NJT' s policy #3.30 governing non--agreement employees.

**IN WITNESS WHEREOF**, the parties have hereunto affixed their signatures.

| **FOR THE POLICE BENEVOLENT ASSOCIATION** | **FOR NJ TRANSIT CORPORATION** |
|---|---|
| **By:** _____ | **By:** _____ |

## EXECUTIVE SESSION AUTHORIZATION

**BE IT HEREBY RESOLVED** pursuant to N.J.S.A. 10:4-12 and N.J.S.A. 10:4-13 that the Board of Directors of the New Jersey Transit Corporation hold an executive session to discuss personnel matters, contract negotiations, the status of pending and anticipated litigation, and matters falling within the attorney-client privilege, including, but not limited to the NJ TRANSIT – County Yard Project: 120 Jersey Avenue, LLC, New Brunswick (Parcel 3) Settlement; and

**BE IT FURTHER RESOLVED** that it is expected that discussions undertaken at this executive session could be made public at the conclusion of these matters as appropriate.